

Ten Years of

IT WAS in March, 1920 that the first steps to organize a playground feature for The American Legion were instituted, and, by odd co-incidence, it was in Philadelphia, rich in historic interest, that the initial steps were taken.

To Joseph W. Breen, a veteran of two wars and then an officer of the Breen-McCracken Post No. 297, belongs the distinction of conceiving the idea.

The American Legion had been successfully launched and had progressed through the various stages from the Paris conference, the St. Louis caucus and the Minneapolis convention.

Many Legionnaires entertained an idea that there should be some sort of a playground adjunct to The American Legion, and there were many ideas as to the way this playground feature should be organized.

Fifteen members of the Breen-McCracken Post in Philadelphia joined with Major Breen, who had been an Engineer Officer during the World War, in getting La Societe started.

Being a Legionnaire and being a good one was a serious matter in those early days of The American Legion, and still is. Behind "The Society of the Forty Men and Eight Horses" was the thought that good Legionnaires needed an opportunity to "blow off steam" in full good humor, when serious things could be forgotten for the moment.

Breen and his little crew sold their idea in Philadelphia. The familiar "box car" of French railways, with its instant appeal to the risibilities of every ex-service man who had ridden in one, and to all the others who had not and constantly regretted it, was made the background for all the "work" of the society.

Members of the 40 and 8 were to be known as "Voyageurs Militaire," or military travelers. The candidates were to bear the designation "Prisonniers de Guerre" or in more expressive English "Poor Goofs." The initiation ceremony was to be staged by a "Wrecking Crew."

Officers were to be designated by terms used about the railroad stations in France. The chief executive was to be the "Chef de Chemin de Fer" or literally the chief of the road of iron. The "Chef de Gare," meaning station master was to head "Voitures Locales" or neighborhood cars. The "Chef de Train" was to be the assistant to this preceding functionary, and so down through an elaborate series of officials.

An underslung tab, to be worn beneath the button of The American Legion bearing upon a blue background the numerals 40 and 8 was devised as the every day badge of membership. A more elaborate medal bearing an impression of an exaggerated box car with a horse gazing at a soldier standing outside, and suspended on a ribbon of the familiar "horizon blue" of the French poilu's uniform was for ceremonies. And for "uniform" was adapted the chapeau of the French soldier, with blue piping on its edge denoting membership; red piping signifying office in a Voi-

Paul J.
McGahan,
Premier
Historien
National.



Regardez, Monsieur et Madame—especially Madame! Voila the one and only Premier Officer National of La Societe still in active service. The name? It is Paul J. McGahan, Historien National of La Societe, Premier and Present, author of the Rise and Fall of the Forty and Eight, Beau Gallant of the Legion, greeter of foreign celebrities and wearer of a privately owned morning coat.

If Paul McGahan needs any further claims to distinction he has them, don't think he hasn't! His brief histories of La Societe has held every Promenade Nationale spell-bound for hours. He has been Adjutant, Finance Officer, Publicity Officer and Commander of the District of Columbia Department. He has sat in the august councils of the National Executive Committee. He has been a delegate to every National Convention since 1922. He has been a First Lieutenant in the Army of the United States of America. This man—what has he not done?

Well, there is one thing he has not done which many less dashing Voyageurs have achieved. He has never been married. Looking at the photograph this is hard to believe but it is nevertheless true. After all these years and all these conventions McGahan remains the despair of the Auxiliary. He has contributed aid, advice, council comfort to the Auxiliary, but new members—zero. In private life he is the Washington correspondent of a venerable Philadelphia newspaper.

ture Locale; silver piping signifying office in the Grande Voiture, which corresponds to the Department organization in The American Legion; and gold piping for the National officers.

A temporary ritual based on the common experiences of soldier, sailor and marine was devised, so that the wrecking crews would have something to use in developing a funmaking and interesting initiation ceremony.

In June of 1920, the second annual Convention of the Department of Pennsylvania was held at Allentown, Pa. And the little group of "Hommeys" as they had then come to be called, attended and launched their organization on a broader scale. An organization "Promenade" was called on the final night of The American Legion convention and after a volunteer "wrecking crew" had inducted several score of prominent Pennsylvania Legionnaires, a permanent organization was perfected.

Joseph W. Breen, the founder, was the unanimous choice for Chef de Chemin de Fer; P. L. McGee of Scranton, Pa., was chosen Sous Chef de Chemin de Fer; Dr. Stanley M. Rinehart of Pittsburgh, Commissaire Intendant, or National Treasurer; Dr. Howard S. Vail of Scranton, Correspondent National, or Secretary; Edward S. Glavis of Philadelphia, Conducteur, or Master of Ceremonies; Dr. W. R. Andress of Philadelphia, and Sheriff McCloskey and Thomas W. Price of Scranton as Cheminots, or National Directors; Richard V. Walsh of Scranton and William L. Chara and Frank C. Massey of Philadelphia, as Gardes des Prisonniers, or the degree team; Martin Olson of Philadelphia and Joseph L. Goines of Huntington, Pa., Gardes de la Porte, or Sergeant-at-Arms.

A week later in the armory of the State Fencibles in Philadelphia, an initiation was held followed by a business meeting. At this session Paul J. McGahan, then of Philadelphia and later of Washington, D. C., was elected Historien National.

This meeting also ratified the designation of E. S. Glavis as Correspondent National and Dr. Vail was named as the Conducteur National.

The designation by Chef de Chemin de Fer Breen of a group of other officers was also ratified by this session.

These officers included: E. J. Rankin of Philadelphia as Sous Conducteur National; Rev. Joseph L. N. Wolfe of Philadelphia as Ammonier National, or National Chaplain; James F. Ryan and Joseph Petron of Philadelphia as Gardes Frein, or members of the degree team; J. Willis Rommell of Philadelphia as Comis Voyageur, or property man; W. T. Connor of Philadelphia as Lampiste, or a member of the degree team; Samuel G. Stouch and David Rahill of Philadelphia and W. E. Zimmerman of Norristown, Pa., as Gardes aux Chevaux, or additional members of the degree team; and George W. Ellis of Scranton, Pa., Avocat National.

So well had the idea taken hold in Pennsylvania that the original officers decided to carry the organization to the Cleveland Convention of The American Legion in the Fall of 1920. One group of hardy Voyageurs chartered a box car and made the journey across Pennsylvania and Ohio riding in style in that humble conveyance. This stunt attracted nation wide attention.

At the Cleveland Convention of The American Legion a Promenade Nationale was held and so successful were the membership workers that more than 700 Legionnaires from all parts of the United States became "Hommeys."

This convention re-elected in mass the then existing National officers and authorized the organization of units in every state. In the meantime Frank T. Bacon and T. Taefner of Philadelphia had been chosen as sous correspondants national.

There had been some discussion of seeking formal recognition from The National Convention of The American Legion at Cleveland for La Societe as the playground organization of the Legion. But no definit-

Promenading

(A brief history
of La Societe
des 40 Hommes
Et 8 Chevaux)

As Told By PAUL J. MCGAHAN

Story of Small Beginning in Philadelphia to Present Stature, One of Inspiring Force—Widening Path of Service Prophesied in Recounting of Progress.

action was taken on this and the national officers returned East to promote the work of building up La Societe.

Then began a period of upset in the ranks of the national officers. Co-operation was difficult to achieve. But despite inefficiency and ineffectual efforts to restore harmony, the idea behind La Societe continued to take hold and the work of organization throughout the country advanced.

On December 18th, 1920, in Philadelphia the national officers met to discuss the problem. They did not get far. On January 22nd, 1921, another meeting was held and national officers found it impossible to heal the breach that had been created between Chef de Chemin de Fer Breen and Correspondant National Glavis. All the records were in the possession of Glavis and Dr. Rinehart, the Commissaire Intendant National, threatened to resign because he believed he was not being entirely advised of the financial affairs of the organization.

On June 25, 1921, Chef de Chemin de Fer Breen preferred formal charges against Correspondant National Glavis, before a meeting of the National officers, who formed the membership of the Cheminots National or National Executive Committee, which believed that it had authority to function between Promenades Nationales.

M. M. Stern of Cleveland, Ohio, a member of Voiture No. 11, who represented the "Homeys" of Ohio, Michigan, Iowa, Illinois and Mississippi, appeared to voice the request of the newly organized voitures in the middle West and the West that the National officers straighten out the tangle. He made a further appeal that this be done before the approaching National Convention of The American Legion and the Second Promenade of La Societe scheduled to be held at Kansas City.

Correspondant Glavis assumed the position that he was responsible to the members of the society and not to its officers and insisted that the matter be finally settled at Kansas City.

It was unfortunate that at this stage of the development of La Societe the only officer in possession of the addresses of the officers of the various Voitures Locales that had been organized was the Correspondant National Glavis. He made a presentation of the situation as he viewed it to these officers, but the other National officers were unable to reach these men with an expression of their views.

The result of this was that when the delegates from the various Voitures reached Kansas City on October 31, 1921, it was found that there were 143 voitures locales in thirty-one states and the Department

of Panama, with eleven grandes voitures or state organizations.

It is to the everlasting credit of the belief of its members in La Societe that they resorted to extreme methods at Kansas City to perpetuate it. There was pending before the National Convention of The American Legion several resolutions urging that body to officially designate one or the other of several organizations as The American Legion playground. One of these involved La Societe.

The sessions of the Promenade Nationale, or national convention of the Hommes were held in a motion picture theatre after midnight, so that they would not interfere with the regular work of the American Legion convention. As a simplification of the situation the delegates declared all national offices vacant.

Edward J. Eivers, then Department Adjutant of the Oregon Department of The American Legion, who hails from Portland, was chosen as temporary chairman of the meetings. Explanations were made in all directions and committees appointed to straighten out the affairs of La Societe.

The sessions were vigorous. But they were direct. And the work of the delegates was hastened when the announcement was made that The American Legion in National Convention assembled had adopted a resolution formally proclaiming La Societe des 40 Hommes et 8 Chevaux as its official playground auxiliary.

E. J. Eivers of Portland, who had acted as temporary chairman was unanimously elected Chef de Chemin de Fer. Dr. S. M. Rinehart, who had been the Commissaire Intendant National, was unanimously returned to that post, being the only one of the former national officers to be elected to any post.

One action of the convention however was to officially designate for all time the original officers as "Premier" or first. The succeeding officers, upon their retirement became "Past" officers. But the founders and organizers were accorded the distinction of having their labors rewarded with a special designation.

C. E. Cronkite of Los Angeles; Charles G. Barth of New York; Harry M. Clark of Iowa and George Dobson of Passaic, N. J., were elected Sous Chefs de Chemin de Fer.

Milton D. Campbell of Ohio was chosen Conducteur National; William L. Hanley of Michigan named as Historien National and Leo Kelly of Minnesota and Jack R. C. Cann of Michigan elected as Gardes de la Porte.

H. E. MacDonald of Seattle, Washing-

ton, was appointed Correspondant National and the national headquarters of La Societe were established in Seattle, Washington.

The constitution adopted by the Kansas City promenade, and the official actions of the delegates at the convention there, placed La Societe des Quarante Hommes et Huit Chevaux in the right path for progress.

Valued service to the American Legion is the prerequisite for membership in La Societe. It is fundamentally a playground designed to furnish relaxation for hard workers within the Legion ranks, and as it was the feeling of the delegates to the Kansas City Convention, who without a dissenting vote adopted the resolution sanctioning the 40 and 8 on that ground principally, its efforts since that time have been to provide fun and frolic.

It is not without its serious side however. Its preamble is as inspiring as the famous one of The American Legion. It sets forth that the objects are:

"For God and Country, to uphold and defend the Constitution of the United States of America and the American Legion; to be loyal members of the American Legion and at all times to strive and promote its principles and advance its welfare; to be present at all memorial services for departed comrades whenever possible; to hold Memorial Day sacred to the memory of our departed comrades and to participate in a proper observance of this veteran's day and of Armistice Day, as established by the American Legion, to hold dear the memories of our days in the Army, Navy and Marine Corps and to never forget a 'buddy.'"

Chef de Chemin de Fer Eivers and his associates began the work of developing La Societe with great vigor. In February, 1922, they sounded the slogan "La Societe has one prime mission and that is to back up and boost The American Legion. This must never be lost sight of." The policy was adopted that membership in La Societe should be restricted to men who are 100 percent Legionnaires, who had already rendered service and were going to continue to be active in their American Legion work.

In the year that followed the Kansas City convention a total of 286 voitures were chartered and the membership of La Societe in September, 1922, stood at 18,806. The first month of this period only two new voitures were formed. In the final month fifty-six were chartered.

Iowa led the roster of states in membership and Delaware stood at the foot of the ladder with a single small voiture.

The Third annual Promenade Nationale

was held at New Orleans October 16 to 20 inclusive in conjunction with the 1922 convention of The American Legion. The sessions were held in the morning and the Legion sessions in the afternoon.

New Orleans had taken on its Mardi Gras air for the conventions. And everywhere the chapeaux of the "Hommeys" was in evidence. In the parade a big box car appeared. And at an initiation ceremony several hundred members were taken in. One of the crack wrecking crews from Cincinnati, Voiture No. 29, staged the event.

This was a true business convention for the 40 and 8. And out of it came what is destined to be one of its most important works. Provision was made for a "Children's Welfare Fund" to be raised by an annual assessment of fifty cents and to be used in caring for the orphaned children of World War Veterans.

It was reported at this Promenade that on October 1, 1922, there were 426 Voitures Locales and Grandes Voitures in 32 states, with nine others having a sufficient number of Voitures to permit the organization of Grandes Voitures. At that time La Societe had representation in every state of the Union excepting Kentucky, New Mexico and South Carolina. Voitures had been chartered in Panama and in Honolulu.

On the final day Chef de Chemin de Fer was unanimously re-elected after J. C. Griffin of New York who had been nominated withdrew at the conclusion of the roll call.

There were eight candidates placed in nomination for the office of Sous Chef de Chemin de Fer. C. E. Cronkite of California was re-elected to fill one place. Dr. S. M. Rinehart, originally of Pittsburgh, Pa., but then of Washington, D. C., who had been the only one of the original national officers retained at Kansas City and who had been functioning as Commissaire Intendant National, was also elected a Sous Chef de Chemin de Fer. Robert H. Jamison of Ohio and John Stiles of Minnesota were the other two successful candidates for the office of Sous Chef de Chemin de Fer.

George Dobson of New Jersey, who had been one of the Sous Chefs for the preceding year, was unanimously elected Commissaire Intendant for the year 1922-23.

Milton D. Campbell of Ohio, who had been Conducteur National, easily defeated two opponents for re-election to that office.

Paul J. McGahan of the District of Columbia, who had been the Premier Historien National, was unanimously re-elected to that position, succeeding William L. Hanley of Michigan, who had taken the place at Kansas City, when the original National officers excepting Dr. Rinehart had been dropped.

W. D. Flinn of California and C. W. Reed of Illinois were elected Gardes de la Porte Nationaux.

A resolution of sympathy and a message of greeting was addressed by the convention to the retiring Historien National William L. Hanley, who was ill at his home in Michigan.

The final business of the New Orleans Promenade was significant of the real purpose of the 40 and 8.

The Resolutions committee presented a supplementary report which was adopted providing for the appointment by each Grande Chef de Gare of one man from his state to be under the control of one of the Sous Chefs de Chemin de Fer to assist in preserving order at future national conventions of The American Legion. These

men are to pay particular attention to weeding out undesirable non-ex-service men who are attracted by such conventions and whose actions tend to bring discredit on ex-service men generally.

Immediately after the Promenade the Cheminots Nationaux decided to retain National Headquarters in Seattle. Washington, for the ensuing year at least, though there was a move to bring the headquarters to Indianapolis, where the national headquarters of The American Legion are located.

H. E. MacDonald was re-appointed as Correspondant National, C. W. Ardery of Seattle, who had been functioning as Assistant Correspondant National was appointed to that position, and S. F. Chadwick was named as Avocat National.

Chef de Chemin de Fer Eivers, who had in the final months of his first term visited many sections of the United States, made during the early months of 1923 a swing around the country, consulting with leading Legionnaires and giving impetus to the development of La Societe.

Membership in the organization had by this time come to be eagerly sought by Legionnaires and in all parts of the country in a few months after the New Orleans Promenade, voitures locales could be found. No state was without at least one unit.

There was so much interest in the playground organization of The American Legion that endorsement had been sought and obtained at the New Orleans Promenade for the Organization of La Boutique Nationale des 8 Chapeaux et 40 Femmes. This is a playground organization for the women in the American Legion and of the American Legion Auxiliary similar in character and objects to La Societe, but it is in no sense an auxiliary in the generally accepted meaning of the term.

As the call to the Fourth Promenade Nationale at San Francisco in October, 1923, was issued, it was reported that there were almost 600 Voitures Locales throughout the United States, with a corresponding increase in membership.

The year following the New Orleans Promenade was a most active one for La Societe. More than 5,000 members had been added to its rolls and at the San Francisco Promenade, the fourth national one in the history of the organization, voitures locales were reported for every state in the Union, all the territories and in Panama. More than 200 Voitures Locales were chartered and only eight states were without Grande Voitures.

It was indicated by the Promenade at New Orleans that Voitures Locales should observe strictly the membership eligibility clause of the Constitution, getting quality instead of quantity, and thus the steady growth of the body indicated that the best in The American Legion membership was making up the membership in the Forty and Eight.

The adoption of the resolution on Orphan Children's Welfare by the New Orleans Promenade unquestionably was a great step forward by La Societe. The assessment of members for that purpose met with enthusiastic response and the committee appointed maintained close contact with The American Legion which had begun to consider the problem also.

Having a membership "sold" on The American Legion, had been demonstrated that in addition to furnishing comradeship and amusement for its own personnel, La

Societe's units had been quick to create enthusiasm in the American Legion and assist posts and Departments in every one of their endeavors to build up the parent organization.

San Francisco welcomed the Forty and Eight as enthusiastically as it did The American Legion. And there again the playground organization demonstrated its serious side by co-operating with the local police authorities in their efforts to protect Legionnaires, visitors, and residents, from the inevitable riff raff that follows great conventions.

The period from October 15 to 19, 1923, will live long in the memory of those fortunate "Hommeys" who attended the Fourth annual Promenade. They again revised the constitution to meet La Societe's needs, and they added to the wonders of the ritual so that the initiation ceremony became more inspiring to the "Poor Goofs" and amusing to the watching Voyageurs.

The smock of the French peasant was added to the regalia of a Voyageur and the horizon blue Chapeau was more evident among the attending Legionnaires. Numerous organizations appeared in characteristic French uniforms, which attracted attention to the activities of La Societe, and rekindled those kindly feelings which have always animated the true American for the French people who have always been his country's ally.

At this Promenade La Societe merged its plans for the Children's Welfare work more closely with the activities of The American Legion which was developing its Orphan billet program. National Headquarters of La Societe were ordered moved to Indianapolis, to become the next door neighbor of The American Legion and the American Legion Auxiliary, which have their National Headquarters there.

This was the first five day convention of The American Legion and the sessions of La Societe were held in the afternoons. National Commander Alvin Owsley went A. W. O. L. from an important Legion function to attend the evening session at which a large class was initiated amid a typically French atmosphere.

There was keen contest for the various offices in La Societe at this Promenade Nationale and numerous caucuses were held.

Robert John Murphy of Nora Springs, Iowa, emerged triumphant as the Chef de Chemin de Fer. The Sous Chefs de Chemin de Fer elected were George F. Plant of Wisconsin; B. W. Hatch of New York; G. V. Hays of Arizona and E. E. Barker of Kansas. George Dobson of New Jersey was re-elected Commissaire Intendant National. C. W. Reed of Illinois was elected Conducteur National, Ralph Page of Missouri and Glenn R. Wilson of Michigan were chosen as the Gardes de la Porte Nationaux.

Paul J. McGahan of the District of Columbia, who had just been elected Department Commander of the District of Columbia Department of The American Legion, and who was the Premier Historien National was unanimously re-elected Historien National, thus becoming the only one of the original National officers of La Societe to remain in its official family.

H. E. MacDonald who had been the Correspondant National during the two previous years was succeeded by Lyle D. Tabor, Department Adjutant of Michigan. Charles W. Ardery of Washington was continued as Auditor National and J. P. Conny of North

(Continued on page 16)

Ten Years of Promenading

(Continued from page 6)

Dakota was designated as the Avocat National.

A few months later National Headquarters of La Societe were removed from Seattle to Indianapolis, and the fifth year of La Societe was well under way. Later La Societe loaned National Correspondant Tabor to the Children's Welfare Committee of The American Legion and Auditor National Ardery assumed those duties as well.

On January 1, 1924, the membership of La Societe for 1923 was found to be 24,436, with 668 Voitures Locales organized. The accumulated Children's Welfare Fund amounted to \$12,436.55 which was invested in United States Securities and being held for future use.

John R. Quinn, the National Commander of The American Legion for this period, was an enthusiastic "Hommeys" and constantly found means to employ the members and officers of La Societe to the advantage of the Legion and its works. It was in this respect that the year was notable in that throughout the land there developed a closer co-operation between La Societe and the Legion, and there are Post and Department officers of The American Legion who will ever hold in grateful memory the services of the "Hommeys" during this period.

As time for the Fifth annual Promenade Nationale at St. Paul in September, 1924, drew near, the survey indicated that La Societe was having a steady growth. On August 31, 1924, the membership stood at 25,284 as against 24,457 for 1923. During the year five Grandes Voitures had been organized and there were but three states in the Union that did not have Grandes Voitures, namely, Rhode Island, Delaware and South Carolina. One hundred and ten Voitures Locales had been organized, so that there were 647 Voitures Locales throughout the United States that were alive and functioning.

On September 21, 1924, the Children's Welfare Fund of La Societe totalled \$24,823.91, safely invested and being held for the real work that was looming large upon the horizon as a consequence of the activities of The American Legion and La Societe and the American Legion Auxiliary during the year that had passed since the San Francisco meetings.

At the San Francisco Promenade there had been 769 delegates and an equal number of alternates accredited to the Promenade Nationale. At St. Paul the number of delegates was 816, demonstrating the steady growth of La Societe and the fact that its sessions were increasing in importance.

Once again the sessions of The American Legion convention were held in the morning and La Societe held its Promenades in the afternoon. And once again the members of La Societe demonstrated their willingness to work for The American Legion and its development. Again the police were helped in eliminating roughness and disorder, and the affairs of La Societe were discussed from every angle.

There were further amendments to the Constitution of La Societe to protect it and its officers. And for the third time, amendments were adopted which it is thought settled for all time the question of Grande Voiture status for the District of Columbia, Mexico, the territories, Canada and foreign countries. The first step in this direction

had been taken at New Orleans, when the case of the District of Columbia had been considered. At San Francisco it had been tackled again with a desire to grant Grande Voiture status to peculiarly situated territories and foreign lands. And at St. Paul the task was completed, demonstrating the wholehearted sincerity of the Hommeys that their organization should have equal privileges for all.

It was at this Promenade that La Societe became a full partner with The American Legion and the American Legion Auxiliary in the Child Welfare program. The thousands of dollars being held by La Societe were safeguarded for another year but the three organizations agreed to appoint a joint committee which shall carry on the work which was first realized by La Societe's members and towards which they inaugurated the program that is destined to be of such helpfulness.

Here, too, the Forty and Eight contributed to the picturesque features of the great triple convention which brought thousands of former service men and women and their families to St. Paul for the conventions. Everywhere the blue chapeau was in evidence, and the typical French smock, and the smart French uniform so reminiscent of the War time. And everywhere the "Hommeys" was the life of the party.

The reports submitted at the Promenade Nationale at St. Paul showed that there had been a genuine business administration of the affairs of La Societe during the year, and Chef de Chemin de Fer Murphy proved a positive genius in presiding over the sessions. And as always there was keen interest in the annual elections, for while La Societe is the Playground of The American Legion, it is a workshop of its own activities, and that undercurrent of seriousness is well applied when it is necessary to call upon it.

George Dobson of Passaic, New Jersey, who had held various offices and who had been the Watchdog of the Treasury during the preceding months was elected Chef de Chemin de Fer, the selection being made unanimous when John A. McCormick, a Past National Vice Commander of The Legion and holder of other distinguished offices who had been nominated, withdrew and moved that the selection of Dobson be made unanimous.

Stanley M. Doyle of Montana, Robert B. Turner of Missouri, Milt D. Campbell of Ohio and E. "Snapper" Ingram of California were chosen as the Sous Chef de Chemin de Fer. Milt Campbell had previously been Conducteur National.

N. Carl Nielson of Washington was chosen as Commissaire Intendant National. Edward S. Korman of Maryland and J. G. Allard of Nevada were elected Gardes de la Porte Nationaux. Marcus L. Evans of Nebraska was chosen as Conducteur National.

Paul J. McGahan, the Premier Historien National, who had just been elected to the National Executive Committee of The American Legion, to represent the Department of the District of Columbia, was re-elected National Historien by acclamation for the fourth term, and retained the distinction of being again the only original national officer of La Societe to be on active duty.

Charles W. Ardery of Washington, identified with the organization in various capacities for the previous three years was

selected as Correspondant National. Charlton Lyons of Louisiana was chosen as the Avocat National.

National Commander John R. Quinn of The American Legion addressed the Promenade paying tribute to the services rendered by the members of La Societe, and there were brief addresses by Premier Chef de Chemin de Fer Joseph W. Breen of Philadelphia, the founder of La Societe and Chef de Chemin de Fer Passe Edward J. Eivers of Washington, who with Chef de Chemin de Fer Passe Murphy, are the only past commanders of La Societe.

James A. Drain, a charter member of Voiture Locale 174, the Grande Voiture for the District of Columbia, who was elected National Commander of The American Legion at St. Paul, addressed one of his first messages to La Societe expressing his appreciation of its services in the past and urging the support of all members for the work that lies ahead of the American Legion in the future.

Omaha, Nebraska, from October 5 to 9, 1925 was the scene of the Sixth Promenade Nationale. And it found La Societe with a membership of 28,049 on September 1, 1925, as against 26,698 for the entire calendar year of 1924. And compared with the 813 delegates accredited to the St. Paul session there were 881.

The year closing had really been an eventful one in the affairs of the organization. For one thing it was solvent and without debts. And in the Child Welfare Fund there was a total of \$41,291.12 of which \$25,000 had been turned over to The American Legion for Child Welfare Work.

It was in this period that The American Legion nationally carried on its five million dollar endowment campaign. Under the leadership of "Hommeys" very substantial assistance was given this campaign throughout the country. And the actual cash turned over to finance the Child Welfare program—the sum being \$25,000—enabled the Legion to get started on its program long before it would otherwise be able to have done.

Increased membership for The American Legion was not neglected by the "Hommeys" during this year either, for chevrons awards were made which established the through the efforts of members of La Societe upwards of 10,000 new members had been obtained for the American Legion throughout the country.

In July of that year Voiture Nationale moved into its quarters in the new building of the Indiana War Memorial where national headquarters of The American Legion, its Auxiliary and the Forty and Eight are permanently located.

At the Omaha Promenade one of the pleasing features was the presentation to Premier Chef de Chemin de Fer Joseph W. Breen of the gold medal indicating office. This was done by Chef de Chemin de Fer George Dobson.

Once again the Forty and Eight distinguished itself in assisting the police to clean up rowdiness and gambling in the convention city. Attracted by the triple convention in progress the rag tag and riff raff of the middle West had come in and vice flourished.

A provost guard was constituted in accordance with the policy laid down at the New Orleans Promenade. Even Rev. E. J. Clemens, the then National Chaplain of the Legion accompanied the raiders to a cord "benefit of clergy." The first night raids cleaned up crooked dice games and

other rowdiness and by the second night the police had been aided in cleaning up the city in a very substantial fashion.

But the efforts of the national officers and members of La Societe to co-operate with the American Legion, even at admitted detriment to the progress of their own organization, were appreciated and impressed upon the delegates to the promenade by retiring National Commander James A. Breen.

"I believe in the Forty and Eight and I am prepared to believe in it up to the point where I receive evidence of incapacity," he said. "I believe that time will never come I wish you good fortune in your organization."

Chief de Chemin de Fer Dobson had the plans for the promenade well outlined and his business sessions moved with speed and precision. Numerous reports were considered and in the main the considered proposals were adopted. Voyageur Williard of Montana, one of the original framers of the ritual at New Orleans was again present and some modifications in this were approved.

Stanley M. (Larry) Doyle from Glendive, Montana, who had been a Sous Chef de Chemin de Fer, and who had headed up the Provost detail was the unanimous choice of the Promenade for Chef de Chemin de Fer, when the elections came about.

The Sous de Chemin de Fer elected included E. "Snapper" Ingram of California; S. C. Crockett of Alabama; Harry J. Hihek of Minnesota; William Maloney of Indiana; Charles A. Mills of Florida and Thomas Limer of Oklahoma.

N. Carl Nielson of Seattle, Washington, was re-elected without opposition and unanimously as Commissaire Intendant National. And Virgil Baldi of Philadelphia was chosen as the Conducteur National. C. A. Abrahamson of Nebraska and Joseph "Big Slim" Flannery of Philadelphia were elected Gardes de la Porte Nationaux.

The constitution had been amended to provide officially for an Aumouier or chaplain. There were two candidates, Rev. Ezra Clemens, the retiring National Chaplain of the American Legion, who hails from Michigan, and Rev. Eugene Clark of Texas. Both were grandfathers. The promenade decided upon a happy move. It reconsidered the amendment to the constitution and voted an amendment providing for two chaplains and elected both John P. Conny of North Dakota was appointed Avocat National.

Paul J. McGahan, the Premier Historien National, the only one of the original officers of La Societe, was renominated by Chief de Chemin de Fer Dobson and unanimously elected. This broke the tie for length of active service as a national officer between Dobson who had held various offices and McGahan, for Dobson retired to a life berth as a member of the Cheminots Nationaux.

Charles W. Ardery of Washington, who has been serving as Correspondant National, was reappointed to that office, having previously served as Auditor National for several years.

The Seventh Promenade Nationale, which began on October 11, 1926, in Philadelphia, was a homecoming for La Societe, for the little infant organization started in March, 1920, within the confines of the Breen-McCracken Post in the Quaker City, returned a triumphant and lusty spirited body, thoroughly representative of the entire United States and aggregating a membership of 32,449 at the moment. And this

represented an increase over the final figures for 1925 which were 31,437. Eighty-two new Voitures had been chartered during the preceding year.

Philadelphia had a gala aspect for the annual American Legion convention, for there was being held the Sesqui-Centennial Exposition to observe the one hundredth and fiftieth anniversary of the Independence of the United States. Hundreds of thousands of Legionnaires and their friends poured into the city. And the "Hommeys" stood out.

Here the Forty and Eight were born. Here it got its start. Here was the first Voiture Locale. And here was the first Grande Voiture. And here to receive the Voyageurs was Premier Chef de Chemin de Fer Breen.

In two ways, the Forty and Eight in the year preceding had demonstrated its worth and value to The American Legion. One was by much needed financial support to the Child Welfare Work. And the other was by an intensive campaign for new members. National Commander John R. McQuigg, a Voyageur, had immediately upon taking office assigned to La Societe the task of aiding in getting new members.

Not less than 17,000 new members for 1925 are directly attributable to the work of industrious "Hommeys." For award bars for their badges showing that Forty and Eight members had secured seven or more new members each were awarded and there never had been a definite report on how many additional new members were obtained by members of the organization who did not apply for bars.

The bronze statue of a "Hommeys" in full regalia, the work of Grand Conducteur Frederick Victor Guinzberg of Chappaqua, New York, went to the Grande Voiture of Ohio, which added 3,079 new members. The Illinois Grande Voiture recruited 2,527.

And Voyageur William C. Mundt of Voiture 24 of Bloomington, Illinois, with a total of 509 new members, won the individual prize, probably hanging up a Legion recruiting record that will stand for all times.

At the time of the promenade, the Child Welfare Fund of La Societe stood at \$35,000 invested in Liberty Bonds and a total of \$25,000 had been turned over to the National Treasurer of The American Legion for the 1925 Child Welfare budget. And once again the financial report showed La Societe in a sound financial condition.

The membership of The American Legion, for the first time at a national convention, stood at a figure in excess of the previous year's membership, as did that of La Societe.

The Forty and Eight returned to its birthplace to be signally honored. Its members were in evidence in every direction. There was real pride in being able to claim an affiliation on the part of Legionnaires. High officials of the city and state and the parent body attended the annual banquet. And in the promenade the delegates went about the serious business of laying down the policy of La Societe for the ensuing year with a sincerity and earnestness that was remarkable.

It was evident that the trial period of the Forty and Eight had been passed through. From swaddling clothes into the crawling stage the infant had emerged not a strippling to be tolerated and pampered, but a sturdy right arm supporting the parent body, The American Legion, and the Ameri-

can Legion Auxiliary and the Eight and Forty, in a fashion that won and held respect.

"I want to congratulate you on the successful year that you have had," he said. "I want to thank you beyond any words I know of to express the way I feel, for the support and cooperation that you have given us throughout the year. You have been a tower of strength to the Legion in our national campaign for the increase of our membership."

And that the campaign of the Forty and Eight—begun at New Orleans—to keep the national convention periods orderly was having its effect was then indicated by National Commander McQuigg.

"The Forty and Eight have a tremendous field of opportunity," he declared. "You are more than the playground of the Legion. You attract to your numbers the virile manhood of the nation and of the Legion. I have been all over this town today. I am more than pleased at what I see. It is a change; it is a metamorphosis that I little expected, and I was thrilled. I drove along the streets, and have seen the good time that they all apparently are having, and I have yet the first act to see today or last night that I could in any way condemn."

"I want to say to you men of the Forty and Eight that when this convention is over the great public of this city and state and nation may say that, regardless of anything that we have heard or read about in the past, the convention in Philadelphia was as clean and orderly as any convention that ever assembled within its bounds."

"You men can exercise a tremendous influence in bringing that about, and I am here to say that you are doing it in a quiet way. There was nothing happened during my term of office that gives me so much satisfaction as to come here today and make these expressions to you. You are demonstrating what a power you are in the Legion and the good that you can do towards enabling it to fill the great future which we hope is before us."

For this homecoming promenade there were in attendance and accredited to the sessions 1056 delegates and an equal number of alternates. This was 300 more than the entire national membership in 1920.

And it was here that the Premier Historien National presented the following report which is included at this point because of its adoption by the promenade.

"My comrades of the Seventh Promenade Nationale, as the sole survivor of your original national officers, and one of the founders of our organization, which had its beginning here in Philadelphia in 1920. I am more than glad to appear before you and extend my greetings."

"Our constitution defines the functions of my humble office as follows: The Historien National shall collect for permanent preservation matters of interest of La Societe and submit to the Promenade Nationale a history of La Societe during his term."

"At the San Francisco promenade in 1924 it was my privilege to present to you a brief history of La Societe from 1920 up to that time. That little history was published by le Quartier General de la Voiture Nationale and is preserved to posterity. For our archives it, together with the report submitted by me to you last year at Omaha, and this report now being presented, together with those of your Historien National to follow through the years,



JOSEPH W. BREEN
The Founder of the Forty and Eight and Premier Chef de Chemin de Fer.

will keep your history up to the point that is desired.

"History is retrospect. The annual reports of your officers give you the facts for the period between your promenades, and, due to the intelligent manner in which your national headquarters have been conducted, the files there very adequately preserve for the student of the future the records of Forty and Eight activities.

"It is not going to be my purpose today to long detain you from real business of this our Seventh Annual gathering. Some of these days it is my belief that your national headquarters will want something extensive and comprehensive prepared from those records and my brief historical contribution is in the way of an inclusive history. That time, in my judgment, is not yet at hand because we are in our infancy.

"That real history, when it is compiled, will and should be a rather ambitious effort, and if I am not here to compile it, the writing man who succeeds me in my office will find the facts readily available.

"The 'Brief History' to which I have previously alluded can well be the first section of that future work, for additions can be made to it to cover the story of the personnel of our officers and their activities for each year.

"But at this time, I am going to launch

what is regarded as an essential portion of the great history of our society. That portion will deal with the story of the helpful effect its existence has had upon The American Legion itself. It will tell, as best I can make it tell, how many of the things that The American Legion has already accomplished and will accomplish in the future, had their inception in our ranks, and have had their success in the past to a very considerable degree because of our service in that direction.

"La Societe was conceived to be of help to The American Legion. It has proven itself in the years of its existence. And the good fellowship of its members, oft-times criticized by the unthinking, enabled it to make its first great contribution to the development of The American Legion.

"Those who engaged in organizing The American Legion in 1919 know the very great rivalry and competition that existed between the various Posts of the Legion and the regrettable bitterness that was found in many places to exist between the workers in the various Posts.

"It was in the formation of La Societe that the melting pot for the Legion came into being. Just as these United States of ours receive and absorb peoples from all the world and make them one people, so did the Forty and Eight become the medium

whereby all Legionnaires of accomplishment and leadership, regardless of their Post affiliation, might come together in light spirit and under the cloak of jollity and humor discover that the other fellow was a pretty good sort of a fellow at that; a fellow who was just as earnest and sincere, a fellow who, while proud of his own Post, was willing to accept that pride on the part of another Legionnaire.

"That first year the voitures of La Societe functioned only locally, but they functioned, and if study is made of the development of the various Departments of The American Legion the fact is unescapable that in those states where the local units of the Forty and Eight were formed early the Legion organization in those states and the Legion membership in those states bears the severest scrutiny and emerges showing a better record.

"The Cleveland Promenade can best be charged off to advertising. It brought to Legion leaders assembled there the picture of the Hommey in action. And so well did the idea of La Societe take hold that the reorganization that took place at our own Kansas City promenade was inevitable.

"The welfare and progress of The American Legion has always been uppermost in the mind of the true Hommey, and it was a realization that this could be fostered through the perpetuation of La Societe that made it possible to make our Kansas City meeting the turning point in our affairs. It was at Kansas City that we set our faces forward and our progress in that direction bearing the ideals and the message of The American Legion, has, ever since, been steady and progressive.

"Our Promenade Nationale the following year at New Orleans was notable for two things. The first was that it was the Forty and Eight that first sensed the tremendous obligation of former service men to the orphan children of our comrades of the World War. The American Legion had not yet reached a point where it could be effective in that direction. But La Societe, despite its consistent fun-making and levity, reasoned it out and inaugurated a fund by per capita assessment to prepare to care for orphans. And when The American Legion later instituted its billet system for orphans and then carried on its great endowment drive, it was the orphans fund of La Societe which was turned over to it to give the work the auspicious start that it needed.

"The second contribution to the welfare of The American Legion made by La Societe at its New Orleans promenade was a frank discussion and a plan of action to cope with the rowdiness that had unfortunately marred the Kansas City convention of The American Legion. Volunteers from La Societe did much at New Orleans to clear the streets of the hangers on and camp followers who were bringing the reputable veteran into disrepute.

"At San Francisco, the next annual meeting place, there were outstanding evidences of the success of the Forty and Eight as a helpful influence for the activities of The American Legion. And at St. Paul, where the two organizations again met, the retiring national commander, John R. Quinn of California, paid a sincere and wholehearted tribute to the Forty and Eight as an organization that 'has proven its right to exist.' And again he said, 'In every movement indeed which the Legion has undertaken, through its Posts, its Depart-

ments, and 8
You ha
ganic
lemebe
"At
demon
Eight
Legion
marvel
campa
work
ously
and th
abled
of Th
ducted
had be
organ
Eight
ment
"It
that
of an
Eight
Orlea
and n
Forty
to the
play
Legio
can L
the in
been
joined
ing it
"A
taires
rowd
job t
was l
of T
provo
tive
ways
nusse
it lat
situa
"Th
Eigh
welf
in th
mem
"T
man
crea
time
Legi
vent
exce
prec
"T
tion
The
me
the
head
that
man
the
war
"d
for
fr
"n
the
dar
"c
city
org
gra

THE FORTY AND EIGHTER

ments, or its national organization, the 40 and 8 has rendered conspicuous service. You have helped to maintain interest in the organization. You have helped it sustain membership; you have fostered morale.

"At the 1925 Promenade in Omaha it was demonstrated anew that the Forty and Eight had been helpful to The American Legion, for in the months preceding that marvelous five million dollar endowment campaign to finance through the future the work of caring for the orphans, first seriously approached by the Forty and Eight, and the rehabilitation work among our disabled comrades, always the first objective of The American Legion, had been conducted. It was then nearly complete. It had held the attention of the entire Legion organization, and everywhere the Forty and Eight membership had been active and efficient and had won praise.

"It was at the Omaha convention also that The American Legion took cognizance of another suggestion from the Forty and Eight. Our own organization at New Orleans had recognized that there was room and need for a feminine counterpart of the Forty and Eight and had given recognition to the Eight and Forty, an organization for play and work purposes, to which women Legionnaires and members of The American Legion Auxiliary only were eligible. In the intervening time that organization had been developed and The American Legion joined with the Forty and Eight by according it recognition as a playground adjunct.

"At Omaha, too, the Voyageurs Militaires, finding that certain elements of rowdiness on the part of the rag tag and bob tail of any great convention gathering was bringing disrepute upon the fair name of The American Legion, organized into a provost marshal guard that did most effective work in ridding the highways and byways of the petty gamblers and general nuisances. And it did more than that, for it laid definite plans to cope with a possible situation of that kind here in Philadelphia.

"In the year just closing the Forty and Eight has made another contribution to the welfare of The American Legion. This was in the form of almost twenty thousand new members.

"The Legion year under National Commander McQuigg has been one aimed at increasing the membership. For the first time in recent years, both The American Legion and La Societe met in annual convention with the paid-up membership in excess of what it was at the close of the preceding calendar year.

"The increase in Legion membership nationally by figures put out by the National Treasurer stands at approximately 75,000 more than the final figure for 1925, and the record of bar awards by the national headquarters of the Forty and Eight shows that better than one-quarter of this new membership was recruited for the various Posts throughout the United States by hard working Forty and Eighters.

"Membership increase was the call to duty during the year and once again the Forty and Eight accepted its assignment from the Legion and has made good.

"And also for the first time at a promenade nationale, the membership of La Societe is larger than at the end of the calendar year preceding.

"Consequently, as you meet here in this city of Brotherly Love where, in 1920, your organization was inaugurated by a little group of men, and you realize that there



VOYAGEUR O. I. BODENHAMER

National Commander of The American Legion. Member Voiture 209, Eldorado, Ark.

are now almost 33,000 members throughout the United States, you have every reason to be proud of your achievements.

"I know that as one of the original officers I am most happy to be here and to have had the privilege of presenting to you in the discharge of my duties as your Historien National this addition to the Brief History, to which I hope there will be written in the future many bright pages.

PAUL J. MCGAHAN,
Premier Historien National"

Charles A. Mills of Miami, Florida, was elected as Chef de Chemin de Fer, having just concluded a term as Sous Chef de Chemin de Fer.

The Sous Chefs elected included Spence S. Eccles of Logan, Utah; Pelham St. George Bissell of New York City; Anthony Squillaciotti of Boston, Mass.; Dr. David Townsend, National Sanitorium, Tennessee; Frank W. Kee of Chicago and Harry J. Hinck of Minneapolis.

Sherrill C. "Fish" Crockett of Montgomery, Alabama, was elected as Conduc-teur National.

Harry E. Cochran of Elkhart, Indiana, and Dr. J. Iredell Wyckoff of Merchantsville, N. J., were elected as Gardes de la Porte Nationaux.

Rev. Father E. J. Gracey of Lakewood,

Ohio, was elected as Aumonier National.

Sedley Peck of Paris, France, who had come to the convention bearing the greetings of the Legionnaires and Hommeys of France, whither the next annual conventions were bound, was chosen as Drapeau National.

Paul J. McGahan of Washington, who had just been re-elected to his second two-year term as the Legion National Executive Committeeman from the District of Columbia, and who was the only one of the original national officers remaining in active service, was re-elected as Premier Historien National.

N. Carl Nielsen, who had been Commissaire Intendant National, who hailed from Seattle, Washington, was unanimously re-elected to that important office.

And Charles W. Ardery, once of the Far West, but for the recent period from Indianapolis, and who had been servicing so devotedly, was promptly reappointed as the Correspondant National and enthusiastically confirmed.

John P. Conmy of Fargo, North Dakota, who had been serving as Avocat National, was reappointed.

And with this new set of officers and the home-coming promenade behind them, the members of the Forty and Eight squared off to meet the problems of the future and to

plan for the pilgrimage to France that was to be made in the fall of 1927.

Inspired doubtless by the manifestations of interest that marked the Philadelphia home-coming promenade, the members of La Societe set out to make the year 1926-27 an outstanding one.

Effort was continued in the national membership campaign of The American Legion, and when the Paris promenade rolled around it was established that upwards of 12,000 new members for the Legion had been obtained. The Grande Voiture of Illinois won the trophy for this work, and the individual cup went to William "Bill" Mundt of Voiture 24, Bloomington, Illinois, who obtained a membership of 729. Another trophy offered in connection with membership was won by the Grande Voiture of Virginia.

The Chef de Chemin de Fer, Charles A. Mills, made it a policy to work in the closest co-operation with National Commander Howard P. Savage of The American Legion, and Mrs. Adalin W. Macauley, the National President of The American Legion Auxiliary, and Mrs. Freda S. Kramer, La Chapeau National, La Botique des Huit Chapeaux et Quarante Femmes.

Direct and substantial aid was given by La Societe to the home aid for children work phase of The American Legion's national child welfare relief work and during the year more than \$17,680.00 was expended in that fashion. Here again the far-sighted policy of the Forty and Eight in connection with the child welfare problem, which it was first to visualize, proved its worth.

During the year, La Societe itself made notable gains. At the Paris promenade, the membership stood at 34,901 as against 30,699 at the time of the Philadelphia promenade. And while this figure was only

slightly in excess of the final figures of membership for the calendar year of 1926, there was a general improvement in the quality of membership. Only four states remained in which there were no grandes voitures organized and twenty-six grandes voitures reported increases in their memberships.

The revival of inactive voitures was marked during this year, and the substantial work that Voyageurs Militaires did for The American Legion throughout the country was pronounced.

Outstanding in this field was the poster contest instituted and arranged under the auspices of Voiture 220 of Chicago, Illinois. Starting innocently with a remark by Burton Harrington, a member, who was also identified with the National Outdoor Advertising Corporation, and with a prize award of \$1500 posted by the voiture, a poster contest was inaugurated. Distinguished artists contributed posters and a distinguished jury headed by General John J. Pershing, the A. E. F. Commander,—who had been "wrecked" and had become a member of Voiture 174 of the District of Columbia during the year—finally made the award to a young artist by the name of Mitchell. And on top of that arrangements were made whereby advertising billboard space worth at least a million and a quarter dollars was made available to The American Legion nationally for the display of the prize winning poster in the 1928 membership campaign.

But the Forty and Eight did not stop with these three worthy efforts. It arranged to defray the expenses of a specially organized Forty and Eight band, largely from Greenville, Ohio, to be taken to the Paris convention.

And, what is more, at the request of the National Commander of The American

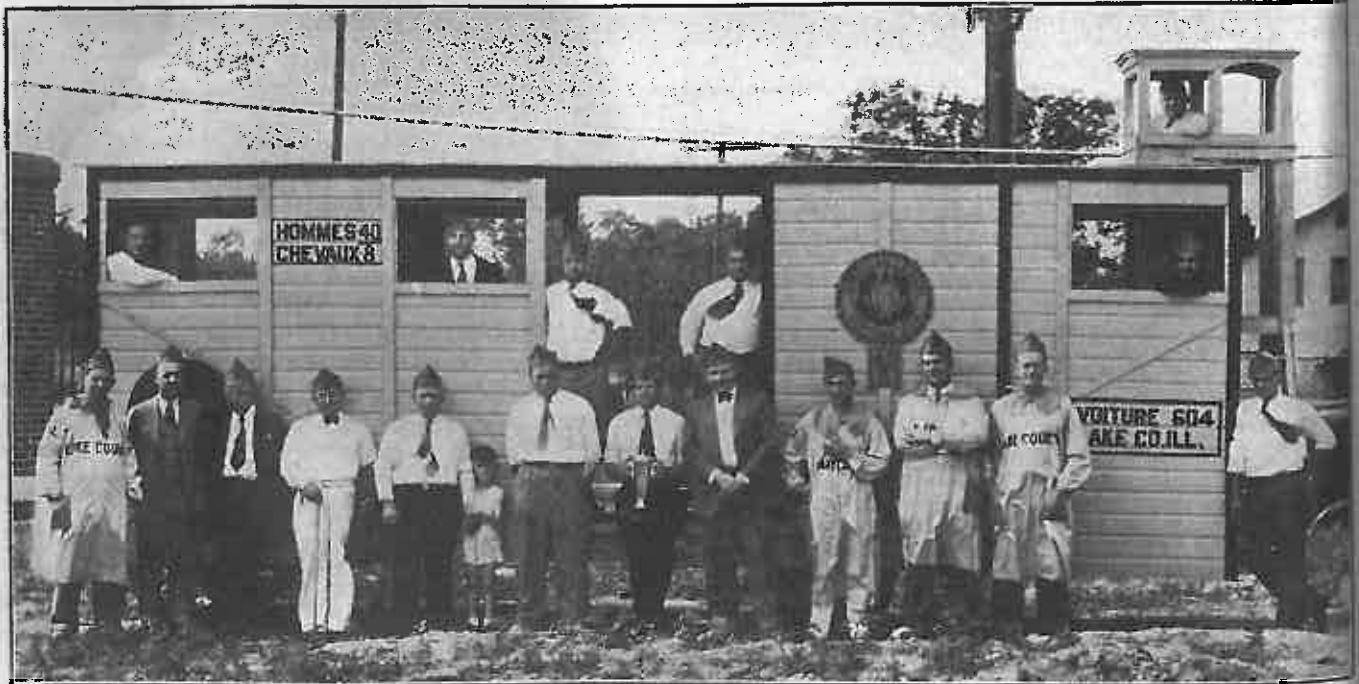
Legion, it arranged for the raising of an orphans fund to be turned over to Madame Foch, the wife of the great French Generalissimo, during the week of the convention. This fund totalled \$5,000 and was \$1,000 raised by The American Legion Auxiliary was given to Madame Foch for her wonderful work among the orphan children of France's immortal war dead.

The chapeau of the Forty and Eighter was everywhere in evidence during the France pilgrimage. The Hommey proved once again that his serious moments are genuine. The France pilgrimage was one of reverence to the American dead and their allied compatriots lying buried in that country.

As an imperishable token of the admiration of his American companions in arms there is today in the Arc de Triomphe in Paris, a bronze wreath from La Societe des Quarante Hommes et Huit Chevaux, which was reverentially placed upon the Tomb of the Unknown of France.

The Paris promenade was staged in the Hotel du Palais d'Orsay, famous in Paris and to it more than 1100 members of the organization were accredited as delegates. Its sessions were businesslike and efficient. And the annual banquet with the ladies of the Eight and Forty in attendance was one of the high spots of the memorable week spent in Paris by the Legionnaires.

There had been some misgivings about the activities in France of the Forty and Eight. Its typical breezy play upon names—the use of French railroad job designations for its officers—the chapeau, the smock and the other reminiscent features of the more serious days of the American Soldier in France in 1917 and 1918, had caused many to believe that perhaps it would be better if the Forty and Eight did not emphasize its presence in the French capital.



How's this for a real box car and a bunch of real Voyageurs? The car is one of the newest additions to the Forty and Eight rolling stock, having been built by Voiture 604, Waukegan, Illinois, this year. It was constructed from blue prints furnished by Voiture Nationale on a one and one-half ton Ford truck with extension chassis. The total cost of the car was approximately \$200.00, which included the truck, lumber, hardware and carpenter work. Paint and other incidentals were donated. The cup held by the Voyageur in the center was presented to the Waukegan Legion Post for membership showing during the past year in which the Voyageurs of 604 won practically all of the honors. Chef de Gare M. Talcott, on the extreme left of the photo, was high man with 78 new Legion members to his credit.

Voiture 604 during the past year has increased its membership from 33 to 117, making it the second largest Voiture in Illinois.

So wrong had those misgivings been that there was a considerable reduction in the program of activities. But,—and then of course it was too late to make the necessary arrangements—the French welcomed the *Hommeys* with that same wonderful cordiality that they welcomed the entire group of thousands of visiting Americans, so that the horizon blue chapeau speedily became a badge of special distinction.

And there in Paris La Societe again received from a National Commander of The American Legion an endorsement that was wholehearted and sincere and encouraging to those members who believe in its usefulness to the parent body.

National Commander Howard P. Savage, the *voiture* of Europe at the moment, presided at a promenade session and called La Societe an organized activity for the betterment of The American Legion."

"I have traveled this year in forty-one states," he said, "and have covered fifty-five thousand miles, and everywhere have I found the members of the Forty and Eight working and fighting for the things that The American Legion stands for, and if no other reason existed for the existence of the Forty and Eight than the help it has given The American Legion in solving one great problem that is now before us, and which is growing greater all the time, that one reason would be sufficient, in my humble judgment, to justify the existence of the Forty and Eight.

"The big problem ahead of the Legion, one that I cannot give the answer to is the problem of the child and the orphan, a problem that is growing so fast and so large that I do not know the ultimate answer as to how we will handle it. But I do want to say that too high a value cannot be placed upon the help that you fellows have given this year in every way, including almost \$20,000 given to the national organization, that we might keep faith with and keep our pledge to those numbers of little mothers who are fighting to keep their broods together somewhere in this great land of ours. And I say that if for no other reason than that the help that you gave in that particular problem, your existence is justified, and I say that no value too high can be placed upon your help."

Here again the constitution of La Societe was amended for the purpose of tightening up the membership restrictions and insuring that the highest type of Legionnaire only should be honored with membership. Here too it was reported that the finances of the organization were in splendid condition and that its funds for relief work had been most advantageously disposed of.

Pelham St. George Bissell of New York City, who had been one of the *Sous Chefs de Chemin de Fer*, was unanimously elected *Chef de Chemin de Fer*, and it was during the period when he had been presiding that a cablegram arrived, announcing the death of *Chef de Chemin de Fer* Passe Robert J. Murphy of Nora Springs, Iowa, the first of the national executives to answer the final *veille*.

The *Sous Chefs de Chemin de Fer* elected included Stafford King of St. Paul, Minnesota; Frank J. Merrick of Cleveland, Ohio; Lester F. Albert of Boise, Idaho; Dr. Charles T. Gilden of Philadelphia, Pa.; J. Donald Sullivan of Waterbury, Conn.; and William S. Parks, of Baird, Texas. N. Carl Nielsen of Gig Harbor, Washington, was re-elected for another term as

Commissaire Intendant National, as was John P. Conny of Fargo, N. D., who had been serving as *Avocat National*.

Rev. William S. Carpenter of Marshall, Michigan, was elected as *Aumonier National* and R. P. O'Reilly of Chicago, Illinois, was chosen as *Drapeau National*.

The *Gardes de la Porte* elected were A. Vernon Hall of Covington, Kentucky, and Martin G. Lyford of Philadelphia, Pa.

Paul J. McGahan of Washington, D. C., the *Premier Historien National*, was again re-elected.

Lawrence J. Lemieux of Vicksburg, Mississippi, was chosen as the *Conducteur National*.

Charles W. Ardery of Indianapolis, the *Correspondant National*, who had been presented with a special gold medal for his distinguished service in various capacities, was again re-appointed.

There was a ratification meeting held in New York City in October and the events of the Paris promenade formally approved. And thus the ninth year of La Societe was begun.

It was at San Antonio, Texas, October 8 to 12, 1928, that the Ninth Promenade Nationale was held. The *voitures* were represented by more than 1100 delegates, which bespoke the growth of the organization.

Chef de Chemin de Fer Pelham St. George Bissell of New York had worked during the year with National Commander Edward E. Spafford, particularly from the viewpoint of encouraging the recruiting of Legion members by *Voyageurs Militaire*.

National Commander Spafford was prevented from attending a session of the Promenade, but his tribute to the services of the Forty and Eight was paid in the course of his annual report made in American Legion convention. Here Commander Spafford declared:

The Forty and Eight has worked in harmony with all Legion endeavors and has given splendid cooperation and assistance. Substantial aid was rendered the child welfare program. For up to Septem-

ber 1, the Forty and Eight expended for direct home aid and relief \$11,060 in addition to \$2,500, which was sent to the Department of Louisiana on the recommendation and request of the National Child Welfare Committee to continue the soup kitchen program for the benefit of 1,900 school children in three devastated counties.

"Valuable assistance was also rendered in the membership work of The American Legion and in the junior baseball program and other Americanism activities.

"I know that I will be expressing your desire and your wish when I most humbly and heartily thank Pelham St. George Bissell, *Chef de Chemin de Fer*, and Correspondant Charles W. Ardery."

Chef de Chemin de Fer Bissell awarded at this convention the gold and silver medals to *voyageurs* for their work in recruiting new American Legion members. A total of 16,567 such members were certified to the Correspondant National as having been obtained, more than 125 *voyageurs* winning silver medals and twenty-six receiving gold medals for having recruited in excess of 100 new members.

In this membership recruiting campaign the Grand *Voiture* of Texas carried premier honors, its members having recruited a total of 2545 new members during the year.

The individual prize was won by *Voyageur* Dr. William H. Grigg of San Antonio *Voiture Locale* No. 542, his total being 333 new members.

Voyageur William C. "Bill" Mundt of *Voiture Locale* 24, Grand *Voiture* of Illinois was the runner up in this contest with 478 new Legion members to his credit.

It was reported that during the year the Forty and Eight had continued its Child Welfare work through the Child Welfare Division of The American Legion, contributing to this cause during the year the sum of \$16,444.00. In addition, in accordance with the mandate of the Paris Promenade, La Societe presented \$1,000 to the Shrine Hospital at Chicago in appreciation of facilities extended to crippled children of veterans at its request.



Who said General Pershing never rode in a box car? He may have traveled by fast automobile in France but when he went into *Voiture Locale* 174 in Washington, D. C., on July 15, 1917, he traveled by box car over a very rough piece of track. The initiation was conducted by the famous Wrecking Crew of *Voiture* No. 1, of Philadelphia, and no details were omitted. The obligation was administered by Charles A. Mills, of Miami, Fla., then *Chef de Chemin de Fer*.

One Grande Voiture was established during the year, that for Hawaii and forty-six voitures locales were instituted throughout the country to augment the number already in existence. And at the meeting of the Cheminot Nationaux following a Grande Voiture charter was issued for Delaware.

La Societe during 1928 went through another period of depression. Its "official family" fell into dispute over procedure which, however, by the termination of the San Antonio Promenade Nationale had been brought to a conclusion that restored equanimity and peace.

For the first time since 1922, however, it was reported that membership in La Societe had decreased during the year. That decrease was only slight, less than 200 as a matter of fact, and August 31, 1928 saw the organization with a membership of 34,944 as against 35,130 the same date the year previous.

Voiture 220 of Cook County, Illinois, winner of the Mills Trophy for having performed the greatest service to the American Legion, with its poster advertising campaign the year before, again won that trophy at San Antonio, it was the activity of this voiture—the "largest in the world, its officers claimed by reason of its 760 members—for disabled and convalescent veterans at a camp it maintained, that won it this second award."

During this year also forward steps were taken in the matter of endowing the American Legion School Award in various parts of the country, the idea having been projected as a Forty and Eight endeavor.

Again corrections in the constitution and the regulations of La Societe were perfected by the delegates in attendance and with the election of the new officers and their installation, the promenade nationale was brought to a close.

John P. "Chick" Conmy of Fargo, North Dakota, where he had been a prime mover in organizing La Societe and had held numerous offices, and who for several years had been the Avocat National, was elected Chef de Chemin de Fer.

The Sous Chefs de Chemin de Fer elected included Oak H. Albee of Iowa, Charles E. Perry of Maine, Everett B. Johnson of Arizona, William L. Doolan, Jr., of Kentucky; George E. Love of Oregon and Frank A. Haas of Georgia.

Commissaire Intendant National N. Carl Neilsen of Washington was again unanimously re-elected.

E. "Snapper" Ingram of California, who had been a Sous Chef de Chemin de Fer was elected Conducteur National.

Paul J. McGahan of the District of Columbia, the Premier Historien National, who had just been re-elected to his third two year term as American Legion National Executive Committeeman from his Department was also re-elected.

The Gardes de la Porte Nationaux elected were Bert L. Faison of Arkansas and Ray Ruane of Missouri.

Rev. Father Joseph Lonergan of Illinois, Past National Chaplain of the American Legion was elected Aumonier National.

Alvin E. Liles of Ohio was elected Drapeau National.

At this promenade nationale Master Bates Russell the Grande Fetiche, or mascot of the Grandes Voitures of Texas and Arkansas was unanimously selected Fetiche National for the year 1928-29.

For its tenth year, La Societe had outlined as its work a five fold program—membership, child welfare, junior baseball, Americanism and emergency relief. The national officers of the Forty and Eight chosen at San Antonio immediately fell in behind National Commander, Voyageur Paul V. McNutt in his program for the year.

Here again was an instance of an appreciation of the ability of La Societe to serve the Legion which was understood and appreciated by the National Commander of the parent body. Assuming his duties, National Commander McNutt addressed the following general message to his fellow Voyageurs Militaire:

"Much of the success of the national program of The American Legion in the past has been due to the untiring efforts and the splendid cooperation of La Societe des 40 Hommes et 8 Chevaux. The national organization of the Forty and Eight, its individual members and voitures locaux, have always stood ready to aid the Legion in all its activities. The splendid contribution to the work of the Legion has been, and will continue to be, a source of great inspiration to those who are charged with the responsibility of carrying out the Legion's program.

"In taking over the office of National Commander of the Legion for the coming year, I recognize and accept the high responsibilities that go with it. This Legion of ours is composed of men and women who gave their best efforts to our flag in time

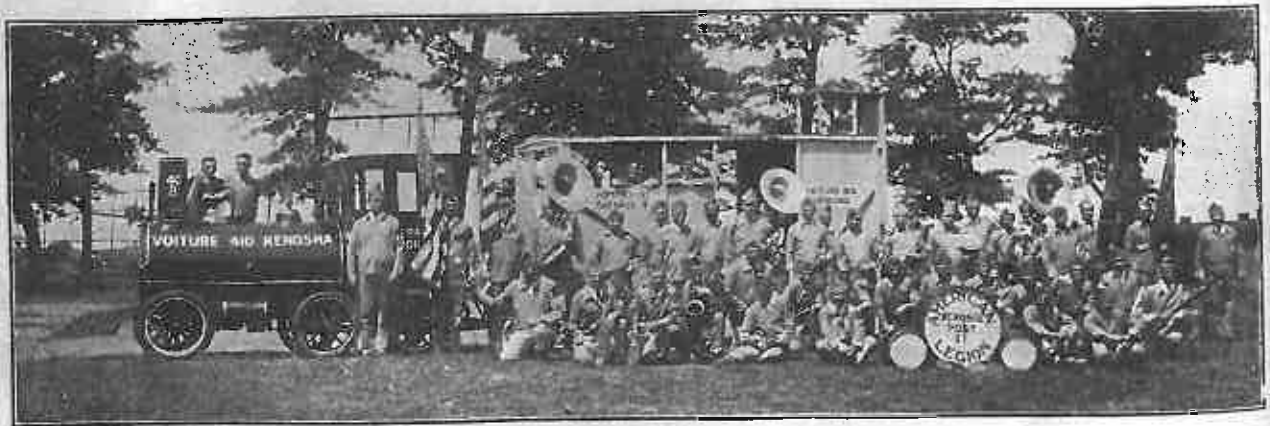
of war. They are now trying to carry those same service ideals into the lives of all citizens. We have the greatest service organization in the world. To us is presented an unbounded opportunity for patriotic accomplishments. This year is particularly a year of opportunity. The Legion has been growing in membership and in enthusiasm. Now we are better prepared than ever before, if we continue that strength and individual interest, to march forward and attain the high purposes to which our organization has been dedicated. In the rehabilitation of disabled veterans, in child welfare work, in Americanism and in its many other activities, the Legion will advance its program of service, and make the year one of the most successful in Legion history.

"The assistance given by the Forty and Eight in the past in child welfare work, emergency relief, in Junior Baseball and in other Legion endeavors, has been of inestimable value to our organization. In many instances the Forty and Eight has not only contributed to the success of the Legion program by leadership, but by the encouragement of other Legionnaires, post and departments on to further effort. It has made generous financial contributions to Legion projects. The Legion starts on its work for the coming year confident that it can attain every objective with this continued support of each member of the splendid Societe des 40 Hommes et 8 Chevaux."

When the annual conference of Department Commanders and Department Adjutants was held at Indianapolis in December, 1928, Charles Ardery, the Correspondant National was one of the principal speakers. Because it so strikingly summarizes the manner in which La Societe over the period of years had been carrying on child welfare relief work, it is pertinent that his address on that occasion should be preserved. Voyageur Ardery said:

"On October 17, 1922, there came out the Promenade Nationale of the Forty and Eight, a resolution providing for a 'Children's Welfare Fund' to be raised by an annual assessment of fifty cents and to be used in caring for the orphaned or semi-orphaned children of the World War Veterans.

"To Mrs. Donald Macrea, Jr., Department President of The American Legion Auxiliary for 1922, the Forty and Eight gratefully acknowledges thanks for the gift and to then Sous Chef de Chemin de Fer Harry M. Clark, formerly of Iowa, but now



This is the Champion Band of the 40 and 8. Voiture 410, Kenosha, Wis. is proud of it. They'll be looking for high honors at Boston this year.

of Chicago, credit must be given for fostering and successfully backing the resolution which, in my humble opinion, was and is an outstanding accomplishment of La Societe and marks the beginning of the present Child Welfare Program of The American Legion.

"The resolution provided that the collection of the assessment of fifty cents per annum from each member of La Societe was to commence on January 1, 1923, and continue until otherwise ordered by vote of a Promenade Nationale.

"As a result, collections since the inception of the program up to December 1, 1925, have amounted to \$94,891.50, no part of which is allowed for administration of the fund, such costs being borne from the General Fund of La Societe.

"During the administration of National Commander James A. Drain and before funds from the Legion Endowment Fund were available, the Forty and Eight turned over to The American Legion the sum of \$25,000 to be used for maintaining orphans in the then existing Childrens' Billets and for emergency relief.

"During 1926, the Forty and Eight made no contribution toward the child welfare program of The American Legion. However, at the Promenade Nationale in Philadelphia in October, 1926, provision was made whereby the Forty and Eight placed in the hands of the National Treasurer a revolving fund in the sum of \$2,000 to be used for emergency aid and relief, special provision being made that no part of said fund was to be used for administration of the same. The expenditure from the revolving fund was replaced monthly and the sum of \$19,580 was so used during the year of 1927.

"At the Paris Promenade Nationale, it was voted by the Promenade to continue the assistance to The Legion, but a plan was evolved whereby all expenditures were made upon checks signed by the Correspondant National. Checks made out to the individuals securing aid are supplied the Child Welfare Division of The American Legion monthly, upon recommendation of the Director of the Child Welfare Division. During the year just closed, the sum of \$15,171 has been so expended, making a total contribution to The American Legion of \$59,751. During the year, the Forty and Eight also expended the sum of \$1,000 by making a contribution to the building fund of the Shrine Hospital for Crippled Children, Chicago, as an evidence of appreciation of the splendid cooperation and assistance rendered by this hospital in caring for crippled wards of The American Legion. The Forty and Eight, also, during the year contributed \$2,500 to the Department of Louisiana, The American Legion, for the purpose of continuing the soup kitchens maintained by the Department in supplying one hot meal a day to upward of one thousand five hundred school children in three of the flood devastated parishes of the state.

"The Promenade Nationale at San Antonio voted to continue the present policy of rendering home aid and relief through the Child Welfare Division and further authorized the Chef de Chemin de Fer and Correspondant National, upon request by the National Child Welfare Committee of The American Legion, to assist the Legion, in any emergency that may arise in the future, by making such expenditures within the limits of our income as are requested.

"The Children's Welfare Fund of La Societe is in a healthy condition, we having investments in U. S. Treasury 4s and 4th Liberty Loan Bonds totaling \$32,600, and enough cash on hand to take care of our share of the emergency aid and relief to be supplied during the coming year."

The year's activities in La Societe were extensive. Membership in La Societe remained stationary, but it was certified to the office of the Correspondant National that on September 14, 1929, a total new membership for the American Legion of 16,544 had been obtained by voyageurs. The membership of La Societe stood at 33,868 on August 31, 1929, as against 34,944 the same date previous in 1928.

However a Grande Voiture had been established in South Carolina and twenty voitures Locaux were established during the year. The annual reports showed that there were seventy-five delinquent voitures at that time, which accounted for the decreased membership.

The Tenth Promenade Nationale was held at Louisville, Kentucky, September 30 to October 3, 1929. The roll call showed 1100 delegates accredited and an equal number of alternates. And here again the smock and chapeau of the Forty and Eight was much in evidence. Here too, a provost guard of sturdy voyageurs aided the local authorities in dispersing the inevitable convention riff-raff and maintaining order.

The Promenade National devoted much serious discussion to the problems of La Societe.

National Commander McNutt, in his report to the national convention of The American Legion paid his tribute to the work of La Societe during his administration when he said:

"The Society of the 40 and 8 has continued to work in harmony with the program of The American Legion. It has given material aid to the Americanism Commission, especially to the junior baseball program. It has contributed \$18,960.64 for the

care of children in their own homes through the Legion's National Child Welfare Division. It has made a fine contribution to the good fellowship and enthusiasm of the members of our organization."

At this promenade the delegates made the decision to shorten the annual business meetings, so as to afford the voyageurs a greater opportunity to participate in the general American Legion activities incident to a national convention. Likewise their debate demonstrated that there was a deepening and spreading appreciation in the ranks of La Societe's membership that greater and special service should be rendered to the development of the American Legion's annual national program. Here also the ritual was altered in several respects and constitutional changes authorized which strengthened the position of the local units of La Societe.

The Voiture Nationale prize for bringing in the largest number of new members to the American Legion was won by the Grande Voiture of New York with 2792 new members. The voiture nationale individual trophy for membership recruiting was won by voyageur George S. McCarty of Voiture Locale, 555, Prescott, Arizona, who individually obtained 455 new members.

For the third successive year Voiture Locale 220 of the Chicago, Illinois, carried off the Charles A. Mills Trophy. This time the award was made principally upon two new projects instituted by the voiture, one financing and operating a summer camp for boys, and the other the erection and maintenance of a log camp for free use of all American Legion posts.

E. Snapper Ingram of Los Angeles, California, was elected Chef de Chemin de Fer. Previously "Snapper" had been a Sous Chef de Chemin de Fer and during the year just closing had served as Conducteur National.

The Sous Chefs de Chemin de Fer elected were: William H. Yeager, Girard, Pa.; Talmage Smith, Grand Island, Nebraska; Austin S. Imirie, Washington, D. C.; David



Balls, bats, transportation and meals for American Legion Junior Baseball teams in Pennsylvania are wrapped up in that little slip of paper which George A. Smith, Grand Chef de Gant of Pennsylvania, is handing to Frank Finola, Pennsylvania's Department Commander. That slip is a check for \$1,500, contributed by the Grande Voiture of Pennsylvania to the Legion's baseball program. The Pennsylvania Voyageurs did some heavy hitting in Junior Baseball this year, contributing many hours of service as well as a lot of hard cash. The little fellow on the left is Voyageur John G. Becker, Secretary of the Baseball Committee of the Grande Voiture of Pennsylvania, while at the right stands Voyageur Thomas V. Reddington, Chairman of the committee.

Levy, Cincinnati, Ohio, Ralph E. McNeely, Fowler, Indiana, and Dr. William H. Hamley of Lake Providence, La.

N. Carl Neilsen of Gig Harbor, Washington, was unopposed for re-election as Commissaire Intendant National.

Harry Freeman of Boston was elected as Conducteur National.

Paul J. McGahan, of Washington, D. C., the Premier Historien National, was re-elected for the eighth time as Historien National.

Rev. J. Monroe Stick, of Baltimore, Md., who had been Grand Chef de Gare for Maryland, was elected Aumonier National. Mel D. Long of Rutherford, N. J., was elected as Drapeau National.

The Gardes de la Porte Nationale elected were: Neil R. Fitch of Payette, Idaho, and Harvey A. Barnard of Rock Valley, Iowa.

Charles W. Ardery of Indianapolis, who has been Correspondant National for several years was confirmed for another term in that office. And Leonard S. Coyne of Detroit, Michigan, became the Avocat National.

Voyageur O. L. Bodenhamer of Arkansas, who was elected National Commander of The American Legion at the Louisville convention, addressed the final session of the Promenade National. In the course of that address he said:

"I was very much impressed with the opening ceremony as pronounced just a moment ago, and I am very frank to say that if this organization lives true to the purpose for which it was organized you will continue to render SERVICE in the future as you have rendered it in the past.

"As I know the 40 and 8, it is composed of those men, or should be, who have distinguished themselves in Legion service. You are selected because of the fact that you had done something for The American Legion and for the program to which it is dedicated. If the men in this organization live true to the principles for which the 40 and 8 was founded, then the Legion will always find its leader in this group.

"I cherish the hope that during the com-

ing year the members of your organization will contribute in membership and in worthwhile service, that real and unselfish program of which you are capable.

"I extend to you now the greetings of the national organization and request the co-operation and unselfish service during the coming year which we so much desire."

The American Legion under Commander Bodenhamer set out to exceed its previous high membership record, and in recognition of the excellent work that had been done in previous years by the members of La Societe, National Commander Bodenhamer sought the aid of the Forty and Eight repeatedly in his membership campaign. On one occasion in the October bulletin in a special message he declared in part:

"As a member of La Societe des 40 Hommes et 8 Chevaux, knowing intimately its loyalty to the fundamental ideals of Legionism and its profound understanding of Legion problems, I have the deepest confidence in the results of this, my first message to my fellow voyageurs, and I am very grateful for this opportunity of addressing you through the courtesy of Le Quartier General de la Voiture Nationale.

"Every fighting organization has an advance guard. In the army it is the cavalry of old or the air force. In the navy it is the 'flying squadron' of old, or the scouts of the sea and air. In the Legion it should be the 'Forty and Eight.'

"Our battle at this time is membership, a strengthening of our organization in preparation for the splendid program which the National Convention has provided for us this Legion year 1929-1930.

"The convention has changed the meeting date of the National Executive Committee from January to November. It will meet Nov. 14 and 15 this year. Likewise the conference of Department Adjutants and Commanders at National Headquarters has been moved up to Nov. 18 to 20, inclusive. This is a progressive move and its benefits will be shown in the results at the end of the year. It means we have about two months' start over preceding years in some very important activities. It means, first

of all, that we must get our advance, 193 membership work so well out of the way that the decks will be cleared for intense concentration on our program of constructive endeavors.

"The Legion needs your cooperation in this early membership effort. I am confident you will plunge into it with all your heart, for if there ever was a time when the Legion had a chance to continue its steady advance in membership which started in 1926, it is now.

Will each and every one of you make this membership campaign an individual obligation in order that when the close of American Legion Week arrives we will have a total of at least 45 per cent of the quotas assigned to the various Departments? Will you consider it a personal favor, as well as a loyal and needed effort for the Legion?"

This was an appeal "right up the alley" of the Forty and Eight, to use a colloquial expression.

Membership. More and better membership. Early membership. And the making of an impression upon the nation's lawmakers at Washington that The American Legion was an organization that meant what it said.

The Louisville convention had laid down an ambitious program. Commander Bodenhamer needed the weight of the arguments to help him win for the disabled former service men and women those benefits that can only be obtained through legislation.

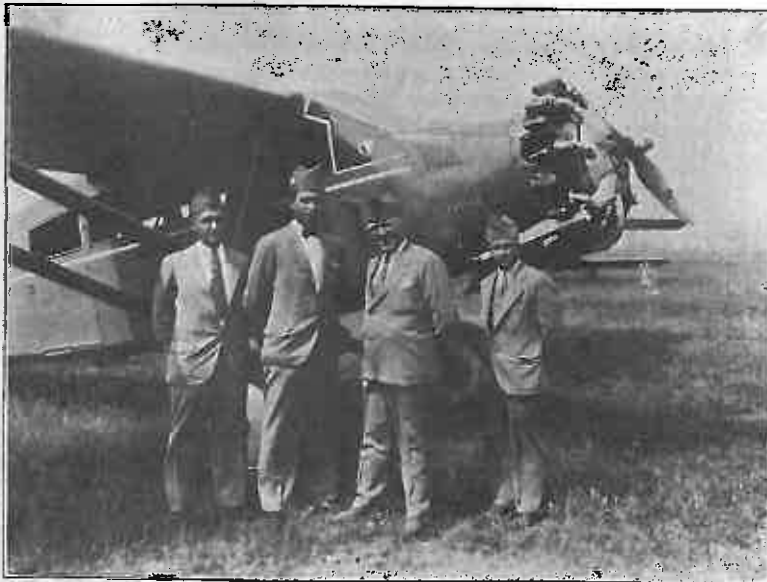
The Forty and Eight turned in. Its members went to work. In every department Forty and Eighters were on the membership committees. Early in the year respective Departments of The American Legion began to exceed their previous membership records, with the consequence that when 1930 was half over the national organization had to its credit its largest paid-up membership in its history.

A membership statement from the National Headquarters of The American Legion on August 22, 1930, showed that twenty-one Departments of the American Legion had the largest memberships in their history. Twenty-four other Departments had records surpassing their 1929 membership and their 1930 quotas in the national membership contest. Three other departments had attained their 1930 quotas. Five other Departments had memberships that exceeded their 1929 memberships but fell short of their quotas for 1930 by a few hundred members and The American Legion was reported as having a paid-up membership of 871,589.

National Commander Bodenhamer in a letter to Grand Chefs de Gare and Grand Correspondants, expressed his appreciation for the work which the Forty and Eight had done this year to increase the strength of the Legion and his hopes for a corresponding increase in the strength of the Forty and Eight. He urged the Grand Officers to do everything possible to give the Forty and Eight the largest membership in its history in 1930. His letter stated:

"I know how hard Ardery has been working for the Legion this year. I know how interested Snapper Ingram has been in knowing something of the contribution that you and your co-workers have made toward Legion membership.

"Now the question comes as to what will be the showing of the Forty and Eight this year. The membership of the Forty



John P. "Chick" Conmy covered a lot of territory during his year as Chef de Chemin de Fer. Here he is about to hop by plane during one of his official tours. Calling the roll from left to right we have Ernest J. Meyer, Grand Chef de Gare Passe of Nebraska, Talmage Smith, Sous Chef de Chemin de Fer who was then Nebraska's Grand Chef de Gare; Chief Conmy, and Walter W. Smith, Commis Voyageur of Voiture 136, a brother of Sous Chef Smith.

and Eight is more today than it was on the same day last year. This proves that service in behalf of the Legion will react to the credit of the Forty and Eight.

"But regardless of this reaction, I want to make this little appeal in behalf of Ingram and Ardery, and ask that you and your co-workers do everything possible to give them the largest membership that the Forty and Eight has ever had. They deserve to have this large membership. They deserve the best that you can give them in the point of service. I hope that you will not fail to give them a big membership from your state within the next thirty days."

40 and 8 Goes Forward

(Continued from page 15)

tion, making possible any accomplishment or success that may have been achieved.

As all, no doubt are aware, for the sake of closer contact and for the better administration of its affairs, La Societe was divided into seven Areas, with a Sous Chef de Chemin de Fer assigned to six of these and the Chef de Chemin de Fer being assigned the seventh. In the opinion of the Chef de Chemin de Fer the Area plan of administering the affairs of La Societe is a very excellent one but he is also of opinion, owing to the amount of work that the Chef de Chemin de Fer has to attend to, in the performance of his duties throughout La Societe, that all of the Areas should be assigned to the Sous Chef de Chemin de Fer and that the Chef de Chemin de Fer be left without this added incumbence in order that he may devote all of his time to the affairs of La Societe as a whole.

Being a sincere believer in placing credit where credit is due, I attribute largely to the Sous Chefs de Chemin de Fer the credit for a large portion of any good that might have been accomplished in La Societe during this regime. Therefore, to William (Bill) Yeager, Talmadge (Tal) Smith, Austin (Aus) Imirie, David (Dave) Levy, Ralph (Pete) McNeely, and William (Doc) Hamley, I owe sincere personal thanks and I am deeply grateful, for their every effort and the cooperation and support given me, by each Sous Chef de Chemin de Fer and I am honored, privileged and much pleased, at being permitted to thank them for myself, and for La Societe, through this medium.

To all remaining officers of Voiture Nationale, may I address them by the same token and express to them, the same sincere feeling of thanks and attitude as heretofore expressed in his report.

Voyageurs, I have now reached the point in my report where I feel that I have just about taxed your patience and indulgence to the fullest, this how-

ever is not my intention nor wish, so with this thought in mind I will bring this message to a close. In doing so I want to again impress upon the minds of all the members of La Societe the duty and obligation we owe to The American Legion, and that it is a privilege and an honor to be able to serve and to aid and support The American Legion in accomplishing and succeeding in its most worthy and laudable program.

I am happy in the thought and realization that La Societe is functioning and justifying its existence, even in the eyes of some of the most skeptical and to all, each and every Voyageur, belongs the credit.

Finally, and in conclusion, permit me to again extend to each Voyageur and his loved ones, my sincere personal regards and every good wish and in saying Adieu, to offer my supplications to the Supreme Chef de Chemin de Fer of the Universe in that Voiture Celestial above, and invoke Him to shower upon each member of La Societe and his loved ones, a bountiful store of his many blessings. And further, to guide the affairs and destinies of both The American Legion and La Societe along the paths of Accomplishment and Prosperity toward that Ultimate Goal, the Realization of a Supreme Achievement and a Real Work Well Done. And further, and above all, to hope and pray for the preservation of the high ideals of La Societe and The American Legion and for the continued Untiring, Loyal, Unselfish Service of the Members of both The American Legion and La Societe. For God, For Country, For Our Disabled Buddies, For Our Orphans, For Our Comrades and For Our Fellowman.

To those who will succeed in authority as officials and in charge of the administration of the affairs and the moulding of the future of La Societe, I wish them every possible success and accomplishment, to the glory and credit of La Societe and The American Legion.

Voyageurs all, I bid you Adieu
Most sincerely and fraternally,
E. SNAPPER INGRAM,
Chef de Chemin de Fer.

Knew Conditions

Passerby—What would your mother say, little boy, if she could hear you swear like that?

Boy—She'd be tickled to death if she could hear it.

Passerby—How can you lie like that?

Boy—That's no lie. She's stone deaf.

Sure Thing

"Dear Romeo," wrote the ardent Minerva, to her steady, "don't fail to come over Sunday."

Without a moment's delay, Romeo wrote in a large, bold hand, "Dearest Min., there is no such word as fail."

Pershing at the Front

The General came in a new tin hat
To the shell-torn front where the war was at;

With a faithful Aide at his right hand
He made his way toward No Man's Land,

And a tough Top Sergeant there they found,

And a Captain, too, to show them round.

Threading the ditch, their heads bent low,

Toward the lines of the watchful foe,
They came through the murk and the powder stench,

Till the Sergeant whispered, "Third-line trench!"

And the Captain whispered, "Third-line trench!"

And the Aide repeated, "Third-line trench!"

And Pershing answered — not in French—

"Yes, I see it. Third-line trench."

Again they marched with wary tread,
Following on where the Sergeant led,
Through the wet, and the muck as well,
Till they came to another parallel.

They halted there in mud and drench,
And the Sergeant whispered, "Second-line trench!"

And the Captain whispered "Second-line trench!"

And the Aide repeated, "Second-line trench!"

And Pershing nodded: "Second-line trench!"

Yet on they went through mire like pitch,

Till they came to a fine and spacious ditch,

Well camouflaged from plans and Zeps,
Where soldiers stood on firing steps

And a Major sat on a wooden bench;
And the Sergeant whispered, "First-line trench!"

And the Captain whispered, "First-line trench!"

And the Aide repeated, "First-line trench!"

And Pershing whispered, "Yes, I see.

How far off is the enemy?"

And the faithful Aide asked, asked he,
"How far off is the enemy?"

And the Captain breathed in a softer key,

"How far off is the enemy?"

The silence lay in heaps and piles
As the Sergeant whispered, "Just three miles."

And the Captain whispered, "Just three miles."

And the Aide repeated, "Just three miles."

"Just three miles!" the General swore,
"What in hell are we whispering for?"

And the faithful Aide the message bore,
"What in hell are we whispering for?"

And the Captain said in a gentle roar,
"What in hell are we whispering for?"

"Whispering for?" the echo rolled;
And the Sergeant whispered, "I have a cold."

—Arthur Guiterman.