

LEGION CHIEF MAKES MARK

O. L. Bodenhamer Expects To Put in Active Year as Vet Commander

By Stanley G. Thompson
(Associated Press Staff Writer)
LOUISVILLE (AP)—A stocky man with a broad smile who weighs his words carefully will direct the American Legion for the next 12 months.

This man is O. L. Bodenhamer of El Dorado, Ark. His program for the year was summed up in seven simple words—"To carry out the mandates of this convention."

But these seven words were full of meaning, because the mandates of the convention extend over a wide scope of activities and contemplate possibly the greatest volume of work ever undertaken by any organization devoted to the welfare of a group of men, women and children.

Bodenhamer's friends say there is nothing in the ambitious program too big for him. They point to his past to prove their contention.

The same year Bodenhamer went to El Dorado, they recall, gold came to the little community of 4,000 population—not yellow gold, but black gold, pouring from scores of oil wells. The boom started and thousands poured in.

The man who only two years before had been discharged from the United States army as a major had adopted El Dorado as his home and was determined that it should not suffer the fate of mushroom boom towns.

Under his leadership a group of citizens set themselves to directing growth into channels that make for permanent prosperity and orderliness. They succeeded, say the friends.

He has made money, it is said, but in those boom days he could have made a great deal more if he had not been interested in building his community for the future. He is in the real estate business.

If on a commission engaged in revising the tax system of Arkansas; he is on the park and playground commission of his city. He is president of the Chamber of Commerce and high in the ranks of other business organizations.

Bodenhamer is a native Texan. A month after the United States entered the war he was training at a military camp. He left the camp a captain and was assigned to the 19th Infantry, regular army, serving most of the time at Camp Travis, Texas, where he was promoted to major.

RED CROSS PROVIDES PLAY AND COMFORTS FOR VETERANS



President and Mrs. Hoover Receive Disabled at White House Garden Party.

RECREATION in the form of picnics, visits to the theater and to the motion picture shows, dances and card parties, arranged by American Red Cross workers for the disabled veterans and sick service men in the Government hospitals throughout the country are universally commended by the authorities as of great value in aiding the men to recovery.

Only those men who are in the hospitals in Washington, the nation's capital, however, are able to attend quite the nicest party of the year—that which the President and the First Lady of the Land are in habit of giving annually for disabled and ill veterans. The first of the White House garden parties for the veterans was given by President Harding, and it has since been an annual institution, is held only once or twice due to the illness of the First Lady.

President and Mrs. Hoover this year gave a party, with Red Cross workers and Grey Ladies, who are constant visitors to the men in the wards, accompanying them.

The Red Cross has workers in forty-eight Veterans' Bureau hospitals, and in all regular Army and Navy Hospitals, at all camps and posts, and last year these workers arranged 20,352 recreation events.



Mrs. James J. Davis, wife of the Secretary of Labor, a popular member of the Red Cross Grey Ladies, serves a disabled veteran at the White House Garden Party. Above—President Hoover and Mrs. Hoover greet disabled veterans who are in Washington hospitals, at Garden Party on White House lawn. Red Cross workers accompanied veterans.

Picnics in proper season, visits to theaters, with a supper served canteen style by the Red Cross Chapter afterwards, and similar events were arranged for men able to leave the wards. For the mental cases, shows, dances and card parties are given at the hospital centers.

Red Cross work for disabled veterans last year also included handling a monthly average of 12,104 cases by the national staff and branch offices. Red Cross Chapters to the number of 2,821 throughout the nation carried on service work

for the veterans and men still in the regular army and navy, and assisted a monthly average of 38,387 men and their families.

War service work for the disabled and the man still in the service called for an expenditure by the National Red Cross of \$1,963,000 during the year ending June 30, 1929, and Chapters expended an additional \$1,127,000. Support, in part, for this work comes from the annual Roll Call for members which the Red Cross conducts each year from Armistice Day to Thanksgiving Day.

In an effort to popularize flying and extend the market for airplanes, the company is said to be building a small all-metal two-seater plane powered with a 15 horsepower engine and equipped with dual controls.

Heavy migration from the Ozark region to the north is revealed by all enrollment statistics in St. Louis schools.

Those with axes to grind should journey to northern Ohio, which supplied four-fifths of the nation's gridstones.

How's The Road?

Answers Framed in Weekly Report From Oregon State Highway Commission

Weekly report on condition of Oregon State highways by state highway commission.

Pacific Highway
Portland - Oswego - Oregon City - Salem - Albany - Harrisburg - Junction City - Eugene - Cottage Grove - Roseburg - Grants Pass - Medford - Ashland - California State Line: Paved.

West Side Pacific Highway
Portland-Newberg-McMinnville-Corvallis-Junction City - Eugene: Paved.

Columbia River Highway
Astoria-Rainier-St. Helens-Portland: Paved. Portland-Hood River-The Dalles: Paved. The Dalles-Arlington-Umatilla: Oiled macadam.

Old Oregon Trail
Umatilla-Pendleton-LaGrande-Baker-Huntington-Ontario: Oiled macadam.

Roosevelt Coast Highway
Clatsop, Tillamook and Lincoln counties. Astoria-Seaside: Paved. Seaside-Mohler-Brighton - Lake Lytle-Rockaway-Garibaldi-Bay City-Wilson River: Oiled macadam. Wilson River-Tillamook - Beaver: Part paved, part oiled macadam.

Beaver-Hebo-Neskowin - Devils Lake-Siletz River - Otter Rock-Newport: Part macadam; part oiled macadam.

Roosevelt Coast Highway
Douglas, Coos and Curry counties. Reedsport - Lakeside - North Bend: Macadam. Free ferry across Coos Bay, 7 a. m. to 11 p. m. Road from Drain to Reedsport open and in fair condition. North Bend-Marshfield-Coquille: Paved.

Coquille - Bandon - Port Orford-Gold Beach-Rocking-Hoodville - Tillamook - Seaside - Cannon Beach - Cannon Beach - Cannon Beach - Cannon Beach: Part oiled macadam; part macadam. Free ferry across Rogue river at Gold Beach, 7 a. m. to 11 p. m.

Coos Bay-Roseburg Highway
Junction Pacific highway-Myrtle Point-Coquille: part oiled macadam, balance macadam. Surfacing operations under way between Endicott creek and Mystic creek.

Green Springs Highway
Junction Pacific highway-Keno-Klamath Falls: Macadam. Construction operations between Keena creek and Jenny creek.

Sisalaw Highway
Junction Pacific highway - Cheshire - Goldson - Bleachy - Rainier - Mapleton: Macadam. Mapleton - Florence: Dirt road. Impassable in wet weather.

Corvallis-Newport Highway
Corvallis - Philomath - Eddyville - Newport: Oiled macadam.

Tualatin Valley Highway
Portland - Hillsboro - Forest Grove - Carlton - McMinnville: Paved.

Mt. Hood Highway
Portland - Government Camp - Hood River: Paved to Multnomah County line, balance oiled macadam.

The Dalles-California Highway
The Dalles - Dufur - Maplin - Wasco county line - Madras - Redmond - Bend - Lapine - Crescent - Fort Klamath - Klamath Falls: Oiled macadam.

Klamath Falls - Merrill - California state line: Oiled macadam Lakeview Junction to Merrill; balance macadam. Detour for through traffic; good condition.

Oregon-Washington Highway
Pendleton - Washington state line: Paved. Pendleton - Pilot Rock - Heppner - Ione - Heppner Junction: Part oiled macadam; balance macadam.

Walla-Walla Lake: Macadam. Ridge-Cornucopia Highway Baker - Halfway: 20 miles macadam and 20 miles graded roadbed, good condition.

Redwood Highway
Grants Pass - Deer creek-Kerby-California state line: Oiled macadam. From state line to Crescent City, 44 miles macadam.

Kerby-Oregon Caves: 10 miles macadam; 9 miles dirt road.

McKenzie Highway
Eugene - Springfield - Waterville-Blue River-Beiknap Springs-Sisters-Redmond: Macadam. Re-grading under way between Springfield and Walthersville. Drive carefully.

Baker-Unity Highway
Baker-Unity: 25 miles macadam, 21 miles cushioned roadbed. Good condition.

Pendleton-John Day Highway
Pendleton-Pilot Rock-Lasinka Ranch: Macadam.

Lasinka Ranch-Albee: Surfacing operations under way. Albee-Ukiah: Surfaced. Ukiah-Ritter: Rough mountain road, steep grades. Ritter - Mt. Vernon: Partially graded and surfaced, fair condition.

Enterprise-Flora Highway
To Lewiston, Idaho. Enterprise - Flora: Improved road to Paradise, remaining section rough country road to Antelope.

Santiam Highway
Albany-Lebanon: Oiled macadam.

Lebanon-Shea's Hill: Gravel road.

Shea's Hill-Cascadia: Macadam.

Willamette Highway
Goshen-Lowell: Oiled macadam. Lowell-Oakridge: Rough but passable.

Albany-Corvallis Highway
Albany-Corvallis: Paved.

Alsea Highway
Junction Corvallis - Newport highway-Alsea: Oiled macadam. Alsea-Tide-water-Waldport: Macadam.

Umpqua Highway
Junction of Pacific highway at Drain through Elkton and Scottsburg to Junction with Roosevelt highway at Reedsport: Gravel road. Bridge at Scottsburg open for travel.

Kent: Oiled macadam; Kent-Shaniko-Junction-The Dalles-California Highway: Macadam.

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 - C. M. Gilman, Mill City
 - Highway Garage, 1200 N. High
 - Factor Tire Co., 264 E. High
 - Twin Cedar Service Station, near West

Heard Along Auto Row

E. W. Fuhr, Chevrolet manager for the Pacific Coast region, was a visitor at the Douglas McKay Chevrolet company Tuesday evening. According to him, this is the finest Chevrolet year in history; more cars have been built in the first nine and a half months of 1929 than during the entire year of 1928. One million two hundred thousand Chevrolets have been built since the first of January.

After more than three years of disability "Dad" Rowland, well-known Salem automobile man has thrown away his cane. "Dad" is selling used cars with the Capitol Motors company.

Mr. Beatty, vice president of the Commercial Investment Trust corporation was a business visitor in Salem Saturday. Mr. Beatty's office is in San Francisco; he is manager of the company's business west of the Rockies.

Ray DeMerritt, salesman for Douglas McKay, went pheasant hunting the first day of the season and got the limit.

W. R. Allen, formerly of Aberdeen, Washington, is selling Durants for the Salem Automobile company.

The Valley Motor company has started on its winter schedule with two shifts in the shop. Last winter the second shift was put on a month or two later than this. Present business points toward a year-around two shift plan from now on.

Ralph Parker, formerly of the Parker Tire company, Salem, is now with the Douglas McKay sales force.

M. M. Swift, Willys-Overland representative from Portland, was in Salem Monday and Thursday on business with W. L. Anderson, Inc., and Capital Motors company.

H. W. Wooley, vice president of the Salem Automobile company, returned home from deer hunting in southern Oregon last week. Mr. Wooley brought home the limit.

Capital Motors company was well-represented at the recent Silvertown fair, with five cars exhibited and four or five men on hand to display and demonstrate them.

W. L. Phillips and W. T. Grier went to Portland Thursday on business with the Portland branch of the Ford Motor company.

H. C. Finley returned Monday from southern Oregon with a 140 pound four point deer. Finley was gone two days and reports the hunting fine.

Mr. Jack Gorman, production manager of the Pacific Finance corporation, was a visitor in Salem Tuesday and Thursday looking after business pertaining to the Salem branch office of which G. Fred Wood is manager.

A. G. Stevens, well-known automobile man of Portland, and L. B. Lambeth of State Motors, hunted pheasant in the Lebanon district Wednesday and bagged the limit.

Junkers to Put Flying Wing in Air

WASHINGTON (AP)—Construction of a 40-ton all-metal "flying wing" is planned by the Junkers airplane factory at Dessau, Germany, reports K. S. Patton, counsel at Leipzig.

The huge plane, in which the fuselage would be eliminated, would house engines, passengers and cargo within the wing, reducing air resistance to a minimum and making possible the repair of engines while in flight.

The wing would be of great thickness, Junkers engineers contemplating a cabin of more than six feet from door to ceiling which would provide sufficient room for placing of engines, storing of cargo and seating passengers in comfort.

Junkers engineers say their plans provide excellent visibility for the pilot, but say passengers would be at a disadvantage in this respect. This factor, however, is considered unimportant, inasmuch as the plane would be used primarily for long distance night flying.

The huge plane is but one of the innovations planned by the

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