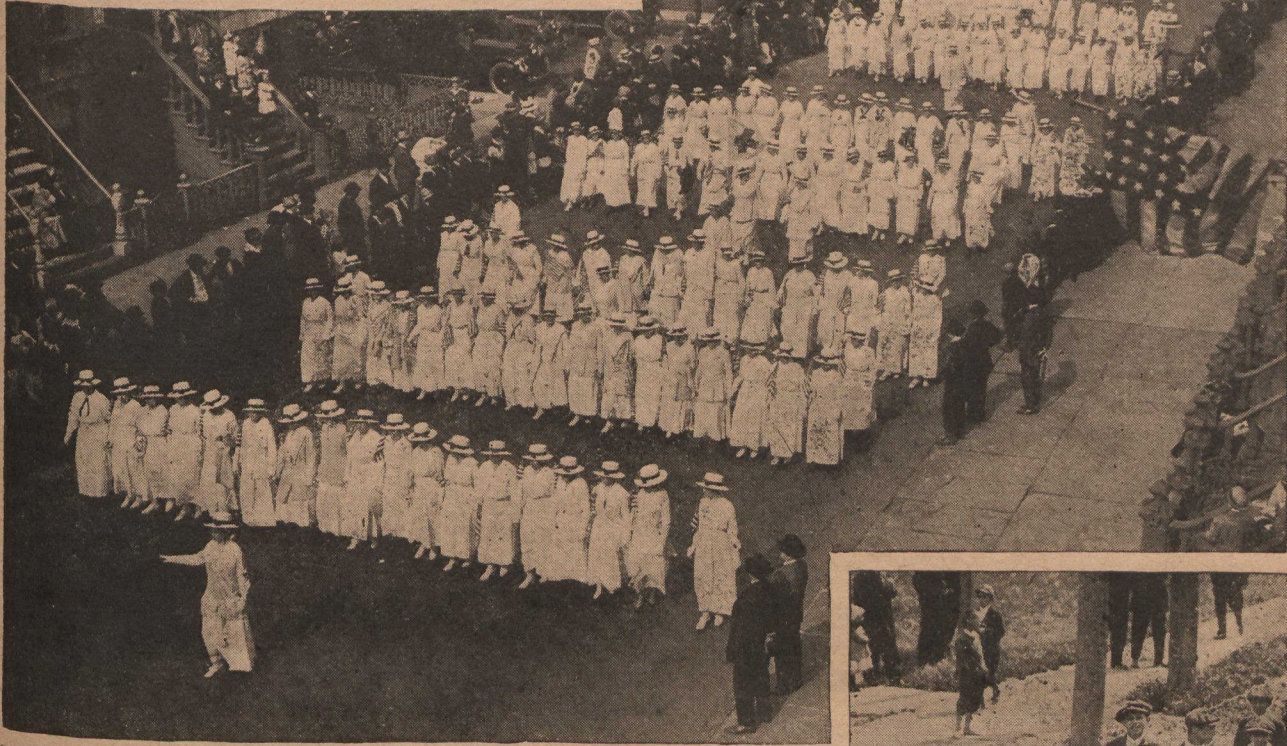


WAR, WOMEN AND CHILDREN

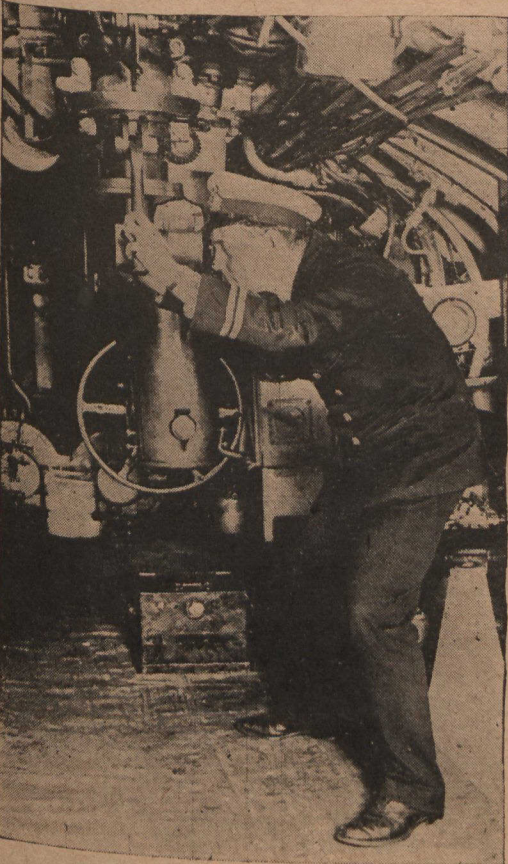
ON the morning of June 27, Washington reported that the American Red Cross Drive had raised \$114,000,000. Much more was still to report. New York City was allotted \$40,000,000. Most of the great centres over-subscribed. One film actress gave \$1,500, a week's salary. Wanamaker's employees gave \$25,000 twice, in Philadelphia and New York. More than a thousand women took part in the New York City parade. Our photograph below shows the parade in Brooklyn.

MANY of the diabolical war-inventions of the Germans have been improved upon by their enemies. Among these "improvements" count the flame-spouter. The French soldier here shown is

running with a tank of gas on his back and a hose on his head. As he runs he squirts flames ahead of him in about the same style that a man hoses a lawn. Notice in the near distance one charge of flame and smoke with its shadow below. This fire-belcher is a terrible person in a charge. He beats hand-grenades and bayonets. And this—is modern war. In the words of the poet well might we say "O hell!"



A LONG, buoyant line of school children marching along Portage Ave. to the Exhibition Grounds to celebrate Dominion Day in Winnipeg.



begins by saying that the sub is designed to secure the "freedom of the seas." Clever! But he goes on to assert with all the bland cocksurety possible in a German critic, that the men who are helping to create this condition desired in the interests of humanity and the development of culture are the crews of the U-boats. Only after the war will the world recognize to its full extent what the German people owes to its U-boat builders and to the constructors of the many pieces of machinery concealed in the U-boats, and what almost incredible progress has been made in Germany since 1914.

A seaman's lot is never easy. Night and day he is separated from a watery grave only by a thin plank. And yet his existence seems like paradise compared with that of the U-boat man. This man dispenses with what every one regards as indispensable for life—light and air. When the road to hades gapes for the U-boat man it leads through darkness and torment. He knows that he is threatened most by a slow death through suffocation. Everybody else—with exceptions like stokers, men in the magazines, and some others—enjoys

the fresh air and looks up and sees above him the broad canopy of heaven when in the roar of battle he must enter the gates of the Great Beyond. But our sympathies will be more deeply moved when we think of the death of the U-boat man.

Of course the U-boat man also sees some of the bright side of life, and it would be wrong to pass by without noting this. On board a big battleship the individual is more or less lost in the crowd. He is only one among the more than 1,100 men composing the crew of a modern ship of the line. On board the U-boat every one is an important personality. There are rarely more than thirty men in a high seas U-boat. So every one, be he sailor or oiler, has several duties to perform; so every one is fully acquainted with all the numerous mechanisms and expert in their use. The commander, watch officer, and chief engineer know every one of their men thoroughly. Their food is all cooked in the same kettle and gift cigarettes of the same brand are found between their lips when the boat bobs up for a brief rest and the weather permits.

BRITISH submariner looking through a periscope. This is a very rare sort of photograph. Note the mechanism. Germany has no monopoly of sub. science. But the E boats have very little to do, compared to their exploits in the first year of war.

CAPTAIN PERSEUS—you have read the naval outbursts of this German expert—tells us, in the Berliner Tageblatt, that the submarine sailor is the super-sailor. He