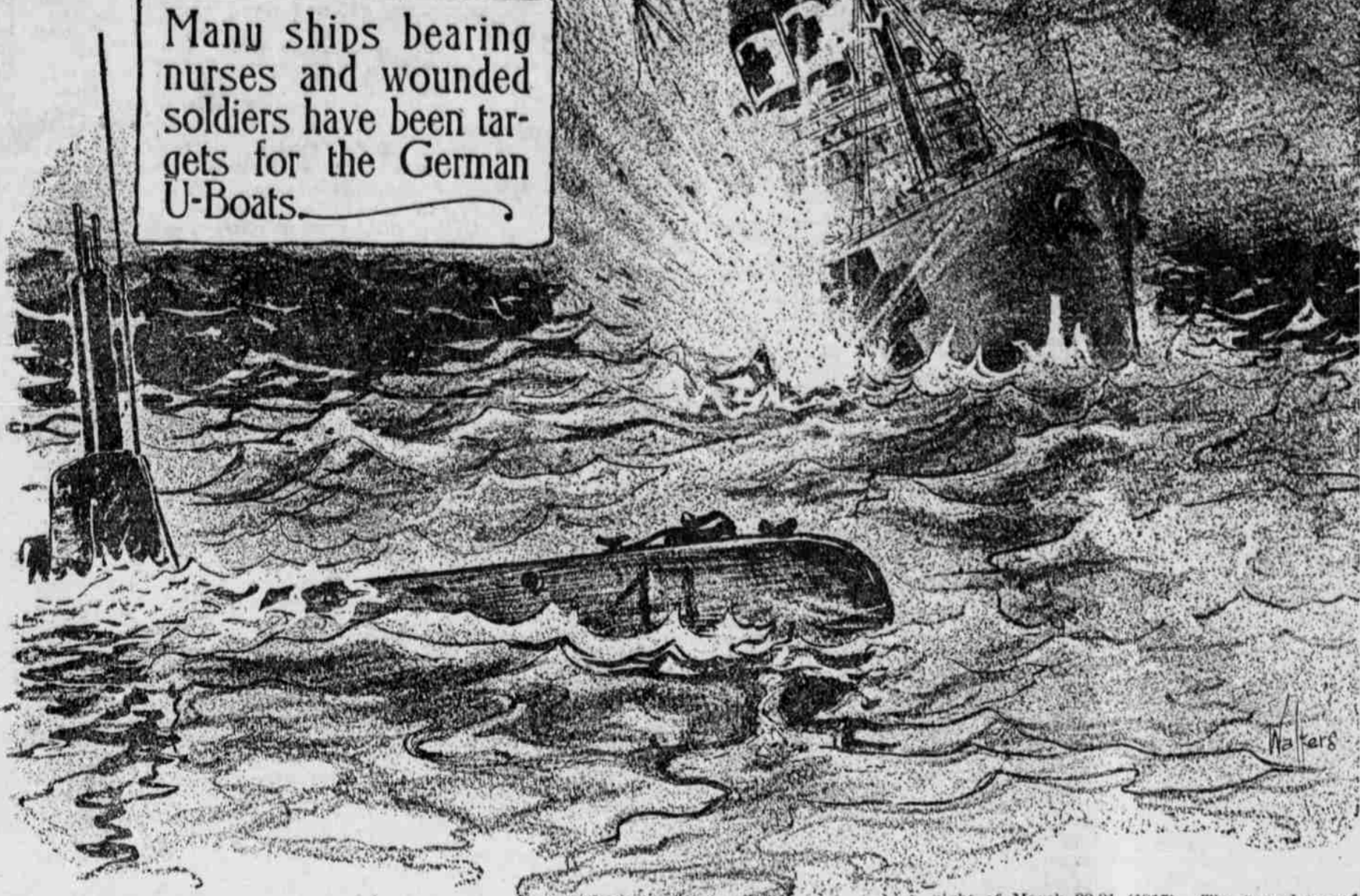


WARRING on the RED CROSS

Many ships bearing nurses and wounded soldiers have been targets for the German U-Boats.



By RALPH E. CROPLEY, In New York Tribune.

RECENTLY we have had another record of German barbarity in the torpedoing of the hospital ship *Rewa*, made dramatic because the missile of destruction struck her where the red cross of mercy was painted on her side, as if it were a bull's-eye for just such murderous shots. I was speaking to a merchant ship captain about it and asked him why he had given up the command of a certain British hospital ship, a berth which to my landsman's eyes had seemed to be the easiest on the sea today in spite of instances like the *Rewa*.

He didn't look at me as he answered. He looked far out through his cabin port at the tower of the Woolworth building. He finally told me that in spite of the danger it was easier on him to take a merchant ship or a transport through the war zone than to have his heart torn asunder by the suffering of humanity he had seen on hospital ships; men gassed and writhing in agony; men wounded or mutilated out of sheer deviltry. Frightfulness—waste of manhood because the Kaiser wanted to dominate the world—that's what he saw on a hospital ship; and when his ship of mercy, like the *Rewa*, was torpedoed without warning and he managed to beach her before she sank he simply went to pieces, as have many hospital ship commanders before him.

Every hospital ship sunk means that the allies must replace it with a ship which has been carrying food and munitions. That is Germany's game. Finding her submarine warfare was not succeeding as she had hoped, she lessens the tonnage of her enemies by fouler means still and covers up her dastardly motives by officially saying:

"The German government can no longer suffer that the British government should forward troops and munitions to the main theater of war under cover of the Red Cross, and it therefore declares that from now on no enemy hospital ship will be allowed in the sea zone comprised between a line drawn from Flamborough Head to Terschelling on the one hand and Ushant and Land's End on the other. If in this sea zone after the expiry of the stated time any enemy hospital ship is encountered it will be considered as a vessel of war and it will be attacked without further ceremony."

And knowing full well that no allied hospital ships were carrying either troops, munitions or anything which they shouldn't in their garb of mercy, Germany has lessened tonnage by sinking the hospital ship *Britannic* (50,000 tons), *Asturias* (21,400 tons), *Gloucester Castle* (7,999 tons), *Donegal* (1,997 tons), *Salta* (7,284 tons), *Lanfranc* (6,275 tons), *Dover Castle* (8,260 tons), *Rewa* (7,287 tons), *Glenart Castle* (9,000 tons), *Llandovey Castle* (10,000 tons), and others amounting to over 200,000 tons.

Germany has already begun paving the way to lessen American tonnage by sinking our hospital ships whenever we get any. On May 1, 1918, she officially notified the world that

"American aviators are crossing to Europe as members of the Red Cross on hospital ships. This misuse of the Red Cross appears from documentary evidence found on American aviators who have been shot down. An American brought down in the region of the army of General von Hutier carried a pass which referred to him as a member of the American ambulance for France.

"Prisoners openly admit that it is the general practice for aviators to enter American ambulance service for their passage to Europe and to cross on hospital ships. After they are landed in France they immediately transfer to the automobile corps and thence into the air service.

"The captured aviator referred to had, however, transferred directly from the ambulance service into the air service. Another carried a certificate of the dates of several transfers were officially notified."

Except for the naval hospital ship *Solace* and hospital yacht *Surf* attached to our fleet, and two Ward liners being converted into the hospital ships *Comfort* and *Mercy*, solely for the use of the navy end of this writing not yet in service, the United States has had no hospital ships at all. Consequently it would be impossible for American aviators to cross on such ships as Germany states they have. The aviators which Germany refers to as having crossed to France for Red Cross work crossed at their own expense on regular passenger

ships before we entered the war and were driving neutral ambulances.

When we entered the war, naturally they weren't going to return to the United States to enlist when they could enlist in their country's military forces in France and get at punishing the Hun earlier than the fellows at home. These captured American aviators Germany speaks about apparently had on them certificates of service they had rendered while driving American neutral ambulances.

As usual, Germany has distorted the truth. In this instance she simply wishes to give a semblance of excuse for the attempts she is going to make to lessen the number of ships available to transport our boys overseas, because every hospital ship sunk has to be replaced with some ship in military or civil service.

The first hospital ship the Huns sank was the *Portugal*, flying the Russian flag. She was anchored off Bizak, a Black sea port, when at about eight o'clock on the morning of March 17, 1916, a periscope was seen approaching. The *Portugal* had no wounded on board—simply her hospital staff, which included many nuns and her full crew. The Russian government had notified the central powers that the *Portugal* was a hospital ship and had obtained from them a recognition of her status. She was properly marked under the ruling of both the Hague and Geneva conventions.

Of course, nobody thought for one instant that the submarine would attack the *Portugal*, and there was no panic until, when about 200 feet away, the submarine fired a torpedo which missed its mark. Then the beast circled around the anchored ship of mercy and fired a second torpedo at close range. The second missile struck the *Portugal* in the engine room. There was a terrific explosion within her and the *Portugal* broke in two.

The loss of life on the *Portugal* was 21 nuns, who were acting as nurses; 24 others of the Red Cross staff, as well as 21 of the Russian crew and 19 of the French, totalling 85, all of whom were ruthlessly murdered without any reason whatsoever.

The next torpedoing of note was that of the new White Star liner *Britannic*, the largest British ship afloat and one which the Germans wished to remove from competing with their ships at the end of the war. The *Britannic* was sunk in the Egean sea, and that but 50 lives were lost out of the 1,100 wounded and large crew she had aboard is remarkable, considering she went down in 53 minutes. A German newspaper, the *Kieler Zeitung*, was the first to admit publicly that a torpedo and not a mine had caused the disaster, and further stated:

"The *Britannic* was transporting fresh troops for our enemies. If she had not been doing so our submarine would never, of course, have torpedoed her."

On November 24, 1916, shortly after the *Britannic* was sunk, the British admiralty published a complete list of all persons on board. There were no troops. Germany continued her propaganda to dull the mind of the world as to her real intent in sinking hospital ships by asserting that she had conclusive proof that in several instances enemy hospital ships had often been misused for the transport of troops and munitions. Under the principles of the Geneva convention governing maritime war belligerents have the right to stop and search hospital ships. Germany never utilized this right. Evidently it was easier to sink the ship outright and trust the world to believe the imperial German word.

The big *Asturias*, commanded by Captain Laws, known to many Americans who traveled to Bermuda, had her first experience with a U-boat on February 1, 1915. She was the star hospital ship of the fleet, for at that time neither the *Britannic* nor *Aquitania* was doing hospital work. Only the prompt action of the second officer in turning the ship as he saw the torpedo saved her and the scores of wounded she had on board. Having made one miss at the *Asturias*, the Germans kept at it till they finally got her. The British admiralty announced the following:

"The British hospital ship *Asturias*, while steaming with all navigating lights and with all the proper distinguishing Red Cross signs brilliantly illuminated, was torpedoed without warning on the

night of March 20-21 (1917). The torpedoing of this hospital ship is included in the list of achievements claimed by U-boats as reported in the German wireless press message yesterday."

The *Asturias* didn't sink, although 43 died in the tragedy, including two women, and 39 were injured. The torpedo rendered her helpless, as her rudder had been carried away. Captain Laws drove the sinking ship for shoal water. As she was off the rocky shore of Cornwall, if he did succeed in beaching her the chances of saving the ship would be slight. All Captain Laws thought of was to get her somewhere where she wouldn't sink ere her wounded had been removed.

As luck would have it, the *Asturias* took matters into her own hands and in the darkness missed a reef, rounded a headland and brought up on one of the few sandy beaches to be found along the Cornwall shore line. After three years in command of her, several times a week crossing the Channel and running the risk of mines, as well as seeing the agony of human beings he transported, Captain Laws, like many other hospital ship skippers, collapsed. He's made several attempts to go to sea again, but his nerve is gone.

The nation responsible for the murder of Nurse Cavell accepted the *Asturias* incident with composure, if not with satisfaction. For the Germans stated blandly:

"It would, moreover, be remarkable that the English in the case of the *Asturias* should have abstained from the customary procedure of using hospital ships for the transport of troops and munitions."

The *Asturias* was returning from France. That is a sufficient answer to Germany.

Ten days later the *Gloucester Castle* was torpedoed without warning in midchannel. All the wounded were successfully removed from the ship and the casualties were five medical officers, nine nursing sisters and 38 Royal Army Medical corps men. On April 11 the Berlin official wireless again cynically published a notification that the *Gloucester Castle* was torpedoed by a U-boat, thus removing any possible doubt in the matter.

Then on April 17 the hospital ships *Donegal* and *Lanfranc* were sunk by U-boats. The British admiralty announced:

"The *Donegal* carried slightly wounded cases, all British. Of these, 29 men, as well as 12 of the crew, are missing and presumed drowned. The *Lanfranc*, in addition to 234 wounded British officers and men, carried 107 wounded German prisoners, a medical personnel of 52 and a crew of 123. Of these the following are missing and presumed drowned:

"Two wounded British officers.
"Eleven wounded British, other ranks.
"One R. A. M. C. staff.
"Five crew.
"Two wounded German officers.
"Thirteen wounded German, other ranks.
"One hundred and fifty-two wounded German prisoners were rescued by British patrol boats at the imminent risk of being themselves torpedoed."

And then on the 20th of February they sank the *Glenart Castle*, bound from France to England. Yes, she carried troops, but they lay in white cots within the *Glenart Castle's* white sides. Nice chap, Fritz, for he'd agreed to respect hospital ships if they carried a Spanish officer to guarantee their Red Cross mission. The *Glenart* had her Spaniard and he too was nearly drowned in the catastrophe. One pleasing thing about the tragedy was that it gave an American destroyer, at the risk of being herself torpedoed, a chance to do a rescue work which makes the blood run faster in one's veins. The sea was vile and the destroyer couldn't launch a boat. Yet as she passed men clinging to wreckage—men too weak to catch the life-lines thrown to them—American seamen jumped overboard into icy water, swam to the poor devils and held them up till they could be rescued. Mr. Daniels, I'm glad to say, has fittingly rewarded such gallantry.

And shortly after the *Glenart Castle* the big *Llandovey Castle*, on mercy bent, was torpedoed. She also carried a Spanish officer. I have a letter from an officer on the hospital ship *Araguaya*, which has been transferred from passenger and food service to the work of mercy to replace lost hospital ships, and he tells me his ship is most particular about living up to the Geneva convention. No nurses are carried except those who make the round trip between England and Canada. For if Canadian nurses worked their passage home Germany might say they were troops.

OPPOSES CHANGE IN DRAFT AGE

Secretary Baker Tells Senate Body That He Has New Army Program.

TO BE READY IN 90 DAYS

War Chief and General March Assert Change Should Be Deferred—3,300,000 Will Be in Army by August.

Washington, June 28.—After Secretary Baker and General March had opposed revision of draft age limits and announced that within 90 days the war department would submit a new and enlarged army program, the senate military committee on Wednesday voted against any legislation to change the draft age limits from twenty-one and thirty-one years to twenty and forty years.

Senator Chamberlain announced that it is proposed to call in August 300,000 draft men, in September 150,000, in October 150,000, in November 150,000 and in December 125,000.

These, he said, are expected to exhaust class 1.

Senator Hitchcock gave figures stating that in August, when the final call on men in class 1 will have exhausted that class, there will be 3,300,000 men in the army and the highest estimate of the number of American troops which will be in France by that time is 1,450,000.

Secretary Baker said an "enlarged" program for the army is planned in a formal statement made after he had been closeted with the committee for nearly three hours with his aids. He said:

"I presented to the committee statements for the present there are enough men in class 1 sufficient for our present needs, and when the enlarged program of the United States is ready for presentation to congress we will at the same time have complete data on which to base any recommendations for change in the age limits of the draft."

Most of the senators who heard the statements believed congress would follow the recommendation.

When the senate reconvened and resumed the consideration of the army bill Senator Chamberlain said:

"Both the secretary and General March are of the opinion that no change ought to be made in the age limits at this time. They say that no harm can be done and no delay occasioned by postponement of changing the ages until September, and they very much advise against a change until this investigation can be had."

"The committee was advised that troops are being sent over partly in French and British bottoms and there may be some changes in that arrangement July 1—either that the arrangement will continue or more American tonnage will be available.

"They feel that before any change should be made there should be a full investigation before disturbing the social and industrial conditions of the country."

"The committee concluded by a majority vote it would not be best to undertake at this time a change in the draft limits."

RUSSIA TO FIGHT—KERENSKY

Former Premier Makes Statement at British Labor Meet in London—Will Visit U. S.

London, June 28.—Alexander Kerensky, former provisional premier of Russia, who was ousted from power by the bolsheviks, has arrived here on his way to America.

Kerensky reached London incognito four days ago from Moscow. Since then he has moved about quietly, though busily, conferring with prominent Russians in England over the necessity of entente allied assistance in Russia.

Kerensky was introduced to the British labor conference here on Wednesday, and was received by the delegates with loud cheers. He said:

"I have just come straight from Moscow, and it is my duty as a statesman and a Socialist to tell you and the people of the world that the Russian people, the Russian democracy, are fighting against tyranny."

"I believe, indeed I am certain, that the Russian people will shortly join you in the fight for the great cause of freedom." Kerensky expects to go to America in a week or ten days.

Kerensky's appearance before the laborites was a complete surprise. When Arthur Henderson, minister without portfolio in the British war council and former labor leader in the house of parliament, introduced him, he spoke in Russian.

Hughitt, Jr., to Leave Road. Chicago, June 28.—Marvin Hughitt, Jr., has left the service of the Chicago & Northwestern railroad, according to news which came out, to become manager of coal properties in which he is interested.

\$2,250,000 More for Belgium. Washington, June 28.—Belgium was given another credit of \$2,250,000, making Belgium's total loans from the United States \$122,800,000. Aggregate credits to the allies now amount to \$5,972,500,000.

HOW THIS NERVOUS WOMAN GOT WELL

Told by Herself. Her Sincerity Should Convince Others.

Christopher, Ill.—"For four years I suffered from irregularities, weakness, nervousness, and was in a run down condition. Two of our best doctors failed to do me any good. I heard so much about what Lydia E. Pinkham's Vegetable Compound had done for others, I tried it and was cured. I am no longer nervous, am regular, and in excellent health. I believe the Compound will cure any female trouble."—Mrs. ALICE HELLER, Christopher, Ill.



Nervousness is often a symptom of weakness or some functional derangement, which may be overcome by this famous root and herb remedy, Lydia E. Pinkham's Vegetable Compound, as thousands of women have found by experience.

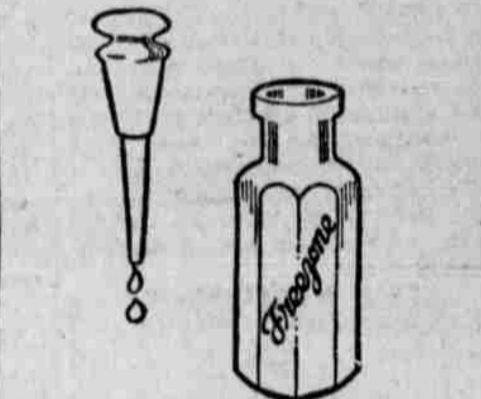
If complications exist, write Lydia E. Pinkham Medicine Co., Lynn, Mass., for suggestions in regard to your ailment. The result of its long experience is at your service.

Poor. "How's your garden?" "Nothing to brag about. Even my neighbor's chickens disdain it."

LIFT OFF CORNS!

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A man may succeed in becoming a hero to his valet, but to his mother-in-law—not by any means.

Cuticura is So Soothing To itching, burning skins. It not only soothes but heals. Bathe with Cuticura Soap and hot water, dry gently and apply Cuticura Ointment. For free samples address, "Cuticura, Dept. X, Boston." At druggists and by mail, Soap 25, Ointment 25 and 50.—Adv.

The offspring of the pugilist is apt to inherit his father's black eyes.

ALL WORN OUT

Doan's, However, Restored Mr. Roulston to Good Health. Results Have Lasted.

"Mornings I was so stiff and sore I could hardly get up," says A. C. Roulston, prop. blacksmith shop, 2540 Washington St., Roxbury, Mass. "The sharp pains through my kidneys were so bad I often thought I wouldn't be able to get to work. I couldn't rest comfortably and turned and tossed from one side to the other, with a dull, dragging backache. There were some puffy spots under my eyes and I felt worn out all the time. The kidney secretions passed too often and were otherwise unnatural. Four or five boxes of Doan's Kidney Pills cured me. I can honestly recommend Doan's for they have surely done me a world of good."

Mr. Roulston gave the above statement in 1915 and in March, 1917, he said: "My cure is still lasting. I take Doan's occasionally, however, to keep my kidneys in good working order. One can depend upon Doan's to cure kidney ills."

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