

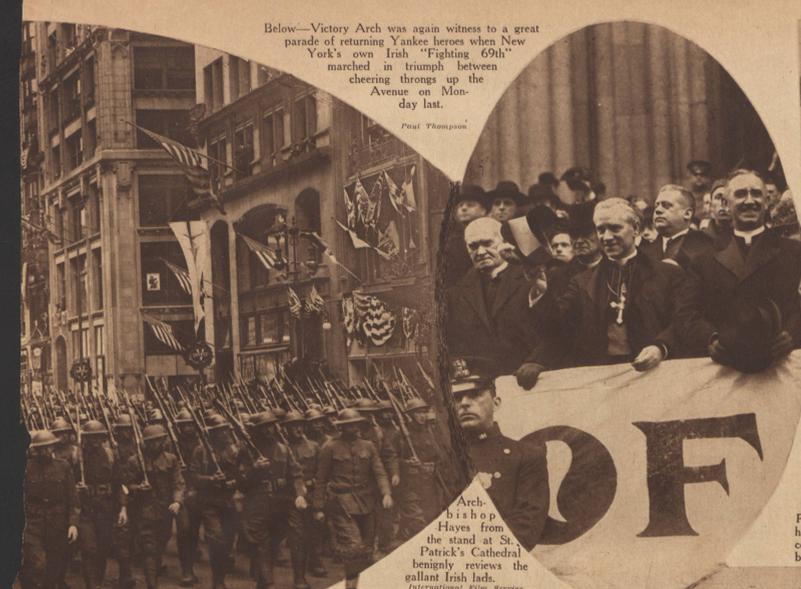


The famous "Lost Battalion" of the 308th Inf. after debarking from the S. S. America. To the left—Maj. George G. McMurry of the "Lost Battalion," wearer of our own D. S. C., who was awarded the Croix de Guerre just before the regiment sailed from Brest.



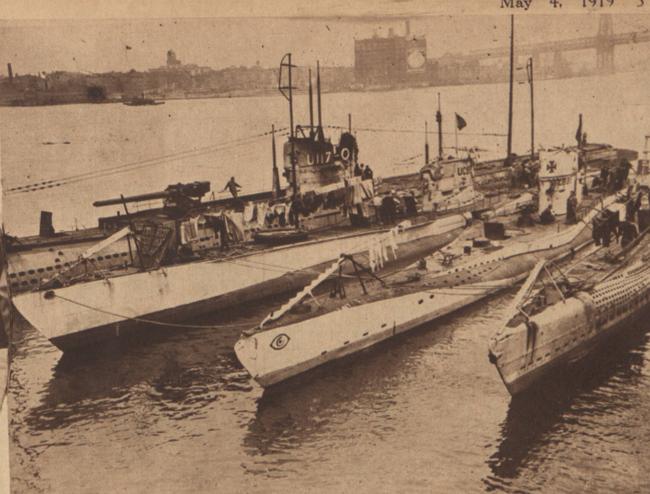
New York's Historic 69th in Its Last Triumphant Parade

Left—Colonel "Bill" Donovan, beloved leader of the old 69th, receives a bouquet from a Knights of Columbus girl during the parade.



Below—Victory Arch was again witness to a great parade of returning Yankee heroes when New York's own Irish "Fighting 69th" marched in triumph between cheering throngs up the Avenue on Monday last.

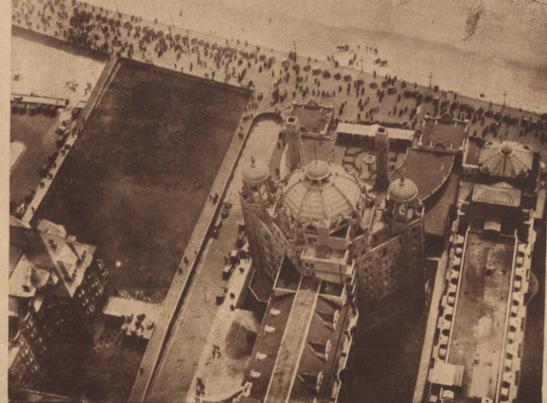
Archbishop Hayes from the stand at St. Patrick's Cathedral benignly reviews the gallant Irish lads.



Four U-boats turned over to the U. S. at anchor in Brooklyn Navy Yard. They have been cruising the harbor for the Victory Loan. To the right—Lieut. Vincent Astor, who returned home on the U-boat 117, fulfilling his promise to bring back a German sub.



Colonel William Barclay Parsons, one of the builders of New York's first subway and commander of the 11th Engineers, landed here last Sunday on the S. S. Chicago.



An airplane view of the Easter parade and the close procession of chairs on the famous Boardwalk at Atlantic City. Patrons of the tremendous Traymore won't recognize their favorite hotel from this angle.



Lieutenant Commander H. B. Grow, U. S. N., who commanded the naval hydro F-5 on her record-breaking endurance performance which took place last week at Hampton Roads.



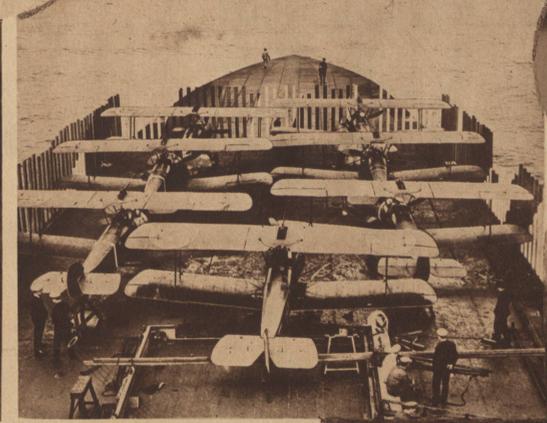
A group of the officers commanding the 165th Infantry (New York's old "69th"). Left to right, front row—Captain John P. Hurley, Major George Lawrence, Lieutenant Colonel Timothy J. Moynahan, Maj. John J. Mangan. Back row—Maj. M. A. Kelly, Capt. John Clifford, Capt. Martin Thomas A. Kenney, Lieut. Harold Allen.



Left to right, front row—Captain Alexander Anderson, Colonel William J. Donovan, Lieutenant M. A. Kelly, Capt. John Clifford, Capt. Martin Thomas A. Kenney, Lieut. Harold Allen.



To Hugh Gibson belongs the distinction of being the first United States Minister to Poland. Mr. Gibson was secretary to our Belgian Ambassador, Brand Whitlock, when the war broke out.



H. M. S. Furious, whose decks are a giant floating aerodrome of the R. A. F. The eyes of the British navy launched themselves at sea from her decks to pursue marauding Zeppelins and to search out the murderous U-boat.



Right—A versatile Yank of the American Army of Occupation turns traffic cop in Coblenz, competently regulating the passing in front of the "Cafe Schloss."



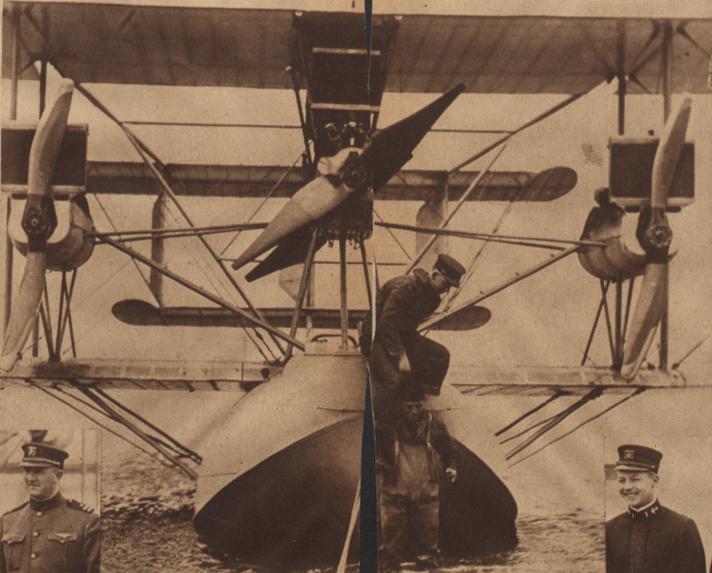
Major "Ham" Fish, of New York, popular officer of the 77th, reaches home on the S. S. Mount Vernon, which docked at so early an hour it missed the usual harbor welcome.



Major General George W. Read, commanding the famous Rainbow Division, arrives with several units of the 42d Division on the Leviathan.



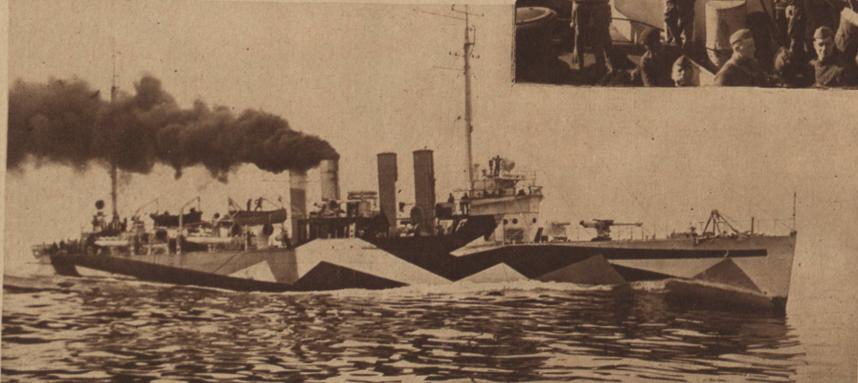
Exultant members of the 11th Engineers arrive on the S. S. Chicago, leaving no doubt as to where they stand on the "July 1st" question. The 11th Engineers were the first of the A. E. F. to engage in actual fighting with the Germans.



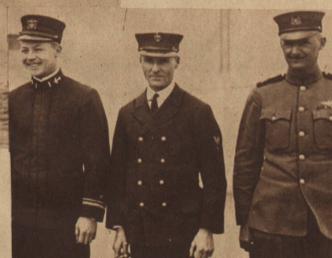
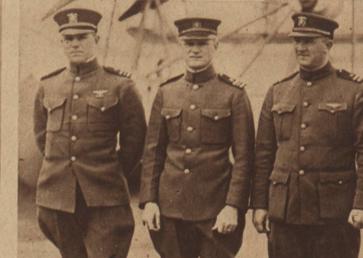
The navy's huge NC-3, with her new type of propeller and three Liberty motors, about to start on a test flight at Rockaway Naval Air Station. Upon her strength and endurance depend the success of the transatlantic flight. The courageous crew who will man the powerful seaplane in her attempt to wing the Atlantic. Reading from left to right—Lieutenant Commander M. Mitacher, pilot; Lieutenant H. Sadevater, engineer; C. I. Miller, chief machinist's mate, and Ensign R. Christiansen, reserve pilot.



Left—Testing the powerful motor of another contestant in the race for the first successful transatlantic flight—the immense Handley-Page airplane. The great size of the plane can be gauged by the comparative size of the man on the ladder.



If the U. S. S. Calhoun, one of the navy's 35-knot destroyers, does not steam into New York Harbor by midnight of May 10 the country may know that the Victory Loan has failed to go over the top. The Victory ship is proceeding from Panama in accordance with the nation's purchase of bonds—roughly speaking, "a mile a million."



The iron bars of Hoboken piers cannot frustrate the purpose of homecoming Yankee heroes when the girls of their choice are on the other side, and they execute excellent greeting despite them.



The Shipping Board boasts the most original Victory Loan display in Washington—a miniature liner bearing the figures of the board's generous quota. Perched on the lintel above is the ship's fair christener.