

PLEAD FOR DRAW ACROSS POTOMAC

Col. Flagler Hears Expression of Sentiment Concerning New Aqueduct Bridge.

The proposed new Aqueduct Bridge which will connect the District with Virginia probably will be a drawbridge.

Sentiment in favor of this form of structure developed at a public hearing in reference to the new bridge held in the office of Col. C. A. P. Flagler, in charge of the United States Engineer's office, in the Southern Building yesterday.

Announcement of the location of the new bridge was made by Col. Flagler, previous to the public debate. The site chosen was selected, he explained, because it was believed it would best serve the business interests of residents of the District having business in Virginia and vice versa.

Opposed to Other Site. This fact, it was considered, more than offset the plea of a number of Virginia real estate holders who wanted the bridge near the heart of the city, that they might reach Virginia without having to pass through upper Georgetown.

The Western Union Telegraph Company's complaint, voiced by George W. Warner, declared that a drawbridge would necessitate taking down present wires and struts in the city.

His objections were opposed by Attorney James H. Hayden, representing the Columbia Granite and Dredging Company, who declared the interests of general navigation made the construction of a drawbridge imperative.

When the actual work on the new bridge will be started is indeterminate. The plans have yet to be submitted and approved. Several months probably will elapse before any definite step is taken.

Those who attended the hearing yesterday were George W. Warner, P. E. Ramsey, Lewis Weinstein, R. A. Bowles, George W. Hoffert, Jr., E. T. Simpson, J. E. Dyer, Mrs. H. K. Semmons, John L. Weaver, John Rook, Kay, Mrs. Kay, W. T. Wheeler, J. H. Crawford, G. G. Smith, Jr., and James H. Hayden.

How to get rid of eczema with Resinol. Resinol Ointment, with Resinol Soap, usually stops itching instantly. It quickly and easily heals distressing cases of eczema, rash or other tormenting skin or scalp eruptions, and clears away pimples, redness, roughness and dandruff, even when other treatments have been useless.

German's Flight to Verdun Furnishes Very Few Thrills

Correspondent Makes Trip in One of the Kaiser's Planes, but Is So Occupied with Personal Impressions He Sees Little of What Passes Far Below in Trenches.

This is the second and concluding installment of an article by Eugene Kaltschmitt, correspondent of the Berliner Tageblatt, describing his trip to Verdun in a German battleship.

Metz, May, 1916.—Excitement will not leave me rest; every half hour or so I rise and gaze into the night. At 5 o'clock I am thoroughly awake. Dawn is slowly yielding to the conquering light. Six o'clock. I would ever put on a new blue stripe, violet-blue and gray, and in between the blue sky. Hurrah!

In front of the hangar stand the two flying machines. The engineers are busying themselves with the manifold and complex devices.

"No—please, not now," says the squadron leader imploringly to my colleague, who is flourishing his kodak. One must never take a snapshot of a flying machine before its flight. That's bad luck!

Superstition, perhaps. There's a much of it in our game. I still wear the leather coat, the gloves, of my first flight, and that was nearly two years ago. Do you suppose I would ever put on a new helmet? No, sir! The old one, always. It has been repaired a dozen times, and can still stand a lot more.

Bundled Up for Voyage. An orderly brings me a bundle, unpacks it, and begins to put me into a soft car; a weather-sealed leather coat, fashino trousers, pulse warmers, double gloves, helmet, and a heavy woolen shawl—not to forget storm glasses. I feel like a North Polar voyager.

The leader's eyes scan the sky. Some what ironically he says: "It can no longer be concealed that there's a cloud!" He points to a considerable "sky mountain" in the west. "Well," he adds, "are you all ready? Does the helmet sit fast? It must not move. Better tie it a little fast. So, detzt geht's los. Please—after you."

While we are flying, turn around every now and then in a while as we can communicate. Try to read the words from my lips, for you won't be able to hear much. If you can't understand me, I turn off the motor for a minute. As soon as you feel the machine rattle it's a sign that I want to tell you something. Do not rise from your seat and never lean overboard!

Starts on Flight. Both machines rise. Our "doppeldecker" shakes like a bird when he's wet before he hangs a clock, an altimeter, the eye is fixed on the altitude of Metz. It is 735—a jerk—we are flying.

"Hello! What's this? Why, where is the good old earth?" A few seconds, and we are already fifty meters high. Hangars, trees, buildings are sinking away. We are really going. And I had the so firmly resolved to fix the moment of transition from "tiding" to flying!

We are flying—flying, how long is it now? It seems an age. I look at the clock; half a minute. The motor rages and roars like a steam engine. It is no longer hear it as a motor. It is an accord, a choral accord of the air. I lean back, quite contented, quite still, quite happy. The sun breaks through the sky. Down below glitters the Moselle. Hills and wood and golden clouds. Wide, wide world. Free, freed of every thing, heaves my chest.

And suddenly, I know I am happy. Who does it mean, this feeling? It is brief, this moment of happiness, brief as all strongest feelings. But it was there, unforgettablely beautiful. No one can ever take it away from me.

I turn around, cautiously, between the steering cables. Behind me sits the first pure man for whom this flying is daily

work. We nod to one another. He points into the depth. Below lies Metz. 428 meters beneath us.

We make a mighty loop over the old fortress, and take a westward course. Where are the hills? They lie far beneath us, flattened out, sun rays dancing on them. Now and then a little cloud shadow glides over them.

Seven forty-five. The altimeter shows 1,500 meters. Larger and larger grows the world, wider and wider. Clouds all around us, clouds of all sorts. The East steams and smokes heavenward as if out of a hundred thousand smokestacks. That is Germany, the iron fatherland with its thousands of industrious factories and homes.

Beside us, at the same height, flies the second machine. Eighteen hundred meters. Are we flying? Are we making headway? Two thousand meters says the altimeter. To me it seems as if we were standing still, immovable.

Now Over Verdun. I turn. The cold wind jerks at my helmet. I fell as if I must hold on to it. The flyer behind me opens his mouth, he says, no, he yells:

"Verdun!" I hear his voice as if through a very thick wall, a wall thicker than the ether of aerial space that separates us.

So here, on this little spot of peacefully sunned earth, France's arched positions are fighting the giant battle of the world war: The world fortress—now tiny.

Eight o'clock. We have reached a height of two thousand, six hundred meters, turn the north-west. Where is the destruction of war? The miserable shattered villages down there seem from this height like perfectly pea-cake spots. But at closer scrutiny one sees that only the skeletons of buildings line the streets and the public squares. There's a larger city. It must be Etain. "Yes, Etain," yells my guide. And soon after, to the left: Vaux.

Vaux-Douaumont. This bulwark of the fortress army, has been burnt up by the war. Brown, shattered lie the bowels of the earth. Over valley and hills the devouring fire has swept like lava. No tree greens here, no bush. The wondrously live earth carpet below us shows a bald, eaten-out wound.

The overwhelming vitality of spring which has attractively ornated the fighting zone in the Woivre had to make halt here before its conqueror-war.

Cannot Hear Firing. The Douaumont front lies under heavy fire. I hear no sound. I only see the giant earth founts rise. Underneath the clouds there is lightning, artillery is doing its morning exercises.

We turn back, straight toward Metz. On the railroad which we are following stands a train. Why does it stand still in the middle of the sector? Oh, it is going, really—but it moves like a worm. And across a white bridge crawls an auto.

We are descending, lower and lower we sink, 1,500 meters, 1,200 meters, now it is only a 1,000. Here are the forts of Metz again, the old battlefield with the trenches, the villages between vine tendrils and blossoming fruit trees.

The motor stops. Like a buzzard the "doppeldecker" plunges to earth, as if it would settle upon the roof of its hangar. In the very last minutes it checks its mind, glides smoothly across the plain—now it has gained a foothold. The apparatus shakes, trembles, dawdles—stops. The earth has us again. It is 8:30 o'clock.

Lord Kitchener, as head of the British war department, received a salary of \$20,000 a year.

NEED FUNDS FOR JULY 4TH PLANS

Work of Fireworks Committee Delayed Owing to Lack of Contributions.

Whether the fireworks committee of the Citizens' Independence Day celebration can carry forward plans included in the proposal of a fireworks company, depends upon the measure of public response to the fund being collected for the coming celebration.

The committee met yesterday afternoon at 4 o'clock in the room of the Retail Merchants' Association and discussed proposals for the big showing planned for July 4, on the Monument Grounds.

Chairman E. C. Graham announced that no decision had been made by his committee, consisting of W. A. Fenning, Samuel J. Prescott, Geo. H. Marked, and Chas. F. Crane, because there were not sufficient funds in hand at this time to carry forward the work.

It is recalled that about 10,000 witnessed last year's display, and with the many visitors in town for the dedication of the American Federation of Labor Building, this year's celebration should be on an even bigger scale than before.

Melvin C. Hazen, chairman of the tournament committee, yesterday announced the personnel of the committee which is arranging for the events to be held in the afternoon at the Brightwood Reservation. The committee is made up of the following: Melvin C. Hazen, chairman; John O. Green, Maj. Harry Cooper, John O. Evans, H. L. Breuninger, Thomas Bones, John L. Martin, John Beale, John B. Shinn, Capt. William Mitchell, Maj. C. W. Fenton.

EMBARGO ON MUNITIONS CONSIDERED PROBABLE

Such Action, Officials Believe, Would Be Regarded as Intention of Intervention in Mexico by Carranza.

Officials of the Department of Commerce and members of Congress declined to discuss yesterday the probability of an embargo on munitions of war. It had been rumored at the capital that in view of the call of the President for the National Guard efforts would be made to conserve supplies of munitions.

It was the opinion of members of the House that the official action looking toward an embargo would indicate a settled intention of intervention, and would be construed in that way by the Carranza government.

Many members of the House have already introduced bills providing munitions embargoes, but the committee to which they have been referred have ignored them. It would not be surprising if these members would stir up the matter by seeking for further consideration of the measure.

Funerals

Funeral services for S. W. Slayden, oldest brother, Representative James L. Slayden, who died here yesterday morning, will be held at 10 o'clock this morning from the residence, 207 O Street, northwest. Interment will be at Champlain, Ill., where his wife is buried.

Funeral services for Mrs. Marguerite Denham, wife of Henry A. Denham, were held yesterday from the family residence, 420 Newton street, Brookland, after 10 o'clock. Requiem mass was celebrated at St. Anthony's Church. Interment was in Mount Olivet Cemetery.

The funeral of Mrs. James A. Purcell will be held from her residence, 504 Eighth street northeast, this morning at 8 o'clock, after which requiem mass will be celebrated at St. John's Catholic Church, Forest Glen, Md. Interment will be at Forest Glen.

SENATORS SEE AERO

Big Fighting Plane on View Near Capitol.

A large aeroplane, made for fighting purposes and equipped with pontoons for emergency use, was shown to Senators when they went to office yesterday morning. The big machine is a Curtiss JN, with a speed of 100 miles and hour and a carrying capacity of a two-ton machine gun, ammunition and from 30 to 30 pounds of nitro-glycerin bombs.

It is on the lawn of the Senate Office Building, special permission having been granted the National Aerial Coast Patrol Commission by Lieut. S. G. Overman, chairman of the Senate Committee on Rules.

Senator George E. Chamberlain, chairman of the Senate Committee on Military Affairs; Senator William E. Borah, of Idaho; and Representative A. G. Gardner, of Massachusetts, among the members of Congress who visited the plane yesterday. It will be on exhibition for a week or more.

NEW YORK HOTEL ARRIVALS.

New York, June 19.—The following Washingtonians have registered at New York hotels: T. W. Cunningham, Marlborough-C. W. Cunningham, Park avenue—H. W. Faulkner, Trenton Hotel—W. Oskood, J. H. Pershan, J. N. Benner, Herald Square—J. H. Robertson, Empire—J. L. Simpson, W. Watt, Great Northern—C. T. Aiken, Murray Hill—C. T. Aiken, Navarro—F. C. Krick, Strand—Mrs. J. N. Levin, St. James—Mrs. H. J. Outcault, Albert—A. Farrell, Wentworth—Mrs. M. B. Rathburn, Hermitage—C. E. Rowe, Gregorian—Miss L. Sutherland, Palais Royal, dry goods, etc., C. Hoffmeyer, merchandise manager; M. E. Cohen, suits and dresses; A. N. Wolfe, men's and boys' clothing, 43 West

To Tell Convention Story. The story of the adoption of the suffrage plank in the Republican, Progressive and Democratic conventions in Chicago and St. Louis will be told here next Saturday evening when Miss Alice Paul, national chairman of the Congressional Union, and Miss Anne Martin, chairman of the Woman's Party, speak at a meeting to be held at 8 o'clock in the garden of the Cameron House, Lafayette Square, national headquarters of the Congressional Union.

Walloped Her Husband. Baltimore, June 19.—Frankly admitting that his wife had a right to beat him because he spent all his money, Peter Menchester declined to testify against her when they were both arraigned at the Eastern police station. According to the testimony Menchester came home "clean as a whistle." His better half was at the stove with a soap indie in hand stirring some broth. When he told her what had happened, in the words of Patrolman Lisecki, who acted as "interpreter," "she smooched him with the ladle."

Woodward & Lothrop New York—WASHINGTON—Paris

The Experienced or Occasional Traveler Knows the Value of Good Luggage--

THE TRAVELING GOODS DEPARTMENT CAN FURNISH IT. From a Light-weight Case for a week-end trip to the Steamer and Wardrobe Trunk for an extended tour, the Traveling Goods Department is well equipped to render every service, and to start you on your journey proud in the fact of being well prepared. All this Traveling Goods has the durability of construction that allays fears in regard to the safety of your possessions and that will withstand the severe handling of the baggage man.

Traveling Requisites for a man's vacation— Leather Suit Cases, Black Enamel Cases, English Club Bags, English Kit Bags, Wardrobe Steamer Trunks, General Steamer Trunks, Men's Hat Boxes. Traveling Requisites for a woman's vacation— Enamel Hat Boxes, Hat Trunks, Week-end Trunks, Fitted Bags, Fitted Suit Cases, Wardrobe Trunks, Dress Trunks.

YOUR PARTICULAR ATTENTION IS DIRECTED TO THE FOLLOWING: Black Enamel Cases, \$4.50 each. 24, 26, and 28 inch sizes.

A wonderful value in cases of black enamel with leather corners, leather handle, brass lock, cretonne lining, removable cretonne tray; shirred pocket in top. 40-inch Fiber-covered Dress Trunks, \$15.00 each.

A special lot of 40-inch Fiber-covered Dress Trunks, fiber bound and extra strong clamps; brass lock and 4 hinges; all parts riveted; two trays and cloth lining. An exceptionally light-weight and excellent trunk. Wardrobe Trunks, \$20.00 to \$75.00.

The Wardrobe Trunk is as necessary to the man or woman who would travel in comfort and carry all the necessary apparel for dress, sport and social affairs in perfect order, as is the apparel itself. They are extremely light weight, exact size, most modern design, and combine unusual strength and convenience with maximum capacity.

Special Opportunities in Magazines—Subscribe Now—At Prices Less Than Club Rates. At some seasons of the year we find unusual chances to procure many of the popular magazines at prices that are less than "Club Rates."

HERE ARE A FEW OF THE MOST INTERESTING: The American Magazine with the Woman's Home Companion \$3.00 \$2.00. The Youths' Companion with the Review of Reviews to the same address one year... \$5.00 \$3.00. The Youths' Companion with Harper's Magazine, 5 months to the same address... \$3.75 \$2.50. The Woman's Home Companion, 2 years... \$2.00. The American Magazine, 2 years... \$2.00.

THE FOLLOWING OFFERS WILL BE WITHDRAWN JUNE 30TH: Cosmopolitan for balance of year... 50c. Good Housekeeping for balance of year... 50c. Harper's Bazar for balance of year... \$1.00.

RATTANIA FIBER RUGS

A Large New Shipment Has Just Arrived. Rattania Fiber Rugs are a really wonderful rug, and are ideal for summer use. They are woven in the famous herringbone weave of very heavy fiber, making a rug which is durable, flat lying on the floor, reversible, waterproof, and sanitary.

Rattania Rugs are absolutely free from injury by sun or rain, and are, therefore, very desirable for porch use. Rattania Rugs are odorless, and, being so closely woven, no dirt sifts through to the floor.

They are shown in a wide range of border designs and plain colors, enabling you to select a rug to carry out the most effective decorative scheme. These rugs are practical for your porch as well as for the interior of your home.

Table with 3 columns: SIZE, PRICE, PLAIN, BORDERED. 9x12 feet \$8.95 \$9.95. 7.6x10.6 feet \$6.95 \$7.95. 6x9 feet \$4.95 \$5.45. 4.6x7.6 feet \$3.25 \$3.45. 3x6 feet \$1.75 \$1.95. 2 1/2 x 5 feet \$1.25 \$1.45.

Hall Runners, 2.3x9 feet, \$2.50; 2.3x12 feet, \$3.00; 2.3x15 feet, \$3.75. Hall Runners, 3x9 feet, \$3.00; 3x12 feet, \$3.75; 3x15 feet, \$4.75.

\$200.00 CASH PRIZES

How Many Times Can You Spell the Phrase "THE UNITED STATES" Out of the Letters in This Chart?

A large grid of letters for a word search puzzle. The letters are arranged in a grid, and the goal is to find the phrase "THE UNITED STATES" as many times as possible.

THE PROBLEM

Whether the letters are in regular order, transposed or otherwise scattered about and misplaced, the problem is to collect the letters together so as to form the words "THE UNITED STATES" as often as possible. It is not possible to use all the letters in the chart.

HOW TO ENTER. Anyone paying from 20 cents to \$3.50 in the City of Washington or from 25 cents to \$4.00 outside the city, for subscription to THE WASHINGTON HERALD, will be entitled to submit one solution of the puzzle. Should you submit one solution and ascertain later that you can get a better one, you may submit it by making another subscription payment as provided for in the case of the first solution.

THE PRIZES. Those submitting the five best solutions will each receive ten times what they paid with their successful solutions. Not more than one prize will be awarded to any one person. None of those who won prizes in the recent diamond puzzle contest will be eligible to enter this contest. For further information about this contest, the disposition of ties, etc., see larger advertisements or inquire of the Contest Department.

Address All Communications to THE CONTEST MANAGER, The Washington Herald, 425-427-429 11th Street N. W., Washington, D. C.

This Blank is for the Convenience of Contestants

A form for contestants to fill out, including fields for name, address, and subscription information. It also includes instructions on how to submit solutions and prizes.