

Airmail Start Is Made Without Hitch Before Crowd That Jams Potomac Field

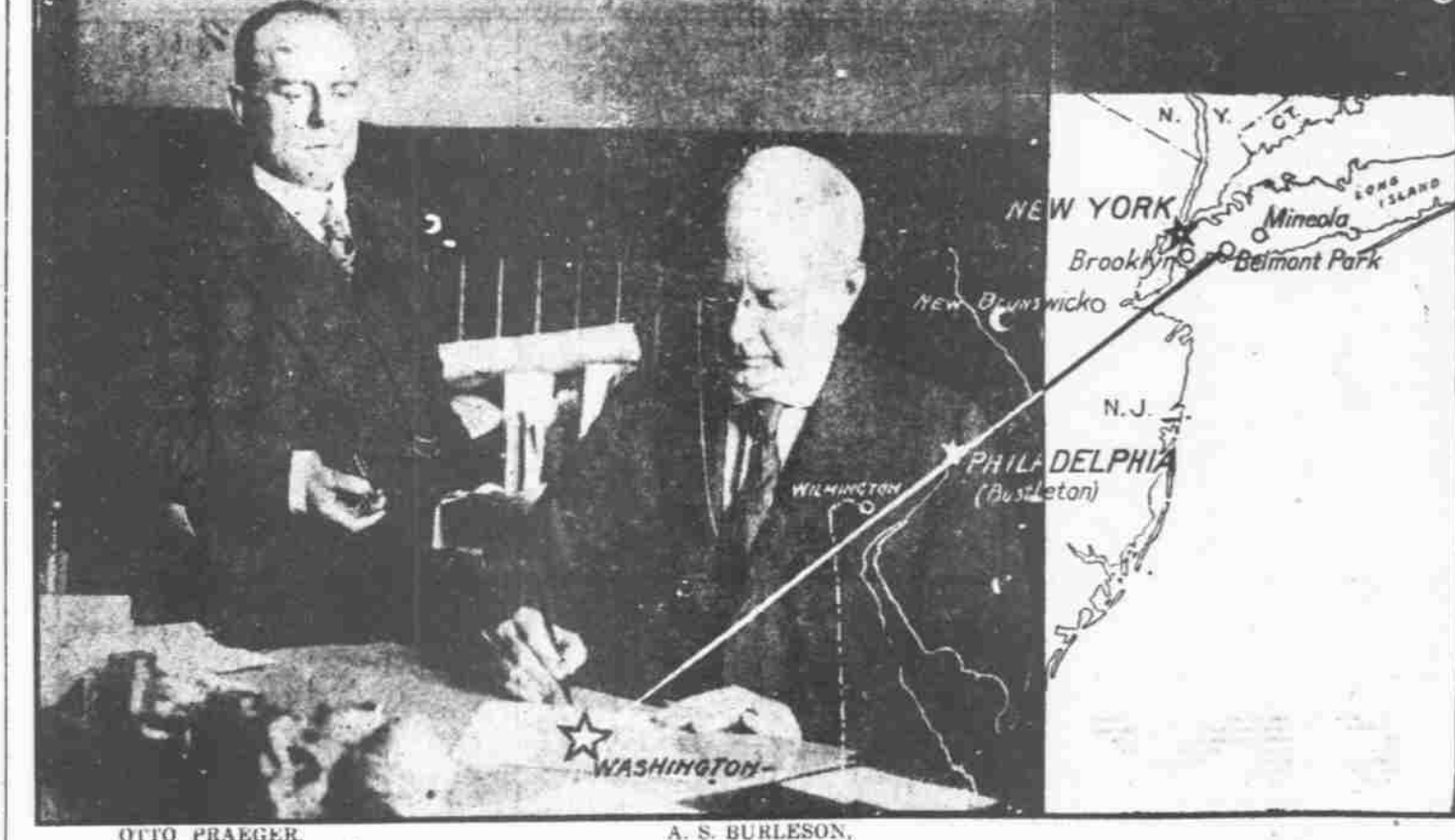
PRESIDENT IS CHEERED AS HE MINGLES WITH PEOPLE IN PARK

(Continued from First Page)

The air with an easy lifting flight, and circling the pole field in a graceful sweep for altitude while the President and thousands cheered, headed northeast in a beeline, destined for Philadelphia.



LIEUT. JAMES C. EDGERTON, Chief of Uncle Sam's sky postmen. He lives at 1436 H street northwest. Major Fleet is in command of the twelve pilots who guide the machines between New York and Washington. He brought the first mail plane from New York to Washington today. He is from the State of Washington, and was a timber buyer before entering the service a year ago.



OTTO PRAEGER, Postmaster General of the United States, signing the first letter sent from Washington by airmail on the first official flight of a mail airplane while Otto Praeger, Second Assistant Postmaster General, in charge of the airplane mail service, looks on.

The most important piece, was of course, the letter from Postmaster General Burleson to Postmaster Thomas C. Fallon, New York. President Wilson canceled the stamp on this letter, and autographed it on the small tab from the bottom of the sheet of stamps, which was left on. There were many other memorable communications, practically all of them of a historic or souvenir character.

Bids Sweetheart Farewell.
Lieutenant Boyle, when he stepped into his machine, after bidding his sweetheart farewell, and shaking the hand of officials from the President down, was evidently one of the happiest men in Washington. He did not know that he was to undertake the flight until just a few minutes before the flight, when he was designated by Major J. H. Fleet, head of the flying division of the Signal Corps.

Major Fleet had intended going himself, but he flew from New York to Washington this morning, and had had little sleep. Lieutenant Boyle started back in the machine. Major Fleet brought from New York. Ceremonies attendant upon the starting of the first real airplane mail service were recorded by the greatest group of motion picture men and photographers ever gathered in Washington, which is noted for their work.

President and Wife Early.
President Wilson, accompanied by Mrs. Wilson, reached the field promptly at 11:15, just as the two mail trucks from the city postoffice, scheduled at that hour, drove up. The President was cheered as he alighted from his car and mingled in the

crowd on the field. He was immediately the center of officials, movie men and photographers, and he will likely pose with Postmaster General Burleson, Assistant Postmaster General Praeger, Postmaster Chance, and other officials.

Mrs. Wilson stood behind the President. One of the photographers asked, "Won't Mrs. Wilson step out a little?"

"I am sorry," the President instantly replied, "that she will not. She does not wish to." And he added with a laugh, "that is where my authority ends."

Smiles, But Won't Pose.
Mrs. Wilson smiled, as did everyone else in the crowd, but she did not come from behind the shoulder of the Chief Executive.

Four pouches of mail scheduled for the first trip to Philadelphia and New York, arrived on the field right on the minute of 11:15. In the meantime there had gathered a host of officials, and a tremendous crowd of sightseers to witness the epoch-making event. The entire pole field was lined from three to six deep and other thousands were in motor cars that choked all of the park roads and completely encircled the great oval.

The field was roped off, and only officials and others with countersigned passes admitted by a soldier guard, and there were hundreds of them, including H. K. Sawyer, secretary of the department of communications of Japan, who is the Japanese postmaster general.

The weight and destination of each of the four pouches brought to the field were marked when they arrived. The "movie men" pictured the unloading of the pouches by William H. Hoover, chief of the Division of Mails, and a host of assistants. They pictured the canceling of the stamp on the Postmaster General's letter announcing the new service, the dropping of the letter into one of the pouches.

It was in a White House envelope, dozens of others who had brought letters and messages to the field and then emptied and dropped into the pouches.

Camera At Work.
In the meantime Lieutenant Boyle was getting into his flying togs. His equipment was strapped on before the cameras. The signal corps mechanics were busily engaged in tuning up the plane that Major Fleet had just brought in, filling up with oil, and pouring in many five gallon cans of gasoline.

Lieutenant Boyle had the map of his route strapped on his right leg so that he could sit in his plane and see it.

The President, deeply interested in all that transpired, circulated demonstrably through the crowd, with

Facts YOU WANT TO Know About Airplane Mail

Stamps for the service will be on sale at the main postoffice and at the New York avenue, F street, Fifth street, and Pennsylvania avenue stations.

Certain windows and certain clerks, one at each point, will be designated at the main office and the four stations to handle this mail. The special stamps are to be canceled as soon as the articles are deposited in the mails with special stamps to be provided by the assistant postmaster. A stamp will be furnished the main office and each station.

Letters for this service may be registered only at the Pennsylvania avenue station. Persons also apply to register articles at any other point will be referred to that station.

Registered packages will be prepared for dispatch at Philadelphia and New York by the Pennsylvania avenue station, and billed in the usual manner.

Mail must be ready for delivery to the automobile at the New York avenue, F street, and Pennsylvania street stations at 10:30 a. m. each day. Mail must be closed and ready for dispatch from the Pennsylvania avenue station at 11:15 a. m. sharp. Final distribution and closing of mail will be made from the Pennsylvania avenue station.

Senders of mail presented after the final hour at the Pennsylvania avenue station will be advised that it cannot be dispatched by airplane that day, but that if it is desired it

Discarded Army Type.

The plane used today is of an army type that has been superseded for active service. It is Curtiss-built, equipped with a twelve-cylinder Hispano-suisa motor of great power.

Major Fleet will stay on the field to see the first plane in from Philadelphia this afternoon.

Postmaster General Burleson came to the field in a motor car with Praeger, ducked under the ropes and was making his way into the field, when a guard stopped him. "Have you a pass, sir?" the soldier asked.

"Yes, I believe I have," the Postmaster General responded, and fished in his pockets for a pass signed by Praeger. Then he was permitted to go ahead.

President Wilson and Mrs. Wilson mingled freely in the crowd on the pole field.

The first plane to leave Washington carried a message from Bernard M. Baruch, chairman of the War Industries Board, to Asst. Sec. R. Hawley, president of the Aero Club of America.

CONGRATULATED ON SUCCESS.

"Accept my sincere congratulations," it ran, "on the successful operation of the aero post in the development of which the Aero Club of America has taken such a profound interest."

A certain amount of fat each day is necessary to human life. Don't waste an ounce.—D. C. Food Administrator.

UNCLE SAM RUNS EATING HOUSE FOR WARWORKERS

As a step to keep contented his civilian army in Washington, Uncle Sam is operating a big commissary restaurant in the buildings at Sixth and H streets northwest designed to feed 30,000 people each day.

Actual operation is in the hands of a local restaurant company, which is patriotically furnishing food as near cost as possible, but the plant, a chain of six eating houses, is under supervision and control of Col. S. Ridley, chief of the office of public buildings and grounds.

Only workers in the war and navy buildings grouped on the old Pennsylvania railroad site will be served at these restaurants. A Government pass card must be presented to gain admission.

AUSTRO-GERMAN PACT CONTINUES 25 YEARS

ZURICH, May 15.—The new Austro-German alliance, just entered into at a conference of the German and Austrian Emperors at German grand headquarters, is to endure for twenty-five years, according to advices received here today from Vienna.

The sovereigns have concluded a military union in the widest acceptance of the term, the advices stated. The economic and tariff questions will be settled with a view to the closest possible union.

AMUSEMENTS

TODAY'S FILM THEATER
HOME 1230 C Street Northeast
PLAZA 434 9th St. N. W.
LEADER 507 8th St. N. W.
OLYMPIC Open at 6:30 P. M.
STRAND TODAY LAST TIME
GARDEN Today, Tomorrow and Friday
CRANDALL'S Knickerbocker
CRANDALL'S Theater, 8th & E. sts.
CRANDALL'S Saylor 14th & Col. rd.
CRANDALL'S Casino, 7th & P. sts.
CRANDALL'S Apollo, 624 H st. n. w.
CRANDALL'S AVE. GRAND, 645 Pa. Ave. S. E.
CRANDALL'S American 1st & R. I.

AMUSEMENTS

DOLBY'S SHIRTS
DONALD BRIAN
"HER REGIMENT"
Belasco
ROCK-A-BYE BABY
MAYTIME
New Ebbitt Crystal Room
LOEW'S COLUMBIA
MARY PICKFORD
Get Acquainted—Something New. DANCING
Penn Gardens, 21 Penn. Ave.
BASEBALL TODAY
Washington vs. Chicago

may be dispatched immediately by train, if the sender wishes it sent by train, it must be endorsed by the clerk to indicate that the request has been made. If it is desired that it be held, the clerk will follow the sender's wishes.

In case of failure to call Mr. Kemper, clerk in charge of the aviation field, will notify the superintendent of mails of the Washington postoffice, and he will notify the chief clerk of the Railway Mail Service, Mr. Hoover.

If the airplane does not sail, the chief clerk of the railway mail service, Mr. Hoover, will notify the chief clerk of the railway mail service at Philadelphia and New York, and they, in turn, will notify the postmasters at the two points. In case of mail received by airplane, all deliveries will be made from the main postoffice.

In preparing airplane mail for delivery at this city, a receipt will be made of the number of articles delivered to the special delivery boys and carriers making deliveries, a simple form of receipt to be prepared, will be attached to each item, and the mail handled in the same manner as special delivery matter.

The Postmaster at Washington will notify the postmasters at Philadelphia and New York as to the quantity of mail to be dispatched. This information will be furnished the office of the Postmaster at Washington by the superintendent of the Pennsylvania avenue station at the time of the closing at that point.

field. He was apparently frankly pleased at everything that happened, and any subtle attempt to keep him apart from the crowd failed. He mingled most democratically and enjoyed himself and when the great plane got away, as during the ceremonies and waving of the hand on the field crowded to his own advantage spot, the President among them.

The first letter put into any of the pouches on the pole field was dropped by the President at 11:15 and was for a mighty cheer from the throngs that had assembled. Then the rest of the mail, consisting of 500 letters and packages were ready to leave. 2,000 were destined to New York, 100 to Philadelphia and 1,000 to miscellaneous places.

The whole weighed 121 pounds, representing a saving of 447 cents as compared with the initial outlay of 500 pounds.

The letter autographed by the President, was addressed to T. H. Fallon, postmaster at New York, and officials who saw it had a good laugh. The New York postmaster, in this case, is T. H. Fallon.

The letter was as follows: My Dear Mr. Fallon: With this letter, the Post Office Department inaugurates a regular airplane mail service. In this important work of developing an advanced medium of postal transportation, I feel that the Post Office Department will have the fullest cooperation of the New York post office in making it a success.

AMUSEMENTS

NATIONAL TONIGHT AT 8
COHAN REVUE
ITALIAN WAR RELIEF BENEFIT
Poli's Theater, Monday
ENRICO CARUSO
MME. ALDA
GIUSEPPE DE LUCA
B.F. KEITH'S
"SOLID FUN" HERALD M'INTYRE & HEATH
"ALL FOR DEMOCRACY"

tended the first air mail flight. Skies were clear, wind but a slight breeze, and flying conditions were ideal, for a warm sun made air travel comfortable.

The pole field was crowded with officials including the Postmaster General, First Assistant Postmaster General John C. Koons, Second Assistant Otto Praeger, Third Assistant Postmaster M. C. Chance, Assistant Postmaster Curdin W. H.

To: MEN IN SERVICE
From: The Waldorf-Astoria
Subject: "BILLETING" IN NEW YORK CITY

THE management of the Waldorf-Astoria announces to men of the United States Army and Navy special terms as follows:

ARMY AND NAVY DISCOUNT

A discount of 25 per cent on established room rates will be allowed at all times to Waldorf-Astoria patrons having United States military or naval connection.

and with particular reference to the popularity of New York Week-Ends, there has been arranged a special

SERVICE TARIFF

(Effective Saturdays and Sundays only) establishing, for men of the Army and Navy, the following discounted rates on any available accommodations:

Room with bath (per day, one person) **FOUR DOLLARS**

Room with bath (per day, two persons) **FIVE DOLLARS**

Reservations accepted in advance.

L. M. BOOMER, President

WHITE SHOES For Saturday's Marchers

Included in This Sale of "Factory Seconds" of the Famous "Fox Footery"

At--- **\$3.85**

Boots Oxfords and Pumps—

In White Kid, Calf or Sea Isle Duck.

Both Military Heel and Louis Heel Models.

Also included in the same "smashing" sale are:
Grays—Browns—Blacks—Patent Leathers—

In all the new low shoe fashions. Values up to \$8

ECONOMY SHOE MARKET

414 9th St. N. W.