

Bird Women



Photos by International

By ELMO SCOTT WATSON

THE recent arrival in this country of Fraulein Thea Rasche, the foremost German aviatrice and stunt flyer, and her announcement of her next year, after doing some flying here, she will attempt to make a nonstop flight from New York to Germany, are a reminder that women are following closely in the footsteps of men even in aviation. It has long been a popular idea that the so-called weaker sex have little or no interest in those hazardous occupations which are supposed to be reserved for the harder male sex. Aviation, where unshakable nerves and coolness in an emergency are prime necessities, theoretically has no place for the women, at least in performing some of the daredevil feats which the aviators perform.

But like so many other popular ideas this one is an erroneous one and there have been in the past and are now enough fearless bird women to prove that fact. Fraulein Rasche is only the latest one to command public attention. During her first flight from American soil at Roosevelt field when she took up her little Flamingo for ten minutes of exhibition flying, army pilots from Mitchell field pronounced her "a skillful and graceful flyer."

She is preparing to show that she is also a fearless flyer by exhibitions of stunt flying which she will give in various parts of the country and she intends to pit her skill as a racing pilot in the New York to Spokane, Wash., air derby this month.

Fraulein Rasche, however, is only one of several women pilots who have attained more than passing notice in aviation. There is Mrs. Charlotte Alexander, who organized the only women's aviation corps in this country some years ago; there is Maxine Dicks, who is probably the only woman aviator "camera man" now pursuing that occupation; there is Trehawke Davies, the first woman to loop the loop in a plane; and there is Mlle. Adeline Bolland, the French aviatrice, who was the first woman to fly across the English channel back in the days when that was regarded as a feat of considerable magnitude, and who added to her laurels by being the first woman to fly across the Andes mountains in South America.

Other bird women who have been in the news lately are Miss Ruby Thompson of Dallas, Texas, who was the first woman pilot to enter the proposed air race from Dallas to Hongkong, China, for the prize of \$25,000 that has been offered for that feat, who will be accompanied on the flight by a navigator as well as a co-pilot; Miss Mildred Doran, a school teacher of Flint, Mich., who flew from her home in the Middle West to the Pacific coast within the last few weeks with the announced intention of attempting a flight to Honolulu with Augy Pedlar as pilot; and Miss Gladys Roy, who together with Lieut. Delmar L. Snyder, a former army aviator, is planning to attempt a New York-to-Rome flight. Miss Roy is a well-known stunt flyer who, not satisfied with risking her neck on the wing of a plane, added a sensational touch by doing her work with her head encased in a black bag. Among the other well-known women stunt flyers are Miss Gladys Engle, the California aviatrice whose favorite stunt was to jump from one plane to another, flying just overhead, and then, after making her flying leap, to hang by her heels from the upper wing of the plane on which she had just landed, and Miss Lillian Boyer, a girl of nineteen who, several years ago, gave the crowds a thrill by swinging from a cable beneath her aeroplane with only the grip of four slender fingers between her and the risk of a dash to the earth a thousand feet below.

Mention of Trehawke Davies' distinction of being the first to loop the loop recalls the feat of Laura Bromwell, a twenty-three-year-old girl who on May 15, 1921, made a loop the loop record when she executed 199 successive loops in one hour and twenty minutes. It also recalls her tragic death when her plane fell a thousand feet at Mitchell field near Mineola, Long Island, the next month (June 5, 1921) and she was dashed to the earth. Miss Bromwell was not the first bird woman to meet her fate in the air. Probably the first fatality among women aviators occurred in the early days of aeronautics when on June 5, 1912, Auguste Bernard and Mme. Rose Amicel, two French aviators, lost control of their machine near Buc, France, and came crashing to the earth where both were killed.

But stunt flying has not been the principal contribution of bird women to the progress of aviation. Mlle. Bolland's flight across the Andes, made in the infancy of aviation, was a practical demonstration of the possibilities of the aeroplane as a means of transportation to which high mountains could offer no barrier. She left Mendoza on the Argentine side at 6:32 on the morning of April 1, 1921, and soared high above the lofty peaks of the Andes with their treacherous air pockets where an accident meant instant death on their rocky slopes, or possibly starvation in the wilderness even in case of a safe landing. However, the trip was made without mishap, and she landed at Santiago, Chile, at 10 o'clock, less than three and a half hours after she had set out from the Argentine city. To Miss Phoebe J. Fairgrave, an eighteen-year-old girl, goes the credit for making a parachute jump which was a record for women at that time and probably still stands. On July 11, 1921, at the Curtis flying field, near St. Paul, Minn., Miss Fairgrave stepped out into space at an altitude of 15,200 feet, shot down with terrific velocity, and then as the silken umbrella opened, she floated gracefully to the earth.

But of them all there is one who was acclaimed "Queen of the Air" some ten years ago and she still retains the major part of her claim to that title. For the altitude record for women aviators made on September 27, 1917, at Peoria, Ill., by Miss Ruth Law, still stands and that record is 14,701 feet. Establishing this record, however, was not Miss Law's first triumph. That had occurred the previous year when on November 19-20, 1916, she made what was then the longest nonstop flight record, from Chicago to Hornell, N. Y., a distance of 500 miles, thereby breaking the record of 452 miles, made by a man flyer earlier in the month. Her feat at that time was heralded as one of the greatest in the history of aviation, and it is interesting to read the following account of it which appeared in the columns of the Outlook Magazine for November 29, 1916:

THE HIGHEST MARK IN AMERICAN AVIATION

No less interesting than the scientific features of the record-breaking flight of Miss Ruth Law, from Chicago to New York, is the human significance of the accomplishment. Miss Law says the fact that she is a woman makes no difference, but it does. The fact that the new American nonstop record was made by a 190-pound woman of twenty-eight, in a rebuilt aeroplane of almost obsolete type, doubles the prominence of this achievement in the public mind. General Wood reflected the popular admiration for Miss Law, when as he helped her from her seat at the end of her flight at Governor's Island, he said, "Little girl, you beat them all."

In a nutshell, this is what Miss Law did. In a 100-horsepower, two-year-old biplane she flew without a stop from Chicago to Hornell, N. Y., a distance of 500 miles, thereby breaking the record of 452 miles made by Victor Carlstrom in the New York Times flight on November 2. Flying on to Governor's Island with a stop at Binghamton Miss



RUBY THOMPSON
Underwood & Underwood Photo

Law completed the entire trip of 884 miles, from Chicago to Governor's Island, in 55 minutes and 35 seconds. Carlstrom's total time in the air from Chicago to New York was 8 hours 17 minutes. With trust sportsmanship, Carlstrom was one of the first to congratulate Miss Law, pronouncing her flight "the best performance to date in American aviation."

Few persons took Miss Law seriously when she announced her intentions of attempting the Chicago-New York flight. Although she holds the woman's record for altitude, she had never before flown more than 35 miles across country. Moreover, her machine is less than half as large as the one in which Carlstrom made his record, and carried only 63 gallons of gasoline as against 200 gallons carried by Carlstrom.

Miss Law's record has been stamped as official by the Aero Club of America.

The following contemporary account from the New York Sun is also worthy of reproduction because of the parallel in many respects between Miss Law's feat and the recent record-breaking one of Col. Charles Lindbergh. In it is reflected the same cool daring of the lone adventurer who set out almost casually on a great undertaking and the same modest wonder at all the popular acclaim which followed. The Sun article says:

Miss Law tried to buy a bigger machine such as Carlstrom had used, but Mr. Curtiss was afraid to sell her one for fear she would be killed. He thought it would be too powerful for her. But when he heard Sunday night of the record flight from Chicago to Hornell he called the Aero Club of America on the long-distance telephone and said she could have a new machine any time she wanted it, and she will likely want it for now she is going to try a nonstop flight from Chicago to Governor's Island.

Carlstrom, whose nonstop record was bettered by Miss Law, had the best equipment that money and science could produce and back of him was the entire Curtiss organization. His plane would carry 147 gallons more fuel than the machine Miss Law flew. He trained for weeks and waited day after day for favorable winds before making his start. Miss Law, who never had flown more than 25 miles in a single flight before, just had some new gas tanks put on her aeroplane, notified the Aero club to make the flight official, and started.

Miss Law was thoroughly chilled when she arrived, but seemed to be in the pink of condition, resourceful and not disposed to take herself seriously. She is slight, fair-haired, and weighs only about a hundred twenty pounds. She was openly pleased at the reception the army officers and Aero club officials gave her, but she was a little bashful at first and looked as though she was wondering just why they were all there. Although this woman has been flying since 1912, she is only twenty-eight. She has had an uphill fight without financial backing, risking her life in machines that were none too good and she seemed hardly to realize that she had at last attained a goal of popularity, publicity and official recognition of the Aero club and that she is the peer of any male flyer in America. Miss Law has always been in competition with men, flying in machines that were inferior to theirs and this time she won out

Know Your Sweetheart by His Handwriting

By EDNA PURDY WALSH
Editor, Character Reading Magazine.
(Copyright.)

Can He Control Himself?

I am very careful

Not Much Need of Control Here.

The calm, bovine, phlegmatic nature and the perfect Spencerian writer deserve not so much credit for self-control as those natures with fierce energy, bursting imagination, and

I must go

Force Under Control. extreme sensitiveness to emotions. They are not keyed up with any dynamic force which needs control.

When we see keen imagination in a writing, in large loops, t bars soaring to the right or in the air above the line than below, together with the signs of energy, such as long forceful t bars, triangular loops on f's and t's, y's and g's stopped off with a single line below, and angular writing, we know there is much there which needs control.

If such writing changes its slope often, bobs up and down on the imaginary line of writing, and allows the letters of the line below to interfere with those above to any extent, then the energy and imagination are not under full control, and will not be as forceful in business or an artistic life as if the writing is on a more even line, with t bars carefully crossed in the center, and l's dotted above the letter. Much change of slope indicates a nature that is swayed in too many directions.

Is His Writing Light or Heavy?

in the least

well over

Light writing indicates what is sometimes termed a weak character. But, this is meant only in relation to that writer's reaction to material things. You will seldom find a writer who touches the paper lightly who is interested in how much money he can get out of a certain deal. Therefore we find that the writing of the one who uses the delicate touch indicates a mind more concerned with things philosophical and spiritual.

The light-pressured writing is more frequently made by the writer who puts principle above profit and who will give his time to others—often without need.

Extremely heavy writing speaks of the emphatic "give me" type—one who follows the law of self-preservation. This trait is true when the main strokes are heavy and other strokes are lighter. When the entire outline of a letter is heavy and spongy looking, then you may expect the writer to be violent in temper, usually due to sickness. It is this type of writer that usually loses his life from some reaction of uncontrollable temper.

Light and heavy lines in the same writing shows a personality that has magnetism and force.

Does He Pity Self?

tiresome and tires

He may not complain about his trouble to you through sheer will-power and stubbornness. He may not want to scare you away. But here is a way to detect his habit of self-pity:

Look for the terminals to turn back to the right. If d's and t's are looped for sensitiveness, then we are sure of a self-pitying person. Especially in this way if the bar is made to the left or if it is small and made as if a sparrow had taken a peck at the upright. Encourage this writer to forget himself and to understand that his work in this life is the thing and he is insignificant except insofar as he promotes that work.

Back-handed writing, with the t's and d's inflated, shows a self-centered viewpoint more than does the forward writing. When letters that should not have loops are made in this way and the writing has many sharp points, the conclusion may be made that the writer is given to telling his troubles and boring others. If the writing is inclined to run down hill and t bars have a sharp point to right, little can be done to correct the moody, blue condition of the writer without conflict. Praise is what they want.

Note—Do not make final judgment until other signs in writing are studied.

Shaving and the Hair

Many believe that continuous shaving of the human hair makes the hair wiry, but now it is declared there is no foundation for this belief. Tests made by growing beards on men who had shaved for as long as 40 years showed that such hair was no stiffer than the beards of men who had never shaved at all.

Cultivate Moderation

Moderation is the silken string running through the pearl chain of all virtues.—Joseph Hall, English bishop and author.

Wider Use of Steel Is Proof of Man's Advance

Steel production in the United States last year reached 48,000,000 tons, more than half of the world output, according to recent reports. Americans used about six times their own weight of the material as compared with little more than two times the weight of the population at the beginning of the Twentieth century. In 1900 the total estimated output of steel and iron for the entire world was about 50,000 tons, says Popular Mechanics Magazine. The increase in the production of the metals, keeping pace with the development of power machinery, has enabled a laborer to earn in a few hours today what would have required days a few centuries ago. One economist estimates that the ratio in favor of power over man toll is as high as 500 to 1.

U. S. Blades Shave Europe

All Europe, it seems, is buying its safety razor shaves from America, says the American Druggist Magazine. Excluding the United Kingdom, where a prohibitive duty is imposed, safety razor blades shipped to Europe in 1923 were valued at \$3,803,203, as compared with \$4,500,297 in the preceding year.

Result Worth the Cost

The American dead and wounded toll from eight years' fighting in the American Revolution was 29,000.

He is next to the gods whom reason, and not passion, impels.—Cicero.

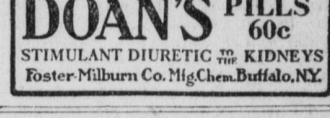


As We Grow Older

Proper Kidney Function Is More Than Ever Important.

As we grow older, there is apt to be a gradual slowing up of bodily functions. The kidneys are the blood filters. If their action becomes sluggish they do not thoroughly cleanse the blood of poisonous wastes. This tends to make one tired and aching, with often a nagging backache, drowsy headaches and dizziness. A common symptom of imperfect kidney action is scanty or burning excretions.

Elderly people recommend Doan's Pills. This tested diuretic is endorsed the country over. Ask your neighbor!



W. N. U., PITTSBURGH, NO. 36-1927.

Something Like Warm

Miss Quizz—Isn't the climate here dreadfully hot?

Sailor—Nothing to where I was last summer. Why miss, it was so hot that we had to take turns going down to the stokehole to cool off!

Children Cry for



Fletcher's CASTORIA

MOTHER:—Fletcher's Castoria is especially prepared to relieve Infants in arms and Children all ages of Constipation, Flatulency, Wind Colic and Diarrhea; allaying Feverishness arising therefrom, and, by regulating the Stomach and Bowels, aids the assimilation of Food; giving natural sleep.

To avoid imitations, always look for the signature of *Dr. J. C. Fletcher*. Absolutely Harmless—No Opiates. Physicians everywhere recommend it.

Why It's There

Customer—The bread you sold me had sand in it.
Grocer—Yes, ma'am, that was to keep the butter from slipping off!
Progressive Grocer.

Pleasure's couch is virtue's grave.—Duganne.

Man is a poetical animal and delights in fiction.—Hazlitt.

Democratic

Mrs. Grab—That's a nice, homey feller our Jenny is engaged to. Friendly, too.
Mr. Grab—How do you know?
Mrs. Grab—He was callin' me Tillie before he'd been in the house five minutes.

The man who quarrels with his bread and butter should be made to eat his words.

LAST STAND of the cockroach army

No use waving that white flag!

Peterman's will get him

EVERY cockroach in thousands of homes has been exterminated by Peterman's this season.

You must have a powder for roaches. Peterman's Roach Food is the right powder. It entices cockroaches from their nests.

They get just a little on their legs. Back to their nests they go—behind baseboards, under floors, where no spray could reach them.

Every cockroach they touch, their young, every egg is exterminated. Nothing is left but a little dry dust. No odor.

Peterman's has the right insecticide for each insect. On sale wherever drugs are sold.

BALDNESS

MEN you have been looking for something that will grow HAIR on a BALD HEAD. Here it is in FORST'S Original Bare-to-Hair grows hair and will save what you have. It's a world's sensation.

W. H. FORST, Mfg. Scottsdale, Pa.

BOOSTER

LYN GAGE BROWNE

er—not a knocker— Boss, your Job, your

er keeps things going knocker tears them down.

mes and keep declaring better all the while, nothing so contagious nistic smile.

ry "Well, how are you?" e you say it to things going sple-

nd to make it true.

reading all around you spel-of-Good-Cheer, and better business— people like to hear.

Boosting habit ings-are-all-right grin, for the home-team, to help to win.

and keep on Boosting that all you do, one day or other Boosting YOU!

LAWS

ola Brothers Shore

OSE— her kisses is soon

unny gamblers. They dollar on poker, but everything they got on hold some man's love game in the world is backed against 'em.

ld of bein' too obvious nents. The man ain't see through the line well in his dinner coat.

DER— considerin' a wife, ask e old posers: "How o sit opposite her at e like up next to her in Live with her when

sk yourself this one e like to call her up at e afternoon and tell e come home to sup-

ew hard and fast ore or less gentie art e first is: Paint on fair lady.

WHY I WAS TWENTY-ONE

SEPH KAYE

esier Was Struggling e recognition.

e of twenty-one to I struggled hard to played every bit as o now but people dñ it.

two great influences ally to gain recogni- e love and help of d companion, and my I can only humbly e knowledge their er in the making of ter.

Kreiser is one of e knists in the world. e knows no fashion; e of violin composition eat. His delightful e repertoire of every

Does Your Child Know?

by URJAILY

THE RAIN FALL IN DROPS?

st float in the air, e rain cloud meets e in tiny drops e sheets.

ld sheets.