

# WOMEN WHO COUNT

This department is devoted to the women who are doing things worth while, who count for something in the world's progress—it may be in the humblest way. If you know of any woman whose example has helped you, or might be an incentive to others, send in a brief account of her and what she has done. Two dollars will be paid for every item accepted. Address WOMEN WHO COUNT BUREAU, Room 1175 Fifth Avenue Building, New York, N. Y.

## WOMEN WHO FLY



Photo Edwin Levick, N. Y.

Mlle. Dutrieu, leading French Aviatrice

WHEN women take to aeroplane racing, as it is announced will be done at the summer meet of the Harvard Aeronautical Society in Cambridge, Mass., it will be only a matter of a short time before the interest in the sport will be so general that airship contests will be as common as tennis tourneys and golf competitions are today.

Three countries will be represented by women contestants at Cambridge, with Mlle. Dutrieu, a French airwoman of considerable experience, in the lead. Mrs. James V. Martin will wear the English colors; and Miss Emily Willard, who has already made several ascents with her brother at Mineola, L. I., is, up to date, the third woman entered for the race.



Photo Edwin Levick, N. Y.

Miss Harriet Quimby, Journalist and Flier  
Mlle. Dutrieu is looked upon as perhaps the most daring woman aviator in the world, although several of her own countrywomen press her closely for second place. She first began to fly in a Demoiselle monoplane about two years ago. She changed to a Farman biplane; and it was in the latter machine that she made her longest flight, winning the Coupe Femina after making 105 miles, and remaining in the air for two hours and 35 minutes.

Mrs. Martin is an Englishwoman who married a former instructor in the Harvard Aeronautical Society; but who later became an instructor in Grahame-White's School of Aviation in France. She has not only made many flights with her husband in the machine, belonging to the Harvard Society, which he designed; but she is now flying in Grahame-White's Baby biplane, which is a small copy of the Farman machine.



Photo Edwin Levick, N. Y.

Mrs. E. Edwards, an American Aviatrice

Other influences which will induce many more women to learn to fly are the opening of the A. J. Moisant School of Aviation at Garden City, L. I., and

the prospect that a Wright machine will be kept at Belmont Park for the summer, for the instruction of students and the carrying of passengers. These advantages will make it possible for many women to become aviators; and will also give an opportunity to scores of others who have been longing for a chance to try the experiment as passengers.

The first woman to try to fly her own machine was Miss Harriet Quimby, New York journalist. She is very enthusiastic over her monoplane, in which she has already taken several long flights, with but one mishap of minor importance. Other women who have made several flights alone at Mineola, are Mrs. E. Edwards and Mrs. Francois Raiche. Miss Mary Shea, winner of the Bridgeport (Conn.) Post competition, made a flight of about five miles on May 14, from the Bridgeport Aerodrome, out over Long Island Sound and back.

Mrs. Frank Coffyn, whose husband is connected with the Wright Company's instruction camp at Augusta, Ga., flew 30 miles with her husband on March 3, from Augusta, Ga., to Aiken, S. C. They left the former place at 7:40, arriving at their destination at 8:21, just in time to eat breakfast with some friends. Most of the time, they traveled at a height of 500 feet.

Across the water, are many French women aviators who have won trophies in various contests. Among these may be named Mlle. Hervieu, who won the Coupe Femina at Pau in 1910, traversing eighty-seven miles and remaining in the air two hours and five minutes, and Baroness Raymonde de Laroche, who was one of the first airwomen in France. A list of women flyers would be incomplete if it did not mention the Hon. Assheton Harbard, a famous English balloonist, who has frequently piloted her own balloon from England across the Channel into France.

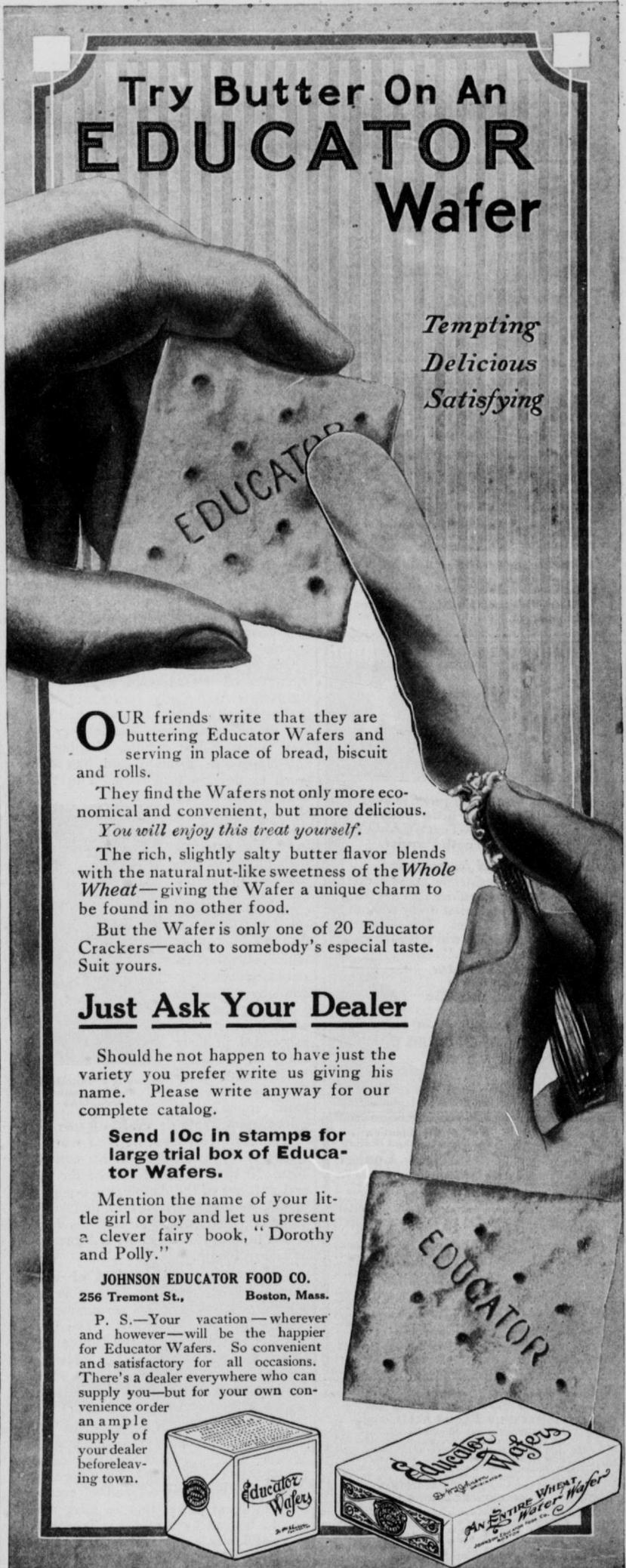
Miss Josephine Casey, champion of the working girl, is making a determined stand for suffrage in Chicago, where she lives. She enjoys the distinction of having organized the Equal Suffrage Association, which is one of the strongest suffrage organizations for working girls in the country. Nor does her strength lie with the working girl alone; she is looked upon as a powerful ally of the laboring man. She organized the Elevated Railway Employees' Union in Chicago, which boasts of a membership of more than 1,600, of which only a tenth are women. She herself was once a ticket seller on the road, and she mobilized the body for mutual protection.

Mrs. J. A. Conelly and Mrs. Lillian Vavasour have been appointed telephone inspectors by the Public Service Commission of Albany, N. Y. The office carries a salary of \$1,200 a year; and the duties of the inspectors will be to examine the operating rooms of telephone companies within the jurisdiction of the commission, and to suggest improvements. Both women were formerly telephone operators.

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