

dangerous loop, looks just like a little maid from school.

She has been in the flying business four years and commenced, she says, when she was too young to appreciate what she was undertaking. She has made successful flights in 16 states and is now on her way to give exhibitions at the two California fairs.

"Mother knew I had made up my mind; that I wasn't afraid; and she gave her consent," Miss Stinson declared. "As for father, well, he never saw me fly till a short while ago when I was in Mobile, Ala.

"No, I'm not afraid at all. You see, I have never had an accident, though I saw one man killed when I was learning to fly." She reached out to the desk, crossed her fingers and touched wood. I did, too. It seemed almost uncanny for a mite of a girl with her hair still hanging in curls down her back to speak so fearlessly of the treacherous trade of the air which "gets" so many.

Miss Stinson drives what she calls a "Stinson-Partridge Tractor." She has purchased and is using Beachey's motor, a one-valve construction called a Knome. It has more power than the ordinary motor, she claims, and is much lighter. It is manufactured in France.

Landing, the little girl told me, is one of the most difficult feats of aeroplaning. Caution is a very important bump to cultivate and preparedness is almost a necessity.

Though Miss Stinson has a mechanic, of course, she has taken the pains to make a careful study of the machinery. She puts on overalls and gets out and goes over the whole machine before flights.

"I think the chief causes of accidents in the air are two," she said. "The first is carelessness about repairing parts which show signs of beginning to wear. The second is inability to manage a sky wagon.

"If I see a strap looking shabby and a little worn, I tell my mechanic to

replace it immediately. It's too late to be sorry you didn't do it after you get up off the ground a few thousand feet. I have a strap several inches wide and very, very thick which I wear across my shoulders. And I have another equally strong across my knees. I don't fasten them tight enough to cause any uncomfortable feeling, yet when I'm safely in, it doesn't matter which way up the machine happens to be, I am held in my seat as tight as wax.

"It is a queer little feeling when the plane goes over and your feet are toward the stars. I don't remember ever having had it before. But it doesn't last long. The best part of the sky business is coming down and seeing the look of satisfaction on the upturned faces of the crowd. If the people don't look pleased I'm mad and sorry, too. I want to give them their money's worth."

"Are there heaps of money in your business, Miss Stinson?"

"Well, there's plenty in what we call 'trick' flying, and, of course, it is very nice for me to be the only woman looping the loop. However, my sister is flying at San Antonio, Tex., and my brother is learning. In fact, we expect to open an aviation school there sometime next year."

#### POT-ROASTED PORK CHOPS

Cut the chops about 1 inch in thickness and remove most of the fat; heat a small kettle or deep frying pan very hot and sear both sides of each chop and allow to brown. Salt the meat and add a few drops of onion juice and a pepper corn. Cook 10 minutes, then add 1½ cups of water; cover the kettle and draw back from the hot fire and keep the meat simmering for an hour. If water cooks away add more. When meat is tender and ready to serve make gravy in kettle without removing the meat; blend flour with a little milk and add to the stock and meat, stir to avoid lumps and serve in deep dish.