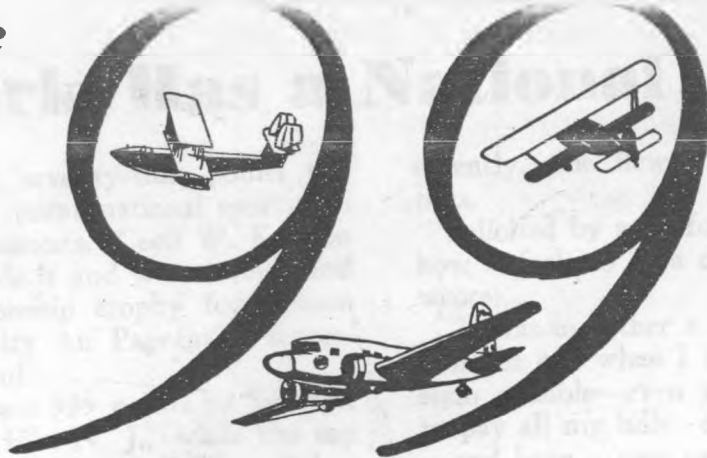


The



er

Women Pilots:

■ Just now 99 is starting on its fifth year. Closer cooperation between the eight sections is essential in working for one great cause, that of developing a strong, unified group. We can accomplish so much more if we all pull together, and by all of us I mean every woman authorized to fly in every country of the world. That's quite a star to hitch our membership wagon to! But suppose we get going toward that high, wide and handsome goal.

If you are not a member, and are a pilot in good standing, as the new president of 99, I want to take this opportunity of inviting you to join us. I suggest you write now to Laurretta Schimmoler, national secretary-treasurer, or to your section's governor for a membership blank and instructions about how to become a member. Incidentally, student pilots holding letters of authority to fly cross-country are eligible. On the last page of this issue you will find a list of the states in the eight sectional groups of the club, together with the names and addresses of the governors, and those of the three national officers.

I want to urge all members to contact their own sectional governor at once, or any one of the national officers so that we may all work together.

Here are three types of constructive work now under way by 99 members:

The Southwestern Section is creating a fund to give the required financial lift to

members who cannot afford to buy the necessary flying time to keep up their licenses.

The New York-New Jersey Section is raising a fund to buy a club plane for use by members.

The Margaret Kimball Cup, donated by a member of the *New England Section*, will go to that girl in the group who piles up the most "merits" during the year, merits to be awarded for acts tending to improve flying conditions.

It is astonishing how much an active 99 sectional group can do in the way of expanding the part that women play in aviation and in arousing general public interest in flying. One section can get footnotes on ways and means from another.

Our one best bond is *The 99er*, which was started last October under the able direction of Amelia Earhart, then president, to serve as a news bulletin for women flight passengers, and women working in the aviation industry as well as for women pilots. It is most appropriate that on *this November 2nd, the fourth anniversary of the founding of 99*, *The 99er* appears for the first time in printed form.

May I commend it to your attention? Tell us how the idea strikes you. Help use make it representative of every woman who flies or works in flying.

By these three things a magazine stands or falls; 1, Quality of its editorial matter; 2, Amount of its circulation; 3, Advertising Space. The last item depends on the first two. (Cont'd on p. 5)



MARGARET COOPER, 99 PRESIDENT

New York Has a National Air Meet

■ One thousand and seventy-nine points was the best score in the recent national sportsman pilot championship contests. Cecil W. Kenyon of Waban, Mass., made it and won \$5,000 and the national championship trophy for women at the National Charity Air Pageant at Roosevelt Field, Long Island.

Second best score was 999 points by Suzanne Humphreys of Far Hills, N. J., while the top scorer in the men's division was William Zelcer of New York City with 977 points.

The sum and substance of the whole thing is that two women outflew 39 other pilots, 29 of them men, in fair flight.

The contestants were rated on three spot landings and on acrobatics, including loops, precisions spins, Immelmans and snap rolls.

Thus 'Teddy' Kenyon, flying a Waco F with a Warner motor, became champion national woman's sportsman pilot, although in the matter of points she is first ranking sportsman pilot in the country as a result of what Robert B. Renfro in an editorial in the *Sportsman Pilot Magazine* calls "the first high climax" in the history of competitive flying.

Mrs. Kenyon is a private pilot with 150 hours flying time and a charter member of 99, whose first organization meeting she attended. Suzanne Humphreys, runner-up, won her wings quite

recently. She flew a Kitty Hawk in the contests.

Solicited by mail for a "confession" story on how it feels to be a champion, Teddy Kenyon wrote:

"I was in rather a daze the whole time and more of one when I found I'd won! It doesn't seem possible—even now—that I've been able to pay all my bills—own a sweet little Waco F—and have a new car. It seems as if I'd soon be waking up and saying, "Golly what a grand dream I've had.

"I put in about 15 hours on landings and stunts before the meet and began to think I was pretty hopeless, but somehow when the trials came the gods smiled. It was grand fun and everyone was so darned nice and it was all done in such a good sporting fashion.

"I must say the practice in landing has made me feel quite at ease on cross country flying, for it would be quite easy to try for a mark again, though I've been using the whole of any airport ever since 'cause I got so tired alanding to a mark. Just contrary! It was a grand experience and I certainly think I was the luckiest gal to be able to win it. It has seemed like Christmas every day since!" **TEDDY KENYON.**

The other women entries and the ships they flew were: Gertrude Allen, Kokomo, Ind. (Travel Air); Jacqueline Cochran, New York City (Waco C); Evelyn de Seversky, New York City (Fleet); Edna Marvel Gardner, Newport, R. I. (Fleet); Annette Gipson, New York City (Fairchild); Jessamine Goddard, New York City (Monocoupe); Margaret Kimball, Lexington, Mass. (Travel Air); Helen MacCloskey, Pittsburg, Pa. (Monocoupe); Meta Rothholz, Brooklyn, N. Y. (Fledling); Genevieve M. Savage, Washington, D. C. (Stearman).

Helen MacCloskey, Pittsburg Transport, and her new Monocoupe won second place and approximately \$200 in the aerial treasure hunt from St. Louis to New York. There were about ten other women entered in the treasure hunt.

A Contest of Speed and Efficiency by Women in the form of a 20-mile closed course race for the Kate Smith Trophy held on Sunday, October 8th, at the Pageant was won by Edna Marvel Gardner, Rhode Island transport pilot, in a Fleet with an OX-5 motor.

Mrs. Franklin D. Roosevelt was honorary chairman of the pageant—the most important air meet held around New York since the Pulitzer Cup event eight year ago. Dr. Eleanor A. Campbell was the donor of the trophies and cash prizes in the Sportsman Pilot Contest.



CECIL W. KENYON, CHAMPION SPORTSMAN-PILOT

Air Meets-Races-Records

TAFT (CALIF.) MEET

■ The 99 Club staged an hour's program at the Taft Air Meet, starting with an aerial parade. A race to Maricopa and return followed with Peggy Gauslin as the winner. Then there was a interesting bombing contest won by Mary Williams as pilot and Edna Crumrine as bomber. Due to high wind the stunting event had to be called off. An interesting point in connection with the meet is that a guarantee of \$250 was offered and duly paid to the 99's for participating in the meet.

The following 29 girls attended the meet: Margaret Cooper, Gladys O'Donnell, Elizabeth Hayward, Clema Granger, Hilda Jarmuth, Mary Alexander, Esther Jones, Elliotte Roberts, Lauretta Schimmoler, Ruth Elder, Henrietta Sumner, Afton Lewis, Peggy Vining, Georgiale Mc-Gaffey, Ethel Sheehy, Kay Van Doozer, Suzanne Williams, Grace Prescott, Edna Crumrine, Mary Williams, Peggy Gauslin, Ruth Stewart, Maude Miller, Esther Johnson, Harriet Isaacson, Erna Bach, Edna Johnson, Marjorie Hook and Yvonne Beattie.

NORWALK (CONN.) AIR MEET

■ Frances Marsalis of Garden City, L. I., competing against 6 men, won the 15-mile handicap race for the Clark Gable Trophy at the Norwalk Air Meet on October 22nd.

AIR SHOW AT LOS ANGELES EASTSIDE AIRPORT

■ The Melba Gorby-William Beard flying couple of Pasadena put on an interesting act at the Air Show. Hilda Jarmuth of Los Angeles flew a Fairchild monoplane over to the show with Mr. Boland as her passenger in spite of the low-hanging fog which necessitated dodging around oil derricks and zooming high tension lines.

WOMEN'S REFUELING ENDURANCE FLIGHT

■ Viola Gentry, private pilot of Brooklyn, and Mary Sansom, transport of Hartford, Conn., will make an effort to better the present women's record for a refueling endurance flight. Mrs. Floyd Bennett christened their Curtiss Thrush plane *Outdoor Girl* at Floyd Bennett Field recently. One thing and another has delayed their takeoff, but by the time The 99er is off the press on November 2nd they will no doubt be in the air piling up the days. They will wear special cold weather flying suits over long woollens, but if the weather gets too cold they plan to head for Florida. The present record of 8 days, 4 hours and 20 minutes was made last year by Louise Thaden and Frances Marsalis.

1935

The Complete Woman Traveler —Small Size



MARGERY BROWN

■ Because she wanted to make sure of getting certified flying into her log book in every country she visits on a two-year trip around the world. Margery Brown took along a pair of rudder extensions to fit a Moth plane. These will enable her to bring the rudder bars up to meet the soles of her shoes, in any language, as it were.

Weighing only 96 pounds and measuring 4 feet 11 inches high, Margery has discovered that the best way to anticipate problems of lack of size and avoid being told to "try the children's department" is to take along wherever she goes what she will need in the way of equipment for the duration of the trip.

In addition to a pair of airplane rudder extensions her baggage list includes: 80 pairs of hose, 16 pairs of shoes, 10 berets, 4 hats, 6 cloth coats, 1 fur coat and 3 rain coats, 3 coat suits of different weights, 2 flying suits, 9 evening dresses, a large supply of powder, lipsticks, waving fluid, tooth brushes and so on; a typewriter, together with ribbons and typewriting paper. She spent considerable time planning her equipment so that it would be adequate and yet would find room in 5 large bags and 2 hat boxes, and so easily strap onto one taxicab. —

This traveling pilot plans to keep to no definite itinerary. From Havana, her first stop, she will go to Jamaica, thence to Haiti, Panama and through the Canal via Dollar Line to Los Angeles. She will take her private re-instatement test on the West Coast, so that her license, by means of the additional extra hours she has put in, will remain active until she returns in 1935.

As one of the first dozen or so women holding Department of Commerce flying licenses, she will endeavor to meet women pilots in all the countries she visits and to acquire an estimate as to how far the interest of women all round

the world has advanced in aviation and pass it along for The 99er as its Roving Reporter. She has seen the number of women pilots in this country mount from 34 in January 1929 to 607 to date, and is one of the organizers of 99. In fact, the plan for such an organization was largely born out of her feeling that there ought to be a place where women pilots could get together and express their ideas freely.

She has had nearly 300 hours of flying time herself, and has owned two ships of her own, a Pitcairn Fleetwing and a Curtiss Robin. Bill Winson soloed her on a Jenny in 1927. When she first turned up as a prospective student of old Curtiss Field, L. I., they discouraged her no end because of her hize. But, what with rudder extensions and seat cushions, a plane was rigged to fit.

FIGHTING STUFF

■ The United States up to May 1927 B. L. (that is Before Lindbergh) was a safe enough country to send a young daughter to school in without having her pick up the germs of flying fever. But after that time it was difficult to keep her immune, even though she had been thoroughly inoculated since the day of her birth with conservative ideas as to how a womanly woman should conduct herself.

So Berta Moraleda, aged 16, returned to her home in Cuba in 1928, thoroughly convinced that somehow some day she must learn to fly. Having no funds available for the purpose she found it difficult to put her urge into action. For two years she got *no place*. Then suddenly she decided to try and sell one of the Havana newspapers the idea that they would derive enough publicity from the thing to warrant their investing in a flying course for a Cuban girl.

Again she got *no place*. They wouldn't even let her in to tell an editor about it. It was impossible to get past the raised-eyebrow attitude

of the man at the reception desk outside. "Such a nice young girl, wanting to fly an airplane! What a scandalous idea."

Then, as luck would have it, somebody shot somebody of importance under most mysterious circumstances. *El Pais*, one of the local newspapers advertised a reward of \$1,000 to any person who could furnish a clue. That morning found Berta knocking again at a reception desk and being told firmly again that the editor was out.

"But I saw this notice in your paper this morning," she said, exhibiting her copy.

"Do *you* know something about this murder?"

She told the man she did and was led post-haste into the inner sanctum.

"What is your information for us?" the editor asked eagerly.

"Well, as a matter of fact I don't know a thing about the murder, but I thought if I told them I did they might let me in to see you.

The editor laughed heartily and asked her why she wanted so much to see him, and at last she got her story told. In the end *El Pais* agreed to buy her a limited commercial course at the Curtiss-Wright school in Havana and planned when she had her license to buy her a ship to fly their paper regularly to subscribers on the same day printed, a vast improvement on current methods of delivery.

The outbreak of the revolution in 1931 queer-ed this plan. Since then she has been getting in time flying Cuban army planes and recently offered her services to the government to fly a bombing plane. They told her they would call on her if they needed her.

TO DATE DATA ON WOMEN PILOTS

Total 607—Transport 65—Limited Commercial 42—Industrial 1—Privates and "authorized solo pilots" 499.

■ The newest transport is Helen Richey, former L. C., of Pittsburgh, Pa. Mrs. Moody of Burbank, Calif., (whose first name we lack) and Suzanne Humphreys of Far Hills, N. J., are the two newest additions to the list.

According to the most recent economy ruling, students with 15 hours solo will be sent letters of authority to fly solo cross-country rather than solo licenses.

The 99er has a card list, by states, of women fliers in this country. With the active cooperation of readers in sending news of every new private; of every student pilot who receives a letter of authority to fly cross-country; of every change in license rating, or of a lapsed license, this list can kept in apple-pie up-to-date order.



BERTA
MORALEDA
CUBA'S ONLY
WOMAN PILOT

PRESIDENT'S MESSAGE—From page 1

Help us build up the quality of the magazine by sending in news notes and articles on current events, also pictures and drawings. Address all such communications to Clara Studer, Editor, at the Publication Office, 116 East 11th Street, New York City.

Two features of The 99er which I want to call to your special attention are; First, the Free Employment Exchange and The 99er's list of pilots as reflected in the To-Date Data on Women Pilots department. I request your close cooperation on both these features of the magazine.

About circulation. If you are already a member of 99, the additional fifty cents bringing this year's dues up to \$2.50 automatically entitles you to receive the magazine throughout the year. And, by the way, dues are payable now. If you haven't done so, please mail yours immediately to Lauretta Schimmoler, General Delivery, Glendale, Calif.

We want every person interested in the future of the magazine to help us increase the subscription list. A subscription blank is being enclosed with each copy this time. Additional blanks will be sent on request.

Or if you have inspirations as to possible advertisers, write the publication office in New York for rates and other particulars. We are happy to have one yearly contract already to start us off on the right foot in the way of advertising. If we all work at it we should soon get others since this is the first opportunity that has been given to subscribe for advertising space in a national publication designed primarily for

women in flying. A 20 per cent commission will be paid to 99 members on advertising sold.

May I remind members again to send in their dues so that we can start out on another year's program which we are going to try to make interesting for all sections.

Greetings, 99's, and welcome to membership, pilots.

MARGARET COOPER

Flying News

"OUR SOLO DAYS ARE OVER"

■ That's a quotation from the little announcement cards of a new flying couple.

It's hardly news that Melba Gorby, Transport pilot 9116 and Private Pilot William Beard eloped by air recently, because almost every daily paper in the country has already broadcast the fact together with a picture of the two of them. But here is a firsthand report from the bride which seems interesting enough to print in toto:

"To give a more detailed account, my husband and I first met when he learned to fly at the airport I was managing, and the early part of this year I gave him some spin instruction in his ship in preparation for his new private pilot's rating, during which we had a forced landing. This started things, but even then we surprised all our friends by eloping to Yuma in his Bird, and returning with "Mr. and Mrs. Wm. Beard" painted on the cowling of his plane's cockpit.

It was a very beautiful flight to Arizona, one I can recommend to any couple contemplating marriage as holding more memories than a for-

A GROUP OF RUSSIAN WOMEN STUDENTS AT THE MOSCOW CIVIL AVIATION SCHOOL.



Anne Lindbergh, at a banquet in Russia, said: "I am honored to sit at the same table with Soviet women aviators who are participating in the development of this science on equality with men."

mal church wedding in which relatives revel and bride and bridegroom suffer. After three hours flying over desolate desert, Yuma appeared as a green spot on a bend of the Colorado river, set in the midst of vast and arid waste land. A few white cumulous clouds trying to moisten the desert sands resulted in a beautiful rainbow circling over Yuma, and we were very happy at this sign.

My husband is the son of Charles and Mary Beard, internationally famed historians and sociologists, and is himself the author of many articles and books on similiar subjects, and is also instructor in American Government at the California Institute of Technology, where he is giving a special course on the relation of engineering to government.

Happily my husband is encouraging my flying activities, and is backing me in anything I want to do. In our spare time we take extensive pleasure flights together, though flying is not our only hobby, as we also enjoy our amateur radio station and our deep sea diving expeditions."

Two of San Francisco's women pilots run flying services. Janet Knight, Transport has recently taken over the Summit Flying School at San Francisco Airport where she is training a large number of students on her 125 H.P. Fleet. Mrs. Dolores Guinther has been operating the March Flying Service at Oakland Municipal Airport since 1929. She owns two ships, a J6 Travelair and a Travelair Trainer.

Louise and Herbert V. Thaden, transport pilots both, have a daughter born in Kansas City, Mo., on September 22. Young Patricia Thaden's mother is co-holder with Frances Marsalis of the woman's refueling record and nationally known as a pilot since 1929. Her father is a wellknown aeronautical engineer. . . . Ann B. Payson of Brookline, Mass., private pilot and Olcott Payson of Ames-Skyways, Inc., Boston, are the proud parents of a son.

ABOUT 99

■ The Southwestern Section, remembering what splendid work Margaret Cooper did in building up the section's membership from 17 to 96 members is looking forward with interest to the organization's future with their former governor guiding its destinies as national president.

Lauretta Schimmoler, national secretary-treasurer of 99, and serving her second term of office, has moved from Cleveland, Ohio, to Glendale, Calif., for her permanent headquarters.

The national 99 club pin may be secured from Clema Granger, Clover Field, Santa Monica, Calif. The price is fifty cents.

99 club regulation uniforms may be pur-

chased from Brownstein-Louis Co., 1214 Stanford, Los Angeles. The price of this two-piece gabardine flying suit, with a 99 emblem attached, is \$9.10 in white, \$9.85 in tan. The material for these uniforms was purchased by the club and they are made up on a cost-plus basis, with a certain percentage on each uniform sold reverting back into the treasury.

NEW MEMBERS

Rosalind Dawson, San Diego, Calif.; Mrs. Dolores Guinther and Janet Knight, San Francisco; Barbara Southgate, Framingham, Mass.

MEETING ANNOUNCEMENTS

■ Frances Marsalis has called a governor's election for the New York-New Jersey Section at the home of Miriam P. Blagden, 113 East 64th Street, New York City, on November 4th at 2 p. m.

Please send all announcements of forthcoming sectional meetings to The 99er by the 15th of the month, in order to have them appear on the 2nd day of the following month.

SECTIONAL NEWS

SOUTHWESTERN SECTION

■ The annual meeting of this section on September 17th at Taft during the air met drew a large attendance. On the night of arrival the members were introduced at the Hippodrome Theatre, the Buccaneer's Club and the Elk's Club. The meeting was held during breakfast on the following morning and new officers elected for the section are: Governor, Elizabeth Hayward; Vice-Governor, Harriet F. Isaacson; Secretary, Georgiale McGaffey; Treasurer, Clema Granger.

At the September meeting of the *Los Angeles Chapter*, these new officers were elected: Chairman, Esther Johnson; Vice-Chairman, Elliotte Roberts; Secretary, Jean Stuart; Treasurer, Hilda Jarmuth.

The 99s were guest at Loew's State Theatre at the premiere of *Night Flight*. Ruth Elder was interviewed by that delightful person Ed Lowry.

At a regular monthly meeting the Los Angeles Chapter's members were entertained with an interesting talk by Mr. Denslowe, Manager of the United Airport at Burbank.

The *Northern Chapter* elected the following officers for the coming year at its meeting on October 3rd: Chairman, Harriet Isaacson; Secretary-Treasurer, Majorie Hook. After the business session the chapter members and their guests were entertained with an interesting lecture by Dalton McCarthy accompanied by moving pictures of a transcontinental air voyage and air line operation. Movies taken by Mar-

jorie Hook at the National Air Races were also shown. Supper was served in an adjoining room.

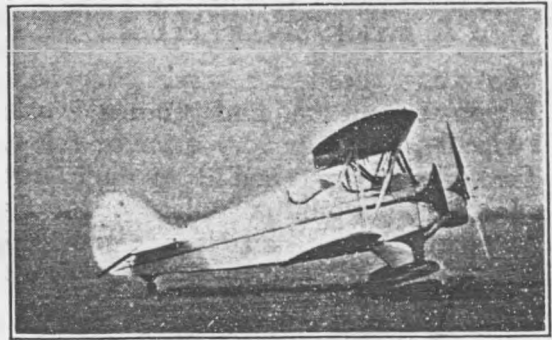
A Hangar Dance was given by the Northern Chapter at Mills Field on October 28.

HILDA JARMUTH, *Acting Sectional Reporter.*

NEW ENGLAND SECTION

■ This section held its annual meeting at the Ames hangar, East Boston Airport, on Saturday, October 21st. Members present were, Maude Tait, Mary Bacon, Margaret Kimball, Mildred Chase, Louise Sisson, Bertha Gardner, Lorraine Frankland, Dolly Bernson, Ann Payson, Teddy Kenyon. Barbara Southgate. Marjorie Fales and Mrs. Trehorne. Mary Bacon was hostess. . . . Maude Irving Tait was re-elected governor of this section, and Mildred Chase remains the sectional reporter.

Those who have earned points toward the Margaret Kimball Cup are Teddy Kenyon, Lorraine Frankland and Dolly Bernson. Teddy received 25 points for gaining a new record which is nationally recognized; Lorraine has earned 60 points—20 for having the town of Athol marked, 30 for writing two newspaper articles and 10 for bring two new members into the club; and Dolly has 5 points for bringing in one new member. MILDRED H. CHASE, *Sect'l Reporter.*



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BREAD AND BUTTER AND AVIATION

AVIATION SPARKS PLUGS

■ If you went through a spark plug factory would you expect to find women working there? Hardly, since the very name of this vital ingredient of an engine sounds so pugnaciously masculine. You wouldn't unless you realized that mechanical precision is essential in the building of efficient spark plugs and remembered that women have a very fine sense of precision as well as the deft fingers to express it mechanically.

Five women are employed in the New York factory of the B. G. Corporation which makes spark plugs for the United States Army and Navy and Aircraft Engine Builders, and for the ships used on many of the world's airlines and by private fliers.

One of the jobs done by women workers is splitting the mica which goes into the making of the "cigarette", which, when "rolled" around the central spindle, is the principal determinant of the quality of the spark plug. The mica for the cigarettes, which comes from as near points as North Carolina and New Hampshire, and as far ones as India and French Madagascar, must be split into layers of the thickness of one and one-half thousandth of an inch.

The washers which make up most of the "body" of the spark plug are punched out of mica by men. The smaller ones are .356 inches

in diameter, while the larger ones are .562. To women is assigned the inspection of washers for imperfections. Whole heaps of the brittle transparent little things are sorted through with the utmost care and each one which has a crack or a chipped place, no matter how small, is snatched out and discarded. The perfect ones are strung on long rods to expedite their further handling.

Thus three so-called preliminary operations: splitting the mica, inspecting the washers and stringing them on rods, are performed by women in the American B. G. factory. In their Italian and French factories women are also used in assembling and finishing off the spark plugs.

EMPLOYMENT EXCHANGE

■ Space—under the above heading—will be available each month for want advertisements by prospective employers of women in aviation and by women who seek jobs in aviation.

These advertisements, which must be kept within a 20-word limit, will be run without charge and repeated on request until they find satisfactory answers.

Aviation employers who have openings for women and women who are qualified to fill jobs in the industry are urged to send in their copy for such advertisements by the next closing date, November 15th.

THE 99ER—A MAGAZINE ABOUT WOMEN AND FLYING

Published by the 99 Club, National Organization of Women pilots, on the 2nd day of every month.

Closing date: The 15th day of the preceding month.

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MARGARET COOPER, Pres.
1040 PARK AVENUE
NEW YORK CITY

GLADYS O'DONNELL, V. Pres.
3723 CALIFORNIA AVENUE
LONG BEACH, CALIF.

LAURETTA SCHIMMOLER, Sec. Treas.
GENERAL DELIVERY
GLENDALE, CALIF.

SECTIONS

NEW ENGLAND—Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island—Governor, Maude Tait, 192 Springfield St., Springfield, Mass.

NEW YORK AND NEW JERSEY—Governor, Frances Harrell Marsalis, 41 Clinton Rd., Garden City, L. I., N. Y.

MIDDLE EASTERN—Pennsylvania, Maryland, West Virginia, Virginia, Delaware—Governor, Dorothea Leh, 1318 Linden St., Allentown, Pa.

SOUTHEASTERN—Tennessee, North Carolina, South Carolina, Georgia, Alabama, Mississippi, Florida—Governor, Mary Nicholson, c/o Sternberger Children's Hospital, Greensboro, N. C.

NORTH CENTRAL—Minnesota, Wisconsin, Michigan, Iowa, Missouri, Illinois, Ohio, Kentucky, Indiana—Governor, Mary Von Mach, 829 Chicago Blvd., Detroit, Mich.

SOUTH CENTRAL—Nebraska, Colorado, New Mexico, Kansas, Oklahoma, Arkansas, Louisiana, Texas—Governor, Jean La Rene, Hangar No. 7, Love Field, Dallas, Texas.

NORTH WESTERN—Washington, Oregon, Idaho, Montana, Wyoming, North Dakota, South Dakota—Edith Foltz, Box 400, Route 11, Portland, Ore.

SOUTH WESTERN—California, Nevada, Utah, Arizona—Governor, Elizabeth Hayward, 2900 Blanche St., Pasadena, Calif.

(The governors for the Southwestern Section and the New England Section were elected last month; other sections will elect governors for the coming year in November)

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CLARA STUDER, Editor MARGERY BROWN, Roving Reporter FAY GILLIS, Russian Correspondent

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