

The McClintock Letter

The Official Quarterly of the South Jersey Postcard Club

October 2006

Serving Postcard Collectors Since 1971 - John H. McClintock, Founder

Vol. 6 No. 4

South Jersey Postcard Club has changed the name of our quarterly Newsletter to honor the founder of our club and we do so with this anniversary issue marking thirty-five years since John McClintock and the charter members of the South Jersey Postcard Club arranged for the first PoCax. Since 1971, perhaps millions of postcards have been bought and sold at this event. Here too are results of the 2006 Competition.

Thank You. John McClintock



I can't remember the year I met John. It was early in my collecting days and I felt very much the novice. I must have looked a bit overwhelmed – my first show – so many dealers – where to start? John shook my hand and offered to point out some tidbits. When I told him I was collecting lighthouses and lightships he gently suggested some dealers over others and I remember feeling an instant gratitude. Thanks. John, you made a lasting impression.
- Judi Kearney

John McClintock is a true gentleman!

- Joe Engle

I don't remember the first time I met John McClintock, but I'm sure it was at one of his shows in Mt. Laurel, New Jersey. I was a much younger man then and I was buying cards from dealers

whose names are not familiar today – names like Cox, Kowalick, Kolb, and Hart – all of whom were giants in dealing postcards. Yes, they were giants, but John was King. Always happy to see collectors come to his table, he greeted everyone as a friend – one reason why John McClintock will never be forgotten.
- Ray Hahn

John McClintock is the founder of the International Federation of Postcard Dealers. He set the standards by which most dealers conduct business. It was always a pleasure buying postcards at John's postcard shows. John made collecting easy and affordable.
- Emily DiVento

John's publication, *Postcard History Society Journal* was always fun to read. I learned a lot about postcards from John's articles.
- Sal Fiorello

Congratulations PoCax 2006 Medal Winners

Emily DiVento wins Best of Show

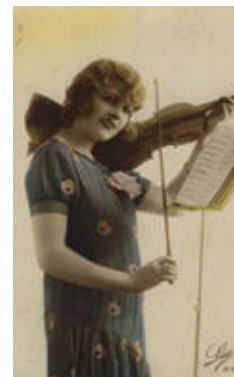


With a board that can only be described as "stunning," Emily DiVento assembled twenty cards of Clark Gable, including some with his co-stars, to capture the most votes in the audience-judged PoCax 06 exhibit and competition. Emily's board had a mysterious character about it; among dozens of boards entered, Emily's contribution pulled your eyes away from the rest. Many of the images were in profile which gave the board an arcade character.

Well done, Emily.

Honorable Mention Awards went to:

Judi Kearney for her board of *The Lighthouses in Maine*, **Ray Hahn** for his entry entitled *Violins*; and **Bob Duerholz** for his board of *Fantasy Aviation Pull Outs*.



Your President's Corner...

Dear Friends,

By the time you read this issue, PoCax 2006 will be history. As I reflect on the shows of recent years, I only have the best of memories.

We've had terrific dealers, wonderful customers, and terrific board displays. Thanks to each and every one of you who bought, sold, displayed, volunteered and supported the Club in the best way that you could. As we look back on our history, we should be proud of our Club and the way we have grown.

And, for the future, I see great promise. New members, bigger shows, more volunteers. These are the ingredients that have launched South Jersey Postcard Club into its 35th year.

So to all of you I say a heart-felt "HAPPY ANNIVERSARY" and wishes for at least 35 more wonderful years of deltiology.

Prez Judi



Your Editor's Niche...

I haven't done anything like a regular column in our newsletter and I'm not saying I plan to, but I would like to use space in this issue to say, "Thanks."

You may notice a change in this Newsletter. Yes, the name is changed. In honor of the 35th anniversary of our club by its founder, the SJPCC Newsletter has changed its name to *The McClintok Letter*. John McClintok has done more for the hobby of collecting postcards than any other person. For that we say, "Thank You, John" for allowing your name to be bannered across the top of our title page. Renaming our newsletter is a small tribute to a fine man.

I would like to say thanks to all who made contributions to the July issue. It was an outstanding newsletter and I received several compliments which I gladly share. In this issue, thanks go to Don Pocher for his Forth of July email greeting. It was the inspiration for the Gene Carr article on Page 7.

I heard from Don Matter in August. He sent along three ditties about his love of life and postcards. You may remember Don from his article (October 2002) about the pictures of Ernie Pyle that he found after his father died. Two of his three pieces are included. I will save one for later.

Also in this issue you will find the first in a series by Dave Lam. Dave is a postcard acquaintance who lives and works in Belgium. His enthusiasm for aviation history is immeasurable and his contribution is a collection of brief bios of early women pilots with postcard illustrations. If you wish to contact Dave to trade cards or information, you may email him at David.Lam@Skynet.Be. The next several issues will carry additional numbers in the series.

Finally, I want to convey my appreciation to all the club members whose concern and encouragement meant so much in the difficult days of July and August. Your offerings of sympathy were much appreciated by Marie, Megan, and me.

Ray



PoCax 2007 - October 20, 2007

Real Photo Corner Starts In the Next Issue

RP's are the most unique of all postcards. Many collectors like them for that quality but an equal number enjoy the picture value of the card. Starting in January you will have a forum to share your best Real Photos.



Special Announcement

Forthcoming Book!

Dr. Ed Levine recently retired from the New York City public schools. He will soon publish *An Illustrated History of New York City's Central Park*. The book should interest many SJPCC collectors; more than 200 postcards are used as the illustrations.

One card Ed plans to use is the "Elevated Railroad at Central Park," from the P. F. Volland Company series, *New York Art Lover's* by Rachael Robinson Elmer.



Putting a face to a name, Mrs. Elmer is seen here in a photo taken just a few years before she died in the Spanish influenza pandemic of 1918-1919.

Look for Ed's book. It will be available at your favorite bookstore around the holidays.



South Jersey Postcard Club

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Next Meetings

Sunday, October 8, 2006
 Contest Topic: I Hate This Card

Sunday, November 12, 2006
 Contest Topic: In Your Dreams

Sunday, December 10, 2006
 Contest Topic: My Best South Jersey Card of 2006

Theo Sohmer and El Camino Real

by Donald T. Matter, Jr.

It is a good story when someone who had no intention of getting involved in a project winds up being the driving force. Such is the case with Theo Sohmer.



The El Camino Real Bell
at the San Gabriel Mission

Sohmer's assignment was to photograph all the Spanish missions, from *San Diego de Alcalá* in the south to *San Francisco de Solano*, just north of the Golden Gate in Sonoma County.

Like many projects, the first days on the job were fun but tedious. Theo arrived at the missions mostly unannounced so he spent untold hours explaining his task and soliciting permission from the priests to take pictures.

The trip took nearly two months. He took over five thousand photographs and managed to endear himself to Bishop John Joseph Cantwell of Los Angeles, which turned out to be both a good thing and a bad thing.

A good thing because the bishop encouraged Theo to forge ahead using his pictures to create a photographic history of the missions that was later adopted by church authorities and made him a very rich man. And, a bad thing because Bishop Cantwell persuaded Theo Sohmer into being the Official Church Photographer for the Los Angeles Dioceses. An un-paid job he held until his retirement at age 70 in 1966.

Theo Sohmer's work on postcards is legendary. His logo (his name inscribed on an artist's palette) appears on thousands of cards published by the Western Publishing & Novelty Company of Los Angeles. The cards cover several western states and parts of Mexico and Canada.



The San Gabriel Mission on the card above was founded in 1771, and is 56 miles north of its much more famous neighbor, San Juan Capistrano in Orange County. The Archangel Gabriel, one of the three archangels mentioned in the Bible, is the mission's guardian angel and also the village's namesake. Today the mission functions as a modern Catholic Church with both an elementary and high school. It is located on South Mission Drive, in the town of San Gabriel – less than five miles from Theo Sohmer's boyhood home.

Fun Factory Amusement Palace Cape May

by Don Pocher



Fun Factory, Cape May, N. J.

In 1912, Nelson Graves built an amusement palace at Sewell's Point. The U-shaped building faced the harbor entrance and was about 250 feet in each direction. The building contained a large hall (65 feet by 150 feet) equipped for concerts, minstrel shows, and dancing. There was a skating rink, a stage, and dressing and toilet rooms.

Refreshment rooms for ice cream and light lunches were located in the front, and there was a tower with a roof that was 110 feet above the water.

The steeplechase pavilion was on the harbor side and contained Human Roulette, Funny Stairs, Barrel of Fun, Cycle Circus, Wind Blasts, Down and Out, Helter-Skelter, Jacob's Ladder, Human Whirlpool, Glides, Human Cannon Shots, Bowling Alleys, and Shuffle Boards. The admission price was ten cents; you certainly got your money's worth.

Regrettably, Fun Factory closed in 1915 due to lack of public support and the enormous costs of maintenance.

In 1917, the United States Navy commandeered the site for a Naval Base. Everything had been closed for two years; all the windows were broken and sand-drifts were everywhere – even the road to the site was covered with four feet of sand. During the reconstruction the skating rink was cleaned and turned into a mess hall and sleeping quarters. The old stage was used as a galley (kitchen).

Shortly after 10:30 a.m. on July 4, 1918, when the sailors were marching in an Independence Day parade, a suspicious fire was discovered and within minutes, the entire station was in flames. The sailors were recalled to the base in an attempt to save provisions.



After the Fire

Fire departments from Cape May, Wildwood, Anglesea, and Wissahickon Barracks fought the blaze, but their efforts were futile because of a stiff northwest wind. The fire completely destroyed the site.

Why Do I Do the Things I Do?

by Donald T. Matter, Jr.

I am trying my best to finish a book I started many years ago – back when I still lived in New Jersey. I want to finish the book to present a copy to a dear and very old friend and fellow postcard enthusiast – his name is Jim Flaming Eagle and he lives on the Assinaboine Reservation at Fort Belknap in Harlem, Montana.

I felt that I needed a few more photographs to finish the book and I had heard that the Library of Congress has hundreds of pictures of the Assinaboine Tribe. I bought a ticket from Phoenix to Washington; coach of course, but I still spent \$655. So what, I was on my way to the LOC!

It was a thrill walking up to the Library of Congress and knowing I would be allowed to use the same library that Senator Kyl and McCain use. Naturally I had to show a picture ID – no problem, I had one. I worked my way through the steps and hallways to the photo libraries and with the help of about six librarians, I was “liberated” of the two ball-point pens I had in my shirt pocket and given two #2 Ticonderoga lead pencils to use instead, then I was asked to sit at a large maple table and I was given a pair of white cotton gloves to use.

After 2,524 miles, nearly seven hundred dollars spent and thirty-nine hours of travel, I was given the first of nine 9” x 12” acid-free storage boxes. My heart was almost pounding. I removed the lid and the first photo I pulled from the box was an 8” x 10” black and white photo of a Native American girl dressed in traditional garb, standing next to a teepee with a fully-saddled pony tied to what may have been a roof-support post.



Wow, I thought. This looks familiar. I examined the photo-sleeve and found a title label: “Irene Rock, an Assinaboine school girl at Fort Belknap. Circa 1905.” That sounds familiar, I thought, but I didn’t remember why. I continued to read from the label. “From an 8” x 10” glass negative in the Detroit Publishing Company Photographic Collection #019792. Donated to LOC, 1949, by State Historical Society of Colorado.”

When I read the words Detroit Publishing Company, my eyes went wide, and I asked myself if I had just traveled across the country to look at black and white originals of Detroit postcards? Much to my surprise the answer was, “Yes!”

I looked at dozens, maybe hundreds of photos that day. I made lists and took careful notes of what I saw. I even ordered copies of some of the best pictures, which I

received in the mail just three weeks after my visit to Washington. Also, I asked for and was graciously granted permission to use them in my book. (The librarian told me there is no known copyright on any of the Detroit photographs.)

I should have stopped at the Russell Office Building to see Senator McCain. I wanted to tell him what a great library he has to work in, but I bet he never goes there. I suspect he sends his staff to gather any information he needs.

Two of the other photos I found at the LOC that day last May were pictures of Assinaboine warriors with their horses. A young fellow named Lame Chicken was my favorite, but another photo of a chief named Rattlesnake also caught my attention.

So do you want to hear my sad tale? Yes, when I got home I found both Lame Chicken and Rattlesnake in my collection of Detroit postcards. What makes my story even more interesting is that when I talked to Flaming Eagle about my adventure, he told me that he too has all three of the cards in his collection.

I’m sure Ray doesn’t have space in his newsletter for all the pictures but here are my favorites for you to enjoy – in their postcard format. I hope you learn from my very costly mistakes.



“11157 Irene Rock, Assinaboine”



Left: The Detroit photograph title is: “Rattlesnake, an Assinaboine, on guard on outskirts of camp.” The postcard caption is: “11452 Rattlesnake, on guard, Assinaboine.”



Right: The Detroit photograph title is: “Lame Chicken, Assinaboine.” The postcard caption is: “11356 Lame Chicken, Assinaboine.”

The moral of my story is stay home and look at your collection before you go in search of more pictures.

***This article is brought to you from the
HAVE YOU EVER WONDERED DEPARTMENT***

by Ray Hahn

As a very young man (I define young as any time before my hair turned gray) I needed to buy a car to make my daily commute to Glassboro State College - twenty-five miles from home, back when gasoline was 23.9¢ per gallon. I had worked since my sophomore year in high school and had saved just over \$400 – a veritable fortune!

Some time in August 1962 I started looking for the car of my dreams. It didn't take long to realize that I couldn't afford my dream, so I went to the used car dealer at the corner of High and Broad Streets and with my dad's help I bought a 1956 Chevrolet four-door sedan like the one on the postcard below. Dad made me a loan of \$25. to pay for the license and registration. And, yes, I repaid the loan. I had to; it was actually Mom who handed me the cash.



Advertising postcard of a 1956 Chevrolet 4-door sedan with white-wall tires and automatic transmission

On the way to the Acme last Sunday I passed a 1956 Chevy – nearly identical to the one I owned all those years ago. It occurred to me when I saw that car that it is fifty years old. I wonder how many 2006 models will be on the road in 2056?

And, oh yeah, my '56 Chevy was equipped with a straight six-cylinder engine that got 28 miles to the gallon. I won't tell you how much oil it burned; it's enough to say that I never needed to change the oil. I wonder how many 2006 models get 28 miles per gallon?

I wonder lots of things.



Maurice River Bridge, Landis Avenue, Vineland, NJ

This postcard of a local scene in Cumberland County, NJ, was recently on sale at e-Bay.com for \$6.50. Currently at this location there is a four-lane concrete bridge and there isn't a tree, bush or plant within a hundred yards.

The Seth Thomas Challenge

In the July issue you were challenged to find postcards of public installations of Seth Thomas clocks. The challenge has received some wholehearted responses.

One reply came from our good friend and member, Allen "Boo" Pergament. "Boo" did some fine research on four of the five Atlantic City installations and found this interesting story about Pleasantville's St. Peter's Church.

***The Seth Thomas Clock at
St. Peter's Roman Catholic Church***

by Allen "Boo" Pergament

Located at 25 W. Verona Avenue (aka Black Horse Pike and Routes 40/322) in Pleasantville, New Jersey, the church began in the summer home of Dr. J. M. Wallis in 1893. Rev. Peter J. Petri, then pastor of St. Monica's Church in Atlantic City (which later became Our Lady Star of the Sea Church) was given charge of Pleasantville as a part of his parish.

The ground breaking ceremony on June 27, 1899, lead to the cornerstone being laid on August 6, 1899, and a dedication of that first church on August 4, 1900.



St. Peter's Church, Pleasantville, NJ

On New Year's Day, 1926, Rev. Francis J. McCallion became the pastor of St. Peter's and remained in that position until his death on April 27, 1955. McCallion gained nationwide acclaim for the beautiful Spanish architecture of the church, rectory and the surrounding shrines, gardens and memorials which attracted thousands of visitors yearly. It was known as "A Parish with a Personality."

Father McCallion became very friendly with Alfred Emanuel "Al" Smith, Governor of New York, who frequented the church and was one of its early founders.

Smith was a Senator, legislative leader, four term Governor, and candidate for the Presidency of the United States. He was responsible for much of the funding that enabled St. Peter's to develop into a highly regarded and well known Catholic church. It was from his own generosity and that of his friends and political allies that allowed the construction of such a beautiful church, supporting buildings and grounds. A magnificent statue of St. Thomas More was erected at the church and with a very elaborate ceremony was dedicated to Governor Smith.

Two of the buildings had clocks later installed on them. One was the bell tower and the other the Lyceum. Installation records show that at least one of those two clocks was a Seth Thomas. Some day I will take a trip there to see for myself.



Qianlong's Marble Boat Does Not Float



The Marble Boat, in Summer Palace, Peking.

Remembered by those who have visited as the Marble Boat and known by the Chinese as the Boat of Purity and Ease, it is not marble and it is not a boat. This remarkable structure is a two-story pavilion made of wood that stands at the edge of Lake Kunming – part of the area known as the Summer Palace in Beijing, China.



In October 1735 (the year President John Adams was born), Qianlong Emperor (pronounced ching?lawg) was about to begin a reign over the Chinese which lasted 61 years. He was the most successful of the Qian Dynasty emperors, and as leader of his dynasty, he did his best to grow the population – his twelve consorts bore him 18 children of whom nine princes and five princesses

survived to adulthood. He became the most esteemed military leader of his time and with the help of his brothers and his loyal friends, the expansion of the Qian kingdom grew to more than 80 million square miles.

Qianlong Emperor was also a major patron of the arts. In 1750, year 15 of his reign, he commanded the construction of a beautiful new palace for his family – a Summer Palace – a place of quiet for study and contemplation. It was ordered that the palace grounds include Longevity Hill and Lake Kunming, and it is along the lake's edge that the Marble Boat was built in 1755.

The original 'boat' was erected on a foundation of large stone blocks that supported a wooden superstructure created from traditional Chinese designs. Qianlong retired in 1796 and died in 1799, but his Marble Boat became a much loved feature of Chinese lore. Sixty years later, during the Second Opium War, the pavilion was destroyed by Anglo-French forces.

The Marble Boat was nearly forgotten, but by order of Empress Dowager Cixi it was restored in 1893, using a new design that incorporated several elements of European architecture. The new Marble Boat became a new symbol of Chinese culture, but like its predecessor, the restored version was also made of wood and painted to imitate marble.

At just over 100 feet long, the two decks are lined with mirrors and on each side are imitation wheel paddles to make it look like a steamboat. A very complicated drainage system which channels water through four hollow

pillars keeps the pavilion dry as snow melt and rainwater are finally released into the lake through the mouths of four dragonheads.

The fact that the Marble Boat does not float is simply not lost in Chinese political irony. Intentionally, the money used to restore the Summer Palace largely came from funds earmarked for improving the Imperial Navy. The controller of the admiralty owed much of his social standing and his appointment to the Empress Dowager, thus he had no choice but to condone the embezzlement.



St. Mariacka in Gdansk, Poland

When I saw St. Mariacka (St. Mary's) it was very different from the picture on this postcard. On a warm day in late September 2003, the dim interior of this church was a welcome relief from the searing sun and blinding light of mid-day. The languages around me that day were Polish and English and the people of Gdansk were worried about the health of their Pope, but happy to be going about their daily routines knowing they no longer had to deal with the tyranny of a regime that once occupied this city without apology.



This postcard is German. It is a reproduction of an original lithograph by an artist named Bendrat.

The caption is, "St. Marien in Danzig" and on the back someone has written, "Danzig, Germany, 1910."

Gdansk was a much different city in 1910 and in the years leading up to 1945, when the city was called by its German name, Danzig, the population was 96% ethnic German and St. Marien's church

served a German congregation.

St. Mary's is reputed to be the largest brick church in the world. The foundations were dedicated in 1343 and the last of the masonry work was completed in 1496. The church sustained war damage by Red Army bombings in March 1945, but a complete restoration was celebrated with a reconsecration on November 17, 1955.

A tour guide insisted on telling us the number of bricks, but who cared? What I cared about was my extraordinary good luck to be visiting Poland over a thousand years after Saint Adalbert was sent by the Polish King, Boleslaus the Brave, to Gdansk to baptize the inhabitants in 997.

Located on the south shore of the Baltic Sea, Gdansk and her sister cities Sopot and Gdynia are proud of the contributions they have made to their country and the world. Remember "Solidarnosc" (Solidarity Trade Union) and a fellow named Lech Walesa who worked at the Gdansk shipyard? All that happened less than five miles from St. Mariacka in Gdansk, Poland.

October Mystery Card . . .



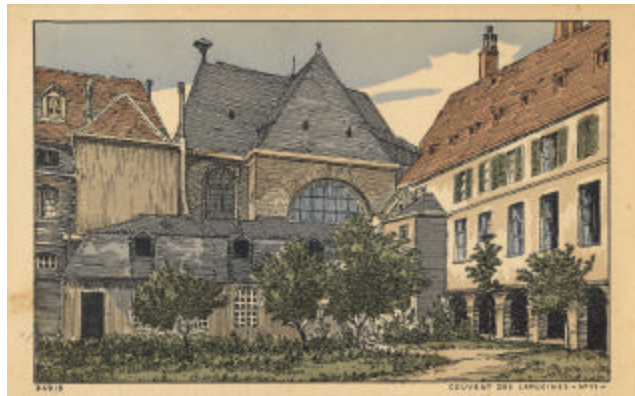
The caption on this card tells it best: "Straight from the Dennis Farm, twelve miles inland, come crisp, whole-flavored foods, lending their freshness to the long-established renown of the Dennis cookery."

You can win this Lumitone Photoprint postcard if you are first to tell the editor the name of the Hotel that published this card and where that Hotel was located.

Send your answer to the "Letters to the Editor" address or email to: ray@rayhahn.com.



Coffee Named After A Priest? Sure! Why Not?



Paris Couvent des Capucines – No. 57

Of late, exotic, after-dinner coffees have become more of a fashion statement than a taste delight. At a recent dinner I asked those who ordered cappuccinos if they knew their coffee was named after Italian priests. One person did.

The history of words is called etymology.

The etymology of the word *cappuccino* starts in 1525 when an order of friars formed in Naples, Italy. Their mission was to re-cast the Catholic Church in a mold acceptable to the populace of Reformation Europe. Their name developed because the friars wore a long pointed cowl, or *cappuccino*, derived from the Italian word for "hood," that was worn as part of the order's habit.

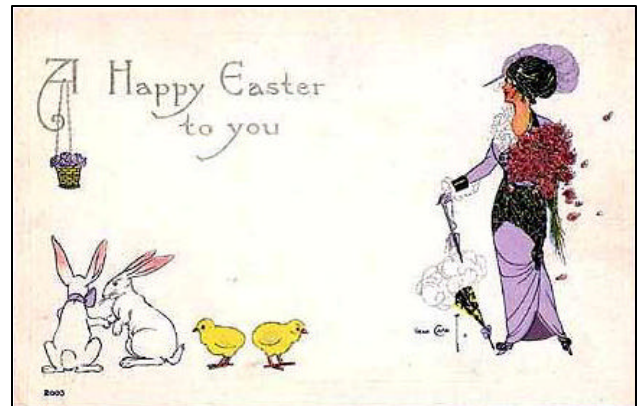
This word is an example of many others with new meanings because of resemblances to the original. For example, *cappuccino* inspired a name first used in 1785 to describe a type of monkey with a tuft of black cowl-like hair, and early in the 19th century Italy, *cappuccino* went on to be used as the name for "espresso coffee mixed or topped with steamed milk," so called because the color of the coffee resembled the color of the habit of a Capuchin friar.

The order quickly made its way to France where they lived in dwellings like the one on this postcard.

Gene Carr, an American Comics Artist

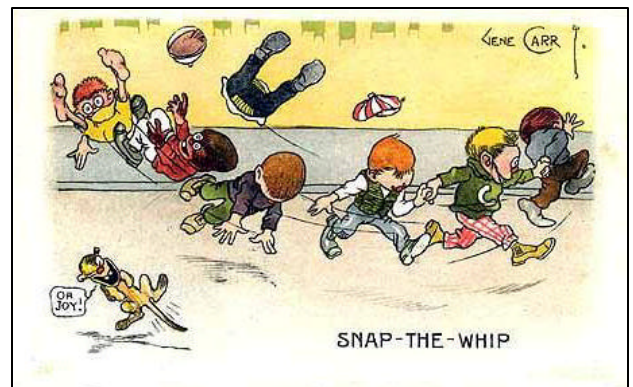


Gene Carr (1881-1959) was an early twentieth century newspaper comics artist. He worked for the *New York Herald*, the *New York World and Evening Journal*, and the *Philadelphia Times*. Carr also contributed to the King Features Syndicate – a major source of comic art for postcards. Carr's earliest comic strip was *Lady Bountiful* (1902). "Lady" was an immediate success for it was the first American newspaper comic featuring a female heroine.



"A Happy Easter to You" from *Lady Bountiful*

Other strips Carr drew regularly include *Erin Go Brag* that began in (1906), *Major Stuff* (circa 1914), published under at least four titles, and *Poor Mr. W* (1919).



"Snap-the-Whip" from *Children's Games*

After publication in newspapers, dozens of Carr's one-panel cartoons appeared on postcards, but he also drew comic sets, usually in blocs of four or six, especially for postcards published by King Features Syndicate.

Seen above are examples from a six-card bloc of greetings from *Lady Bountiful* and a four-card bloc entitled *Children's Games*.

The First Female Pilots on Postcards

First in a series by Dave Lam

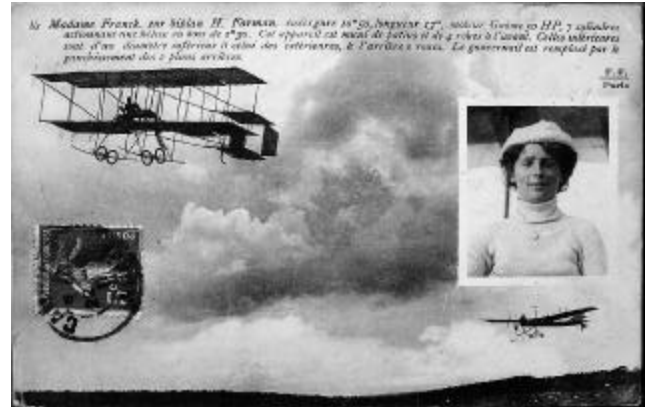
In Europe (especially France), the high point of the postcard craze and the early development of aviation occurred nearly simultaneously in the first and second decades of the 20th century. Thus, we are fortunate to have an outstanding availability of postcards showing every nuance and development of early aviation in France, where literally thousands of aviation-related postcards are available. Often, a careful analysis of the cards can lead us down historical pathways which are only lightly trodden.

In my case, while looking for something else, I became interested in the history of women pilots of the Pre-World War I era. All of us interested in the history of aviation know of Amy Johnson, Helen Boucher, Amelia Earheart, and Jackie Cochran, but these great ladies were of a later generation, nearly twenty years later than the period I am studying.

Unlike the early American women pilots such as Harriet Quimby, Blanche Scott, Bessica Raiche, and Mathilde Moisant, the female pioneers in Europe were never given much coverage in North America. This is a great pity, because they were the first and they led the way for all women throughout the world. Because women were not allowed to compete against the men for most of the early aviation prizes, they were less known as record-setters, but in fact there were several exceptional women pilots during the early era.

In the early years, not only did women have to deal with fragile aircraft and balky engines, as did the men; they also faced harassment, disdain, and even overt sabotage from some male pilots. The *Belle Epoch* was not a period when it was easy for women to step down off pedestals and take part in activities like flying - especially without corsets and long skirts - but they persevered and succeeded! Due to the persistent male chauvinist, who believed it was "unladylike" for women to fly, as well as common beliefs that women were physically and emotionally unable to become pilots, most male pilots refused to teach them. However, through persistence, the ladies managed to get the training they desired. About 60 women learned to fly in the years before World War I, three-fourths of them in Europe, but only 38 earned formal licenses.

After the Wright brothers' flights, women took to the air, first as passengers, but soon, since no licensing regulations existed, some learned to pilot and flew for personal satisfaction or in exhibitions - including women the likes of Mathilde Franck and Madame Aboukaïa.



Madame Frank, sur biplan H. Farman,...

exhibitions. Such a requirement was the incentive for women to take formal training courses and become licensed.

Women started formal training at several of the established schools, and the first five women licensed as pilots in Europe were Raymonde de Laroche, Marthe Niel, Marie Marvingt, Hélène Dutrieu and Jeanne (Jane) Herveux, all of whom received their license in 1910.

Fortunately, there are numerous cards of each of these ladies that depict their efforts and their accomplishments. De Laroche, Marvingt, Dutrieu, and Herveux cards seem to be the most numerous, perhaps because they flew the most, set more records, and were more popular than the other women. Most of the early women did not fly for long periods, some died in crashes, and very few who learned to fly prior to the First World War ever did so after the war, so cards are very scarce for the lesser known ones.

Together, while setting the first official women's records, they lay to rest the sexist attitudes that caused the unwillingness of many male pilots to teach them, and they showed the way forward for the thousands of women who followed in their footsteps.

I find it discouraging that their pioneering achievements have been so long ignored, while many of those who climbed on their shoulders are better-known.



Mademoiselle Aboukaïa, sur son biplan H. Farman...



Franck



Aboukaïa

In France, pilot licensing became available in January 1909 and after that date unlicensed pilots were not allowed to compete for prizes or take part in flight

In the next several issues, I plan to present brief synopses of the careers of five early Aviatrixes (Aviatrix is a mostly American or British term). If any reader has more information about this subject or would like to trade U.S. women pilot cards for European ones, I would greatly appreciate being contacted.