

HELP IF YOU CAN

John Pohland, Traveling Auditor in the Southwest District, in addition to his regular duties as an auditor, is doing excellent work along educational lines by carrying a high-grade stereopticon outfit and presenting programs at the various schools and communities he visits on his itinerary. He is now presenting four complete programs, covering historical and geographical subjects, child life in various countries, bird slides, Indian pictures, illustrated songs, etc., mostly in colors. These programs are very interesting and much enjoyed by the Indian pupils and are a boon to the smaller schools, where no facilities are provided for moving pictures.

The Indian pictures he is showing number about one hundred and fifty scenes from various parts of the country. He now desires to get slides of Indians of all the different tribes and reservations; Indians in their home environment, at work and at play; pictures of human interest, or which have a story connected therewith; scenes depicting the progress of the Indian at home, and of educated Indians who are making their way in the world away from their old environment. The purpose of these slides are:

First: Entertainment. The children are very much interested in seeing how and under what conditions other members of their race are living.

Second: To show progress made by the Indian race.

Third: As an incentive to greater effort on the part of the younger generation.

The entertainments are entirely free, no charge of any kind whatsoever being made therefor.

Mr. Pohland solicits films and pictures of the character mentioned, including data as to coloring, stories connected with the pictures, and any other information that may appear necessary or advisable. The films and pictures will be returned to the sender promptly after the slides are made, about four to six weeks time, unless specific instruction is given that this need not be done. Address until December 1st, John Pohland, U. S. Indian Service, Gallup, New Mexico, and thereafter care Indian School, Albuquerque, New Mexico.

AIR MAIL

This is a world of change—of advancement, particularly in the way of mechanical improvements and inventions. There are among us many who distinctly recall the old "tallow dip" for lighting the home at night. Now the majority of us read by electric lights.

Many of our Indian students were born, possibly, in a tepee. They have passed from the tepee prac-

tically to "halls of marble." What a great change to experience in the course of a few passing years. Traveling from place to place a few years ago was accomplished on foot—by walking. Later horse-back riding lightened the fatigue of travel, then came the establishment of roads and people rode in carriages or wagons—the stage coach era. This in its day was remarkable—a luxurious mode of travel.

Then came the steamboat, plying lakes, rivers and oceans. What a wonderful achievement it was deemed to be! When the steamship seemed to hold a monopoly of travel and transportation within its grasp the world awoke to the fact that a rival was being born—the railroad with its steam-driven coaches. What next? Man seemed to have arrived at the "end of the trail" mechanically.

The writer recalls vividly that when a little fellow in school the teacher told the class one morning that a great publishing firm in the East had offered \$10,000.00 to the inventor of a flying machine—one that would fly in an honest-to-goodness way and keep at it. We were inspired with so great a desire both to fly and to get \$10,000.00 for doing so that study was out of the question at the time. It goes without saying that we never got the money because we could not in any way conceive the machine—never-the-less, we gave much boyish thought to the matter. To us and to everybody else it seemed an impossibility—yet 30 years later the successful airplane made its bow.

Today air travel is an established fact. Transit by air is about three times as fast as any other means of travel. By "Air Mail" one can write from San Francisco to New York City and have a reply returned before a business letter could have even reached New York by "rail mail."

This is an age when "time is money," and "speeded up," when competition is keen the air makes it possible to turn new tricks and do the seemingly impossible. At present all else in the way of transportation facilities "play second fiddle" to the airplane. What will supersede the airplane? And when? We can conceive of nothing except lightning itself.

The rate for air mail postage is not by any means excessive. The charge is 10 cents for a letter under one-half ounce in weight and every fraction of a half ounce. In other words, it will cost the sender 10 cents for a letter weighing one half ounce; if it weighs slightly more than a half ounce it will cost the sender another 10 cents—at the rate of 20 cents an ounce.

Try sending your friends a letter by air. Just mark it "Air Mail," drop it in the postoffice as any ordinary letter, but be certain that the necessary postage is on the envelope. Try the air—it is going to serve us a long time in ways other than for breathing purposes.