

## Town Dump is Public Nuisance

In the Appellate Court of Indiana, the city of Newcastle, in that state, was recently found guilty of maintaining a nuisance in the nature of the "town dump." The judgment was that, while a town was charged with the duty of preserving the health of its citizens and was within the bounds of its governmental functions in providing a suitable place in which to deposit garbage, yet it might not deposit such garbage at such place in a careless and negligent manner, thus causing a nuisance, nor negligently permit it to escape upon the lands of another to his damage, also, that a municipal corporation has no more right to maintain a nuisance than an individual has, and for a nuisance maintained upon its property the same liability attaches against it as against an individual.—C.A.H.

## Plumbers Demand Laws to Enforce Sanitation

The Commission of Conservation has received the following interesting and important resolution from "The Trades and Labour Congress of Canada":

Whereas, the heavy increasing death rate and infant mortality, particularly in some of our large cities, is due in a large measure to the unsanitary systems of heating, ventilation and sanitation, thereby causing a serious condition of life, and

Whereas, the present laws recognized by some of our Provincial and Municipal bodies are in many instances contrary to the laws of sanitation, lacking effectiveness and uniformity, and thereby endangering the lives of the people, and

Whereas, the question of the health of the community should be the first consideration of all our governing bodies, and as all important scientific and medical bodies declare the urgent necessity of the highest standard of sanitation for the conservation of human life and the adoption of modern systems by all cities and towns,

Be it resolved, that this Congress endorse the action of the United Association of Plumbers and Steamfitters in its efforts to establish Dominion and Provincial laws governing the installation of modern sanitary systems of plumbing and heating, and that the officers of this Congress along with the officers of the United Association endeavour to place this important matter before the Dominion Conservation Commission with a view to their recognizing the necessity of Dominion legislation in sanitation instead of the present unsatisfactory Provincial and Municipal laws governing this matter at present.

## How to Construct and Use the Split-log Drag

### Inexpensive Home-made Implement is Invaluable Aid in Maintaining Rural Roads in Good Condition

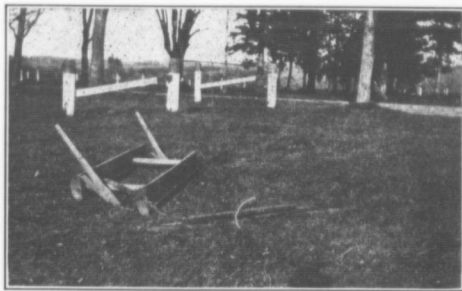
There are many miles of roads which must be maintained by some inexpensive means. The split-log drag has been found to be one of the most useful implements for this purpose. It is now in use in many localities, and this simple instrument is keeping in repair economically an increasing mileage of the rural highways of this country.

A dry, sound, red cedar log is the best material for a drag, the hardwoods being usually too heavy for this purpose. It should be from 7 to 8 feet long, from 10 to 12 inches in diameter, and carefully sawn down the middle. The heaviest and best slab should be selected for the centre, both flat sides to the front, and should be set on edge 30 inches apart. The back half is given a setback of 16 to 18 inches at the right-hand end, so that when the drag is drawn along at an angle

parallel to the ditch on the right hand side of the road, the extremities of the back half will be directly behind those of the front half, as, otherwise, the ditch end of the rear slab would project past the ditch end of the front slab, resulting in crowding into the bank and interfering with the proper working of the drag.

Two cross-pieces are wedged in two-inch auger holes bored through the slabs and, on the right-hand side, a piece of scantling is inserted between the ends of the slabs. This is of great value in strengthening and stiffening the end of the front slab. In working a clay or gumbo road it is advisable to put iron on the lower edge of both flat sides.

Handles may be attached to iron shoes shaped like sled-runners, the shoes to be stapled to the back of each end of the front slab in such



(of No. 28)

a way as to allow motion sideways as well as up and down. By pressing the handles the drag can be raised, thus depositing a load of dirt when desired to fill a hollow or increase the crown at some particular spot.

A platform of inch boards held together by three cleats should be placed on the stakes between the slabs. These boards should be spaced at least an inch apart to allow any earth that may heap up and fall over the front slab to sift through upon the road again. The end cleats should be placed so that they will not rest upon the cross stakes, but drop inside them. These cleats should extend about an inch beyond the finished width of the platform. An extra weight may be added if necessary, but it is seldom needed.

To use the drag, attach a chain to the left cross piece, which is be-

hind the front slab, running the other end of the chain through a hole in the front slab near the right end or around the front end. It is a mistake to hook this end of the chain over the front slab as in the case of the other end, for when the drag strikes a stone or snag there is great danger of toppling forward. With the right end of the chain drawn through the hole in the slab as suggested, this danger is obviated.

The operation of the drag is very simple. For ordinary smoothing purposes the drag may be drawn up and down the road one or two rounds, commencing at the edge and working towards the centre. Usually it is drawn at an angle of about 45 degrees. For the last stroke or two the drag may be drawn backwards with the round side of the slab to the front and with comparatively little angle.

Make the life and work on the farm so attractive and interesting that the boys and girls will not want to leave it.

## Quebec is Active in Forest Work

### Sixteen Trained Foresters Now Employed—Surveys of Crown Timber Lands

The Forest Service of the Province of Quebec now employs a total of sixteen professionally trained foresters. Nearly all these men have received their professional training at the Forest School at Laval University, Quebec.

During the summer of 1913, the Forestry Branch had fourteen parties in the field, each in charge of a technically trained forester. The work undertaken by ten of these parties was a valuation survey of unlicensed Crown timber lands. Of such lands, there are approximately 125,000 square miles in the Province of Quebec. The Crown lands under license aggregate approximately 70,000 square miles. The revenue from these lands during the past year has aggregated nearly one and three quarter million dollars.

In addition to the ten parties engaged as above, four parties were engaged in an examination of licensed lands, to determine the boundaries of permanent forest reserves. It is the policy of the Quebec Government to segregate non-agricultural forest lands into permanent forest reserves as rapidly as the necessary information can be secured.—C.L.

## Crowded Cars Cause Coughs and Colds

Dwellers in Canadian cities are all too familiar with the sight of overloaded street cars. At this season of the year, when the climatic conditions render closed windows a necessity, the over-crowding of the aisles and platforms with people is particularly dangerous. Sneezing and coughing are continually heard, and it is evident that the air rapidly becomes filthy with injurious germs from diseased throats and lungs. The ventilators, if any exist, cannot be sufficient to keep the air pure when the cars are so overcrowded.

The only remedy is the putting on of additional cars during the rush hours and the enforcement of a by-law allowing only a limited number of passengers in each car. The statement that this is impracticable is without foundation. In many European cities it is the practice to have all cars plainly marked with the seating capacity, and, when the car contains its proper quota of passengers, no more are admitted by the conductor. Surely what is done successfully in these crowded centres can and should be done in our Canadian cities.—C.A.H.

France has spent \$35,000,000 in planting trees on the watersheds of important streams.

The Automobile Club of America, through its bureau of tours, is urging automobilists to use care with fire in timbered regions.