



Moderate Priced Dwelling.—Fig. 4.—First Moderate Priced Dwelling.—Fig. 5.—Second Floor Plan.—Scale, 1-16 Inch to the Foot. Floor Plan.—Scale, 1-16 Inch to the Foot.

DESIGNS FOR A MODERATE PRICED COTTAGE.

INVENTIONS WANTED TO UTILIZE SAWDUST.

The mill owners of Minneapolis are greatly perplexed by the volume of sawdust they produce, and not a little alarmed at a threatened law forbidding the present disposition of such waste by dumping it into the river. It is calculated that the sawdust from the summer cut of logs converted into boards at that place amounts to something like 300,000 cords—enough to furnish constant work for 150 teams to cart away. The millers say they cannot afford so heavy a burden of expense, and the river communities can as ill afford to have the river spoiled by the rapidly accumulating refuse. Even the steam mills are unable to burn all their waste, and the owners of them would no doubt gladly unite with their water-using neighbors in turning over the surplus sawdust gratis to whoever would agree to cart it away. Three hundred thousand cords a year of good fuel is certainly worth an effort to save, and this is the product of but one locality.

Who will invent an economical mode of making sawdust marketable? And who will devise new applications for such materials? Most likely there are hundreds of easy ways in which such materials, now a burden, could be turned to profit if our inventors would only take the trouble to think of them and work up their practical applications. Such simple devices for utilizing waste products are often the source of large profits.

THE NEW THAMES TUNNEL.—The construction of a tunnel under the Thames from Greenwich to Millwall has been authorized by a late Act of Parliament. The importance of this work will be evident when we consider that the population of these two metropolitan districts amounts together to 259,000 persons. When the ferry-boats do not ply across the river, as is the case in the foggy weather, which not unfrequently prevails, a detour of some twelve miles has to be made in order to get to the opposite side of the river by way of London Bridge. The new subway will therefore prove of great public utility. The old Thames Tunnel, constructed by Brunel, 1833-45, and which connects Wapping with Rotherhithe, is situated at a distance of about a mile and a half from London Bridge. At a meeting recently held at Greenwich, it was resolved that the course of the projected tunnel under the Thames should be from a point near the Ship Hotel at Greenwich

to the side of the Great Eastern Railway station at Millwall. The new subway, which, when completed will be the fourth tunnel beneath the Thames, will be situated rather more than six miles below London Bridge; its length will be 580 yards, or about a third of a mile. The descent at the Millwall end will be by means of a flight of 15 steps, and by one of 24 steps at Greenwich.

CARE OF THE EYES.—The care of the eyes is urged by Arthur Chevalier in a new French work. The use of the eyes, he says, should be regulated by their strength, and they should never be overtaxed. A habit of resting them often during work is recommended. Thus in reading or writing stop from time to time and allow the eyes to wander over surrounding objects. To persist in working after symptoms of fatigue appear is foolish. As soon as the eyes begin to itch, or grow red, or any pain is felt in the eye-balls, work should be discontinued and cold water applied. Do not pass suddenly from darkness into bright light. All artificial lights are injurious. The author adds:

"If a person cannot tear himself away from close work, he can at least vary his occupation. Let him close his eyes from time to time, and take a turn round his room, or what is better, take a walk in the fresh air; this, even if it be but for a few minutes only, will do him a great deal of good.

RAILWAY ACCIDENTS IN 1879.—The Board of Trade summary of accidents and casualties which have been reported to the Board as having occurred upon the railways in the United Kingdom, during the nine months, ending September, 30, 1879, states that the total number of persons killed by accidents on railways during that period was 655, and the number injured, 2,420. The total number of passengers killed was 53, and the number injured 882. No passenger was killed by any accident which occurred to trains, rolling stock, or permanent way. Thirty-one persons were killed and 1,586 injured by accidents on the premises of railway companies, but in which the movement of vehicles used exclusively upon railways was not concerned; and thus the total number of personal accidents reported to the Board of Trade by the several railway companies during the nine months amount to 686 persons killed and 4,006 injured.