

"WATCH YOUR SNEEZE," OR SPREAD DISASTER.**"Katchoo!"**

"A sneeze," said the Bureau of Public Health and Hygiene to the public school children of New York city recently, "is a sudden, violent, spasmodic expiration through the nose and mouth."

The bureau is a department of the Association for Improving the Condition of the Poor and it was inviting all children in the elementary grades to make posters urging the use of handkerchiefs to cover sneezes. "The person who is sneezing to-day," said the bureau, "may be catching — and spreading to others by sneezing — 'colds,' grippe, pneumonia, measles, diphtheria, influenza or tuberculosis."

All over the city children got busy making posters about the relation between a sneeze and a handkerchief. Nearly 500 sent their work in to the bureau. Their families knew what they were doing, of course, and other children knew of the contest, so that thousands of people were made to think about covering their sneezes.

A jury picked out the best posters and the bureau gave prizes of from \$1 to \$10 to the twenty-four children at the head of the list.

This contest is but part of a campaign against respiratory diseases planned by the Bureau of Public Health and Hygiene and the city Department of Health. The larger campaign began in earnest January 1 and was directed at spitting as well as uncovered sneezing. Among other methods of publicity the Department of Health will placard the city with warnings to sleep with windows open and to let crowds and whiskey alone.

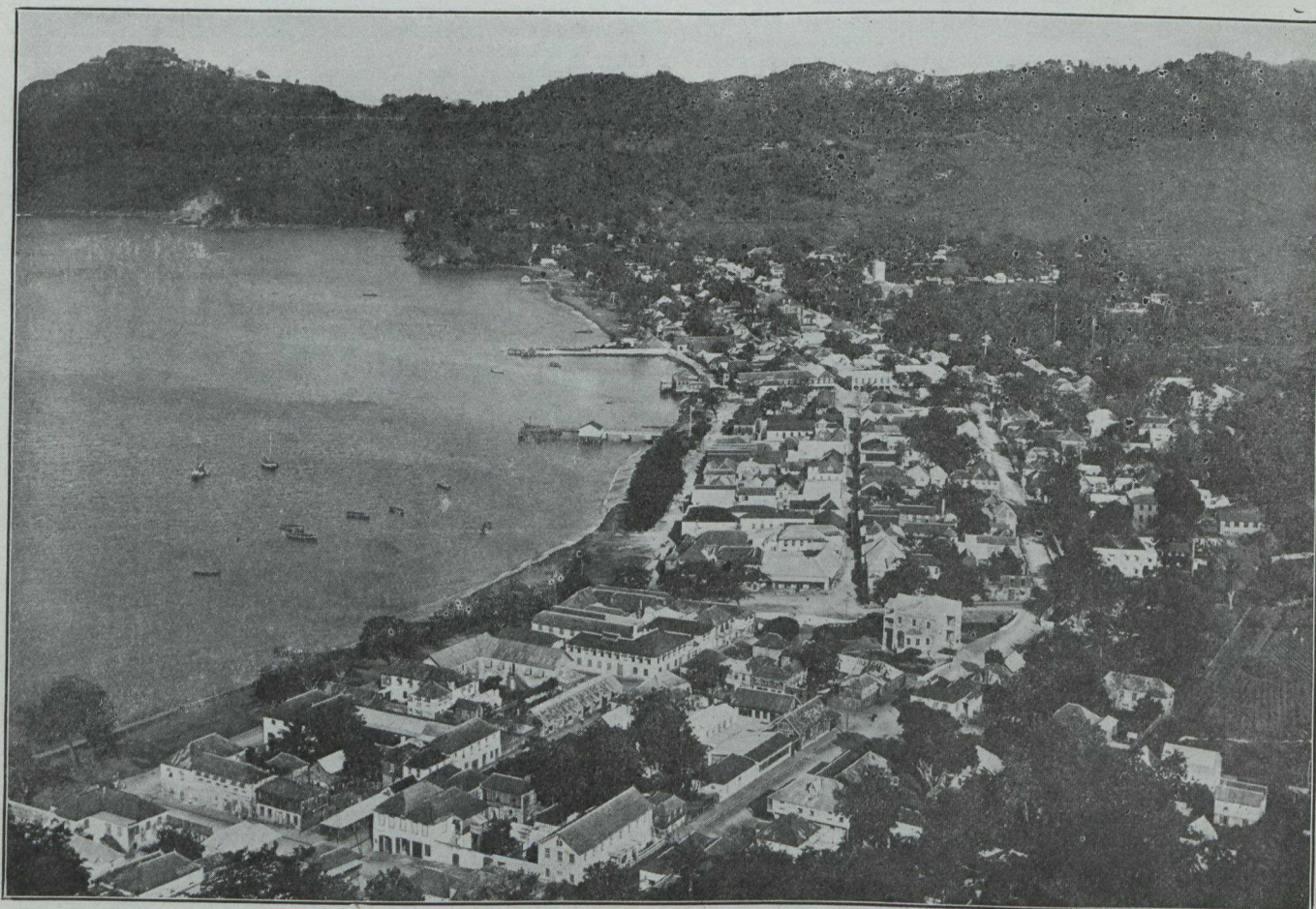
VALUE OF GOOD ROADS.

Logan Waller Page, director of the United States Office of Public Roads, estimates that \$290,000,000 a year could be saved to the people by wise and equitable road laws and good business management. It now costs some \$500,000,000 to haul about 200,000,000 tons of freight to the railroad stations over country roads.

If roads were built and maintained through the districts now too remote from the railroad to make hauling profitable, immense areas would be brought into cultivation. The result would be stimulating to the rural population, beneficial to farmer and railroad alike, and would tend to reduce the high cost of living. The magnitude of the problem will be seen when it is shown that there are over 400,000,000 acres of uncultivated land in the United States awaiting such development.

There is only one weakness in the argument. It does not take into account the landlord's power, under U. S. A. unjust tax laws, to absorb values created by the public. Thus good roads mean an increase in population, a greater demand for land and an increase in rent. It has been demonstrated that good roads send up the value of adjacent land from \$2 to \$9 an acre.

A government which drew its revenues from land values would be automatically reimbursed for its expenditures on good roads, as well as for every other public improvement, and would be able to stimulate production by removing the present burdensome taxes on industry.—F. W. Garrison.



KINGSTON, ISLAND OF ST. VINCENT, B.W.I.

(Taken from Watson Griffins' report on British West Indies.)