

with her to the position to which she was called eleven years ago the fruits of a ripe culture, acquired by home training, by scholarly courses of study, and by travel abroad. Under her influence, the previous standards of scholarship have been maintained in the college and a spirit of social and artistic and musical culture and refinement has been developed. Her overwork brought on ill health, against which she has been struggling for a year or two, and on account of which she has at last been compelled to lay down the work in which she rendered so great a service and to which she gave so great an enthusiasm.

NATIONAL FOREST BOUNDARY RECTIFICATIONS

In harmony with the recommendations of Mr. Gifford Pinchot, made when he was Forester of the United States, the work of revising the National Forest boundaries continues. A very large proportion of the recent Presidential proclamations concerning this matter were approved by Mr. Pinchot before leaving office. It has not been possible always to determine what ought to be the exact National Forest boundaries. When it is, eliminations or additions are made, on the Forester's recommendation, by Presidential proclamation. The recent proclamations include both eliminations and additions. Lands are eliminated where, as in the Gunnison Forest, Colorado, territory having agricultural possibilities has been inadvertently included along the boundary; or where, as in the Uncompahgre Forest, Colorado, boundary lands have been included containing no valuable merchantable timber, and not important from the standpoint of forest conservation; or where, as in the Wallowa Forest, Oregon, boundary areas of open grass land have been included. Lands thus eliminated will be promptly restored to entry and settlement in the usual manner. As Forest officers have been instructed to report, however, not only on the character of lands included within National Forests, but also on the character of the bordering lands not included, it appears that additions are sometimes desirable, if those boundary lands contain good groves of merchantable timber, or if overgrazing has hampered the growth

of forest reproduction, or if greater watershed protection is necessary, and especially if water is important for irrigation on a level country beyond the forest limits. Thus, as in the Datil Forest, New Mexico, large border areas have been added, and the forest boundaries, as a whole, made more scientific. The policy started by Mr. Pinchot is thus being furthered by his successor, Mr. Graves.

THE PREVENTION OF FOREST FIRES

One of the serious questions confronting those battling for the preservation of the country's forests is how best to prevent the setting of fires by steam railways operating through the wooded country. Statistics from reliable sources show that in forest lands traversed by railways the coal-burning locomotive has been the cause of from twenty-five per cent up to in some regions ninety per cent of the forest fires. New York State has shown its progressiveness by taking hold of this question with a firm hand. The entire abolition of coal-burning locomotives from the Adirondacks will have been accomplished this year. Acting on the petition of the Forest, Fish, and Game Commissioner, the Public Service Commission has ordered the installation of oil-burning engines on the lines of the New York Central and Delaware and Hudson operating through the Forest Preserve. The Delaware and Hudson has already fully complied with the order, and the New York Central will have completed the installation of oil-burners by September 1. The safety of oil-burning locomotives has already been demonstrated in New York. The Raquette Lake Railway, nineteen miles in length, in the heart of the Adirondacks, which by statute is required to use oil-burning locomotives, has been in operation for ten years, and no forest fire has ever been set by one of its locomotive engines. The only fire on its line was caused by a coal-burning locomotive which had been used, in violation of law, to haul a special train. The Southern Pacific Railroad, with 1,100 oil-burning locomotives, furnishes unquestioned evidence of the practicability of such operation. The use of oil-burning engines on the Rangeley division of the

Maine Central Railroad between Austin Junction and Kineon station, a distance of fifty miles through thick forests, undertaken voluntarily by the railway, "to eliminate the risk of fire and reduce the cost of patrolling the road to guard against fire," is an illustration more convincing than argument. This extreme action on the part of New York State followed the great devastation of the season of 1908, when nearly 370,000 acres of wooded land in the Forest Preserve were burned over, villages destroyed, and the property loss and suffering of inhabitants of the district affected most serious. The awful lesson of 1903, when 465,000 acres were burned over and a loss of \$3,500,000 incurred, had not proved a warning, and was so soon forgotten that in 1908 the railways as well as the State found themselves practically unprepared for the prevention of fire damage. The 1908 fires in the Adirondacks destroyed over \$125,000 worth of lumber and logs and nearly \$50,000 worth of buildings, besides the loss to State lands amounting to \$644,000. On thousands of acres which were first burned in 1903 the 1908 fires consumed the vegetable matter or "duff" which forms the floor of the forest, and which will prevent reforestation for many years. No fires from locomotives have occurred on the lines of the Delaware and Hudson this year, and that line is operating its trains entirely with oil-burning locomotives and maintaining satisfactory schedules. On another line there has been one bad forest fire, which has been traced to a locomotive sent out with a defective ash-pan which scattered hot coals along the tracks. Twenty-seven States have given this subject attention and taken measures to lessen the dangers from, and prevention of, forest fires along railway lines. Within a few years Alabama, Massachusetts, Pennsylvania, and Tennessee have required spark-arresters on engines operated in or near forest lands; Idaho and Oregon have passed laws on the subject. The requirement of oil-burning engines is being agitated by Alabama, Pennsylvania, and Oregon. Arkansas, South Dakota, and Virginia, by special statute, make railways liable for damages caused by their operation, and Massachusetts and

South Dakota give to railways an insurable interest in abutting property. California in 1907 made an appropriation for the cutting of fire lanes and fire trails on the south slope of the San Bernardino Mountains, in co-operation with the Forest Service; and quite recently the Great Northern Railway Company and the Northern Pacific Railway Company signed an agreement with the Secretary of Agriculture which provides for co-operation between these railways and the Forest Service in the matter of fire control along their rights of way. General recommendations for better protection against forest fires have recently been made by the Governors of Florida, Massachusetts, Michigan, and New Jersey. Michigan in 1907 gave the general subject of fire prevention to its Special Forester and Tax Land Commission for investigation, and enacted a thorough amendment of its fire laws. New York, however, has set the standard by requiring, under State direction, effectual and positive remedies for preventing forest fires by the railways.

THE NATIONAL FINE ARTS COMMISSION

At its recent session Congress acted favorably upon the recommendations of Presidents Roosevelt and Taft and created a Fine Arts Commission, to advise the Government with regard to its various ventures in the domain of the fine arts. The misplaced statues in Washington may, we hope, now not be so common. President Taft has appointed an excellent list of members of the Commission, of which Mr. Daniel H. Burnham, the eminent Chicago architect, is chairman. At its first meeting, in passing on designs for public works intended for the National capital, the Commission approved the plan of making the Mall—the open space extending from the Capitol to the Washington Monument—an avenue for the best statuary. The result will, we trust, be more dignified and satisfactory than the famous avenue of Hohenzollern statues in the Berlin Thiergarten. It should be, for the region is more picturesque and the statues are certain to be more varied in character. The Commission approved the plans for the new Department of Justice Building, and also gave its sanction to the placing