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**By-Laws of the City of Toronto**

The City of Toronto with a population of nearly 500,000 has the reputation of being a well-regulated, enterprising and thrifty city, and is such largely through the enforcement of its By-Laws. These By-Laws are of interest and value to Lawyers, Mayors, Aldermen, City and Town Clerks, and to the public generally. They will aid materially in the study of Municipal Government in the many phases necessary to the upbuilding of well-equipped and well-regulated cities and towns.

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Or Canadian Municipal Journal

**HOW TO IMPROVE SLIPPERY PAVEMENTS.**

Slippery pavements constitute a constant source of street accidents and are a serious hindrance to unimpeded delivery and transportation. This problem, which is receiving earnest attention from many municipalities, has been thoroughly investigated by San Francisco through its Board of Public Works.

At the very outset it was realized that the grade or level of any street was an important element of the problem. For that reason streets were classified as follows: (1) level roads in the business section; (2) hillside roads of less than 12 per cent grade, in the residential sections; (3) roads of steeper grade (over 12 per cent).

In the level business streets the smoothness of the surface of the pavement is the cause of its slipperiness. On this account asphalt pavement, in spite of its many advantages, causes trouble when wet. To reduce the slipperiness of asphalt surface, the Board has adopted the expedient of having the more important thoroughfares sprinkled with sand whenever weather conditions justify such a precaution. Coarse river sand, when free from clay and perfectly dry, has been found to be the best for this use. It is distributed by means of a special sand spreader invented by the Superintendent of Street Repairs, of San Francisco.

This sand spreader can be attached to the rear axle of a motor truck, and its mechanism is not intricate. The spreader consists of a flat steel disk with curved blades, and when rotated it can spread the sand fed to it over a width of 80 feet.

On asphalt streets of the second class, namely, those of less than 12 per cent grade in the hillside residential districts, a special new process to make them non-skidding has been used with success by Mr. McCoy. He has succeeded in making the surface rougher and non-skidding by a special way to resurfacing them whenever the asphalt had to be renewed. A Lutz heater heats the asphalt, and while it is hot, rock is spread on it, then the asphalt is rolled. This process results in a rough surface which offers sufficient friction to be safe, except that it is necessary to find a method of combating the tendency of the asphalt to spread over the rock when such streets are used by heavy traffic. This resurfacing is very cheap, for one cubic yard of rock is sufficient for 30,000 square feet, and the resurfacing costs only 5.3 cents per square foot.

Streets of the third class are too steep to respond well to either sprinkling with sand or resurfacing. For them the Board has prescribed paving with basalt block or vitrified brick. — American City.

**CONSERVATION OF FISH AND GAME.**

A report just issued by the Commission of Conservation, "Conservation of Fish, Birds and Game," directs attention to the great value of these resources to Canada. The volume is a report of the proceedings of a conference of the Committee on Fisheries, Game and Fur-Bearing Animals of the Commission, and contains a fund of information regarding the present condition and the necessity for protection of Canada's fish, birds and mammals.

The future of the fisheries of Canada is dealt with in an able manner by the highest authorities in this country. That they are of great present value is recognized, but there is also a potential value in our oceanic and inland waters which, upon development, would mean the creation of new industries. To meet this condition, the Commission is suggesting vocational training and simple demonstration stations for the fishermen, that they may take advantage of the most practical and modern methods of their calling.

The report is replete with illustrations applicable to the subject matter.

There is a growing realization in private industry as well as in public service that the maximum of efficiency cannot be obtained unless greater attention is given to the human factor in achievement. During the past century, machinery and large scale production have accomplished a great deal, and their possibilities are still enormous; but we are still learning from experience that even modern machinery and a huge organization can be made more effective by the effort of individuals. In public affairs, until recently, we have relied very largely on changes in party control and alterations in form of government to correct the conditions that made for waste and inefficiency, but here as in private business the importance of the worker himself is becoming more generally recognized.