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#### RESTRICTIONS IN BUILDING DISTRICTS.

The New York Commission on Building Districts and Restrictions has just published its final report, with many illustrations, in the form of coloured and uncoloured maps, photographs, charts and diagrams. The report itself is probably the most elaborate ever published on building restrictions, and should be in the municipal library of every urban centre in Canada. Most of the text has already been published in pamphlet form though it is much better in book form, not only because of the illustrations, but that the chapters have each a bearing one on the other. The chapters cover such subjects as: Necessity for Comprehensive Plan of City Building; Use Districts; Appropriate Intensity of the Use of Land; Height Districts; Area Districts; Future Change and Development of Districting Plan.

In addition to the text are nine appendices, which deal with: Charter Provisions; Zoning Survey; Districting; Record of Testimony and Statements in Relation to Necessity for Districting Plan; Some Results of Haphazard Development as Recorded by the Camera; Report of the Committee on the Whole of the Board of Estimate and Apportionment, July 18, 1896; Building Zone Resolution Adopted by the Board of Estimate and Apportionment, July 25, 1916; Map Designations and Map Designation Rules Accompanying Building Zone Resolution Adopted July 25, 1916; Districting Resolution Annotations.

The price of the report is \$1.00, which can be secured from Room 515, Municipal Building, New York City.

#### REDUCTION IN TRAIN SERVICES.

In order to facilitate train movements and release passenger train crews for other work, the railways of the United States are making drastic reductions compared to which those in Canada early this year appear mill. Thus, for instance, the Pennsylvania Railroad merely on its lines east of Pittsburg has eliminated no less than 102 trains, or more than double the number taken off the whole of the Canadian railways. This will cut down the passenger movement by an amount equivalent to 2,268,000 train miles per annum, or over 6,500 train miles every week day. A number of parlor cars, restaurant cars and observation cars are being discontinued. The Boston and Maine has taken off no less than 255 trains, or more than five times the number taken off in Canada, saving approximately 41,000 train miles per week. Strenuous efforts are also being made to increase the carload and to impress on merchants the importance of rapid unloading so that the freight equipment shall be kept busy to its utmost capacity, and terminals should be kept clear. The American railroads realize that speed in freight movement is one of the greatest aids they can give to help win the war, and according to all reports are achieving remarkable results. It is up to Canadians to see that Canada is not left behind in this patriotic race.