

REVIEWS AND NOTICES

The Government of Canada. By ROBERT MACGREGOR DAWSON.
Toronto: The University of Toronto Press. 1947. Pp. x,
662. (\$5.50)

A depression, a long war, and a period which three years ago was optimistically described as one of reconstruction have combined to give to the federal government an importance in our lives which it has never before possessed, even in the days of Sir John A. Macdonald. In part this is a change of degree in that the magnitude of our problems has caused the federal government to overshadow the provinces as a major agency of collective action. There has also been a change in kind. Dicey pointed out that as early as 1870 there was beginning an extension of state initiative, direction and control into novel fields. Though this collectivism developed quite rapidly in Canada after 1900, it operated mainly in the provincial sphere until the nineteen-thirties. For most of the past fifteen years it has been the federal government which has been drawn into these new functions of the state. A fresh appraisal of Canadian government to take account of these changes is therefore needed. This need is greater because there has been up to now no comprehensive descriptive study of Canadian government at all. The three main contributions of recent years, Professor Kennedy's constitutional history and Professor Dawson's two excellent source books are out of print. A welcome respite was provided by Professor Clokie's brief study, but a longer and fuller treatment has been long overdue.

The materials of a thorough descriptive study have existed for some time in scattered books, monographs, and articles in the journals. But how great was the labour of assembling them, of determining which were important, which out of date, and which timeless. When all the pieces were put together it was evident that a number of parts of the puzzle were still missing. The remainder could be found only by picking the brains of deputy ministers, by bearding over-discreet executors and by snatching precious letters from the furnaces of thoughtless heirs. The task was challenging and urgent. Happily Professor Dawson has risen to the occasion with *The Government of Canada*.

Already a major contributor to the stockpile of material on Canadian government, Professor Dawson has crowned — but not, one hopes, completed — a distinguished career of scholarship with this most welcome book. The pressure of teaching and administration, the stuffy atmosphere of universities, have too often combined to make the products of Canadian scholarship hushed, reverent and dull. An addition has been made to the short list of exceptions. Professor Dawson writes well and the inability of his sharp pen to suffer fools gladly makes his penetrating commentary on contemporary political practice a delight to the reader.

The book presents a rounded and balanced picture of Canadian government from a discussion of the origins of the Canadian system of constitutional government to the concluding chapters on the role of the party system. There is an excellent exposition of the constitution in which the flexible and unwritten portions are not allowed to be overshadowed by the more rigid federal provisions. How many of us, in gloomy contemplation of the rigidity of a constitution that seems to lack any formal amending

process, recall that of the five methods by which the British North America Act may be amended only one involves the glacially slow process of having the act amended by the British Parliament? Important parts of the Act may be amended by simple statute of the Dominion or of the provinces. Ontario and Quebec, for example, may amend their own constitutions, which are a part of the British North America Act. The Parliament of Canada may also amend important parts of the Act, including such fundamental constitutional matters as the composition of the courts and the financial relations between the Dominion and the provinces. While the principal effect of convention in modifying the terms of the Act has been in the field of Dominion status (for example in the atrophy of the Imperial power of reservation and disallowance), there are important conventional modifications governing the relations of the Dominion and the provinces. Nor is judicial interpretation quite the one-way process of solidifying provincial jurisdiction in inappropriate fields that a study of some of the outstanding early cases would lead us to believe. The perceptible swing in the balance of power between the Dominion and the provinces since 1937 is not the result of some new and unaccountable judicial bias but rather a recognition through the judicial process of a change in the facts.

The part of Professor Dawson's book that will compel the most attention is his discussion of the parliamentary institutions of the federal government. There he moves with a sureness of touch and a clarity of exposition which come from his own large original contribution to our knowledge of these topics. His felicitous treatment of the Governor-General and the three chapters on the Cabinet are outstanding.

On the administration the first of three chapters on the civil service is the least satisfactory. In this chapter Professor Dawson has a little — but not enough — to say about the organization of the federal departments. The actual structure of the administration is an important topic about which too little is known. The sheer inadequacy of available information is emphasized by the inability of even so well qualified an author to make very much of it.

In this same chapter a useful discussion of the different kinds of government activity is rendered unintentionally misleading. In discussing boards and commissions it is important to distinguish between operating activities like those of the Canadian National Railways and the exercise of delegated legislative and judicial activities by other government agencies. What is not made clear is that this classification of government activity is not confined to boards and public corporations but may usefully be applied to ministerial departments. The Postmaster General — although a cabinet minister — is in fact the head of an operating body which sells a service to the public, as was for many years the Minister of Railways.

The most difficult part of the Canadian constitution to make intelligible is the effect of judicial interpretation on the division of legislative power between the Dominion and the provinces. The difficulty of perceiving precisely the effect of judicial review in this field is partly a difficulty in keeping one's temper and sense of proportion. At one point Professor Dawson remarks impatiently, "the layman who is apt to look to the courts to give logical continuity and consistency to the constitution is somewhat embarrassed at witnessing judicial activity of this aimless kind, which displays little regard for the past and so slight an appreciation of the need for certainty

and clarity in constitutional decisions". He then goes on to lay the blame for not endowing "the proper government with adequate authority" on the courts. The trouble with judicial review in a federal system is that the courts are primarily concerned with determining the rights of parties to a dispute and the more precise definition of the powers of alternative legislatures emerges only as a by-product of the judicial process. Judicial interpretation is a process, as Zechariah Chafee has observed, of blocking out situations on either side of the line until the line itself becomes clear. In a federal system this is complicated by the fact that the line has three dimensions. It is not only the permissible interference by the state with the freedom of action of the individual which the statute allows, but also the question of which part of the state, which is important.

One of the great merits of Book I of the Report of the Royal Commission on Dominion-Provincial Relations was that the commissioners were able, by analyzing the complex of historical forces surrounding Canadian political development, to make it possible to understand — if not always to love — the crucial judicial decisions of the courts. Professor Dawson has somehow failed to offer an adequate explanation of the turn that judicial interpretation took. This omission is important because it leaves the reader far more skeptical of the value of judicial review than he should be. In a federal state it is important that the settlement of differences and the protection of rights should be placed as far as possible "out of politics". The building of majorities in a federal state is a difficult task, but it becomes much easier if the interplay of party groups takes place chiefly in those matters on which common agreement is possible.

These are, however, small criticisms of a notable work. The University of Toronto Press has embarked on the publication of a series of books on Canadian government with Professor Dawson as general editor. The first volume, Professor Corry's *Democratic Government and Politics*,¹ was a comparative study of the political institutions of Great Britain, the United States and Canada. It provided a broad framework in which the development of Canadian political institutions emerges clearly as the product of heredity and environment. Now Professor Dawson has followed it with a detailed study of Canadian government. The two volumes taken together place the study of Canadian politics on a new footing. It is to be hoped that future volumes will round out the series. Professor Dawson's book is confined to federal political institutions, for he wisely decided that provincial governments are too large and important a subject to occupy a small part of his own volume. Future volumes on provincial government, dominion-provincial relations, political parties and the administration would be useful additions to a series which has begun so auspiciously.

J. R. MALLORY

McGill University

* * *

The Railway Law of Canada. By H. E. B. COYNE, Counsel of the Board of Transport Commissioners for Canada. Toronto: The Canada Law Book Company, Limited, 1947. Pp. lxxxvi, 760. (\$20.00)

¹ J. A. Corry: *Democratic Government and Politics* (Toronto, 1946).

Since the construction in 1835 of the first railway in Canada, a very large body of railway law, both statute and case, has been built up. To those seeking information on this rather specialized branch of the law an up-to-date compendium like the present book is a welcome and useful aid.

The first major text book on railway law in Canada was published in 1905 under the title, *Canadian Railway Act Annotated*. It was the work of the late Angus MacMurchy, K.C., for many years solicitor at Toronto for the Canadian Pacific Railway Company, in conjunction with Mr. Shirley Dennison, K.C., of the Ontario Bar. The second edition appeared in 1911 and a third and last edition followed, in 1922, the general revision and consolidation of the Railway Act (9-10 George V, 1919, c. 68). The late Mr. John D. Spence, K.C., collaborated with Mr. MacMurchy in the compilation of the third edition (then renamed, *Railway Law of Canada, 1922*) and for many years after its publication the volume served those members of the profession who had occasion to sue or defend Canada's railways.

The intervening twenty-five years have witnessed many changes both by way of amendment to the Railway Act itself and by the enactment of other statutes affecting railways. Furthermore, many important decisions have been rendered in the intervening period. During the same period the embodiment into one system of the Grand Trunk, the Canadian Northern and the Intercolonial Railway was concluded, resulting in the vast system of Government-owned railways and hotels known as the Canadian National Railways. Consequently Mr. Coyne's book, coming at this time, fulfills a long-felt need.

As pointed out in the instructive and interesting introduction, the Dominion Railway Act is by no means a codification of the law relating to railways. As I have just indicated, the law is affected by numerous other legislative enactments. Further, common-law principles are, of course, applicable in respect of accidents, negligence, contract, tort and the many other subjects that constantly arise between railway companies and other parties. Nonetheless, the Railway Act, the history of which is sketched in the introduction, is a comprehensive measure, built up and developed over the years since Confederation and dealing with many important phases of the law. Accordingly the author, following the pattern adopted by his predecessors, sets out the Act section by section with copious sectional notes and references to interpretative decisions. The Railway Act thus treated comprises much the larger portion of the book. In addition the book includes the text of the Maritime Freight Rates Act, the Canadian National-Canadian Pacific Act, 1933, and the Transport Act, 1938, and the author accords each of these statutes similar detailed treatment. By way of an appendix the book lists additional Federal statutes affecting railway companies, of which there are no less than twenty-two.

The book also deals in some detail with several important phases of railway law, which, while touched on by the Railway Act, are of such importance as to deserve special and detailed examination, namely, the Liability of a Railway Company as a Carrier; Demurrage; Accidents at Level Crossings and On the Right of Way; and Contributory Negligence. Each of these subjects is exhaustively considered. For example, in discussing Liability as a Carrier, the subject is analyzed carefully under the two main headings: (a) Liability as a Carrier of Persons, and (b) Liability as a Carrier of Goods. It is pointed out that, as a carrier of goods, a railway company is an insurer

of the safety of the goods it undertakes to carry, while as a carrier of persons its liability stands on the ground of negligence alone. Under the sub-heading, Liability as a Carrier of Persons, the author discusses Protection of Persons as Passengers Alighting From or Boarding Trains; Liability to Persons Other Than Passengers; Appliances and Accommodation; and *res ipsa loquitur*. Under Liability as a Carrier of Goods the subject headings are: Acts of God, the King's Enemies, Deviation, the Fault of the Consignor, Inherent Vice or Deterioration of the Thing Carried, Connecting Carriers, Storage in Transitu, Measure of Damages, Bills of Lading and Liability of Warehousemen. For the average practitioner, who is perhaps rarely concerned with railway law, this careful analysis and the accompanying digest of the decisions offers a very useful guide.

The history, purpose, jurisdiction and powers of the Board of Transport Commissioners created by the Railway Act are also outlined satisfactorily. The Board is a Court of Record and within the confines of its jurisdiction has, under the Act, all such powers, rights and privileges as are vested in a Superior Court. In addition to its general jurisdiction over the construction, maintenance and operation of Dominion railways it exercises a more limited jurisdiction in respect of telephones, telegraphs, express, traffic, and international bridges and tunnels. These related subjects are also touched on by the author in his examination of the Railway Act. The Rules, Regulations and Forms governing procedure before the Board, as revised in 1936, are set out in full and a reference to the more important decisions and judgments of the Board is made by way of an appendix to the volume, classified for convenient reference.

In his treatment of the Railway Act the author has adopted the form used by MacMurchy and Spence in the third edition of MacMurchy and Dennison. In fact, in the acknowledgment set out in his preface, Mr. Coyne states that many parts of the present work are taken from or founded on the Railway Law of Canada, 1922. While the author was fortunate in having the earlier volume before him, and while the book is enhanced as a result, nevertheless he has introduced much new material and has shown considerable originality in his method of treatment. In the result, the volume under review is much more comprehensive and of greater practical value to the practitioner than the previous texts.

The book is well indexed and contains a lengthy table of cases, including numerous United States decisions and pertinent judgments and rulings of the Interstate Commerce Commission, which corresponds generally in its function and purpose to the Board of Transport Commissioners in Canada. To assist in the identification of this rather heterogeneous collection of cases, the author has thoughtfully included a table of abbreviations.

CUTHBERT SCOTT

Ottawa

* * *

Trial of Thomas John Ley and Lawrence John Smith (The Chalk Pit Murder). Edited by F. TENNYSON JESSE, F.R.L.S. Notable British Trials Series. London: William Hodge and Company, Limited. 1947. Pp. li, 313. (15s. net)

Truth may not be stranger than modern fiction, but it is at least as strange. No more extraordinary story than the Chalk Pit Murder will be

found in the pages of Miss Agatha Christie or Mr. Erle Stanley Gardner; and if the British police who solved it were rather less spectacular than Hercule Poirot or Perry Mason they were quite as effective. Only the trial itself followed a normal course: dignified, efficient and just.

All the elements of the most lurid thriller are in this story of insane jealousy, kidnapping and murder. The scene is the area in and about London and the time, 1946. The protagonists are the Honourable Thomas Ley, formerly Minister of Justice in New South Wales, and Lawrence Smith, ex-R.A.F. and at the time of the murder a foreman joiner working on a derelict house in Beaufort Gardens belonging to Ley. The woman in the case is a Mrs. Byron Brook, who until ten or twelve years before had been Ley's mistress. Among the lesser characters are John William Buckingham, a worn-out pugilist in the business of letting out cars for hire (who was later to turn "King's Evidence"); his son, John William Buckingham, junior; Mrs. Lilian Bruce, the wife of a London bus driver and friend of Buckingham senior; and — strangest of all — Robert John Cruikshank, international smuggler and the unemployed father of two children.

To recount the events leading up to the discovery of the body in a chalk pit near Woldingham, Surrey, is almost like reading the last chapter before one has read the book. But, very briefly, the story as revealed at the trial is this. Ley conceived an intense and unfounded jealousy of Mrs. Brook, with whom he had remained on friendly terms after the more intimate relationship had ceased. His jealousy finally fastened on John Mudie, a very ordinary young man who worked as a barman at the Reigate Hill Hotel near London. In fact, Mudie's only connection with Mrs. Brook was that for a short period they had both lived in the same boarding house in Wimbledon and on one occasion had talked together for about five minutes.

Ley thereupon approached the head porter at a London hotel, where he was known, and said that he wanted a man with a car who could look after himself and keep his mouth shut. The porter put Ley in touch with Buckingham senior, and the plot began to unfold. Buckingham was told that Ley had heard of a man who was blackmailing two ladies at Wimbledon and that he wanted this man brought to London so that he could get a written confession from him. The man of course was Mudie.

The problem was to get Mudie to London without arousing his suspicions. The details of the plan that was finally put into effect were worked out by Buckingham and the foreman Smith, with Ley's approval. Buckingham and Smith approached the former's friend, Mrs. Bruce, and it was arranged that she should visit the Reigate Hill Hotel, posing as a woman of means, make the acquaintance of Mudie and invite him to act as barman at an imaginary cocktail party she was giving. This was done and the unsuspecting Mudie agreed to come up to London for this purpose on Thursday, November 28th, 1946. On that day, Smith, the Buckinghams and Mrs. Bruce travelled to Reigate in two cars. Mrs. Bruce and Buckingham junior picked up Mudie and, preceded at some distance by Smith and Buckingham senior in the other car, made their way to the house in Beaufort Gardens, where Ley was awaiting them. Smith and Buckingham senior arrived first and when Mudie was delivered at the back basement entrance by Mrs. Bruce they seized him, tied him up and left him on a chair in one of the basement rooms. Buckingham went off almost immediately, leaving the trussed-up Mudie with Ley and Smith. The following day Mudie's body

was found in the Surrey chalk pit with a rope noose about its neck; he had apparently been strangled.

For the equally extraordinary events through which this story came to light the reader must go to the book itself. There he will find the opening and closing speeches in the trial at the Old Bailey, the evidence offered on both sides and the charge to the jury, together with a summary of the subsequent proceedings before the Court of Criminal Appeal; all prefaced by a rather lengthy introduction by the editor, Mr. F. Tennyson Jesse. I must confess that I found this gossipy and rambling introduction, with its coy asides, distinctly irritating, but the proceedings themselves will repay a careful reading. While no legal question of any substance arose at the trial, the proceedings are a model of what a criminal trial should be, conducted by masters in the art: the Lord Chief Justice, Lord Goddard, who presided; Mr. E. Anthony Hawke for the Crown; Sir Walter Monckton, K.C.; for the prisoner Ley; and Mr. Derek Curtis Bennett, K.C., for the prisoner Smith. Both prisoners were found guilty and sentenced to be hanged, though Ley was subsequently sent to Broadmoor for the criminally insane.

G. V. V. N.

* * *

The Allied Military Government of Germany. By W. FRIEDMANN. Published under the auspices of The London Institute of World Affairs. London: Stevens and Sons Limited. 1947. Pp. x, 362. (25s. net)

It is an old gibe that military general staffs prepare, not for the next, but for the last war; this reversed hind-sight seems also to have been true at least of the Western Allies' preparation for the Military Government of Germany. In 1918, when the British, French and Americans occupied the Rhineland, they were able to utilise the existing executive, administrative, police and judicial branches of local government. In 1944, teams of specialist military government officers were trained, in the light of experience gained a quarter of a century before, to move into Germany under SHAEF when the time arrived.

But there exists in recorded history no parallel to the conditions that in 1945 confronted the four powers occupying Germany, an erstwhile highly organized community. All plans had been premised on the continuation of at least some form of government. Yet, the complete chaos caused by the German collapse could have been foreseen only if the fundamental and all-pervading nihilism of the Nazi doctrine had been fully appreciated. With the German defeat nothing remained on which to build a new economy, society and government. The Military Government teams found their initial task to be, not a redirection of the old order, but a virtual reconstruction from the ground up.

The history of modern Germany has been an evolution from a loosely knit group of small states to the highly unified Reich under Hitler. To decentralize it, both economically and politically, was the avowed purpose of the Allies. This was to be achieved, not in the spirit of *Carthago delenda est*, but by reconstructing it as a useful member of the Society of Nations, content to find its destiny in peaceful pursuits.

Without doubt the original concept was of an inter-allied effort, embodied in the Central Control Council. But the widely different ideologies of the four occupying powers have militated against its success. In the East the Russians govern with the professed intent of setting up a democratic government which, it appears, however decentralized it may be, will be ruled by but a single party, the S.E.P., or Socialist Unity Party. The British and Americans in the West, though at opposite poles from the Russians, are far from being in accord; the British are socializing, or attempting to socialize, industry in accordance with the policies of the Labour Government, while the Americans are maintaining the standards of free enterprise. France alone, with a total lack of hypocrisy, has waived ideologies and adopted the materialistic, but eminently practical viewpoint of "what's in it for me".

This four-way tugging at the skein has by no means helped to unravel the tangle which is the problem of reconstituting Germany, either as a Confederacy, Federation, four different countries, or appendages to four. France has come closest to a solution, for to all intents and purposes the French Zone is now part of the Republic. The others are confronted with perplexities so complex as to defy comprehension.

An example is the question of "denazification". This is the problem of purging from all positions with any semblance of authority, whether political, economic or social, all those who were members of the Nazi party. Some of the difficulties, at least, can be appreciated when the varying motives for joining the Party are examined. There were, of course, the out and out Nazis. Then came countless officials who joined through a greater or lesser degree of compulsion; then, for instance, the partner of a law firm who joined to save his Jewish confrere; and, finally, the definite adversary who joined with the single purpose of subversive action, the more drastic and destructive the better. How to sort these out, where to draw the line between guilt and, if not innocence, at least absence of blame, is the problem.

To lawyers the chapter in this book on the restoration of Law and Justice is of particular interest. It is difficult to conceive the wide divergence from "the rule of law" that grew out of the Nazi ideology. This culminated in the courts, whose rule was not of law but of "the healthy instincts of the people"! The training of new judges and practitioners is complicated by the dearth of texts, since most of the existing ones were destroyed as being tainted by the Nazi philosophy.

Doctor Friedmann's book is objective to a degree. It is a text for the student of applied political science. Fully documented with an elaborate appendix, it contains in addition valuable critical material which, if assimilated and implemented, should prove of considerable worth to the occupying powers, particularly Britain. The author is well qualified to write on his subject: his "association with Military Government lasted for nearly two years", with eighteen months preparatory work. He is a barrister of the Middle Temple, recently appointed Professor of Public Law at the University of Melbourne.

The book is topical. While not suffering from this circumstance in substance, it would seem to have been written in haste; consequently, while rewarding, it is by no means easy reading.

G. B. PUDDICOMBE

Theobald on The Law of Wills. Tenth edition by J. H. C. MORRIS. London: Stevens & Sons Limited. Toronto: The Carswell Company, Limited. 1947. Pp. lxxiv, 639. (\$16.50)

The intervention of World War II did not give rise to the same number of changes in the law of wills as in some other branches of the substantive law of England. There were, however, some wartime statutes, to which reference is made in this book, e.g., Adoption of Children (Regulation) Act, 1939, Landlord and Tenant (War Damage) Act, 1939, Navy and Marines (Wills) Act, 1939, and the Education Act, 1944. Over 300 cases decided since 1939 are referred to also, including all relevant cases reported in England to April 25th, 1946, and in Ireland to December 31st, 1945.

Certain chapters have been re-arranged, such as those on Revocation of Wills, The Meaning of Certain Words, Gifts and Annuities, and Perpetuity and Accumulation. Other portions of the book have been entirely re-written and enlarged: chapter 1 (on the conflict of laws); chapter 14 (on restrictions on testation), because of the new Inheritance (Family Provision) Act, 1938; that portion of chapter 16 dealing with gifts to attesting witnesses; the item covering duties and taxes in chapter 21; the meaning of "money" in chapter 22, following the decision of the House of Lords in *Perrin v. Morgan*, [1943] A. C. 399; legitimation *per subsequens matrimonium* in chapter 28; and interest on advances under hotchpot clauses in chapter 55. New sections have been added on tax-free annuities, adopted children, the valuation of annuities, commorientes and the order of assets for the payment of legacies.

The Inheritance (Family Provision) Act, 1938, is dealt with in considerable detail and the text of the measure is set out in full. While it came into force in Great Britain on July 13th, 1939, the principles had been known to us in Canada for some time through the various Dependents' Relief Acts, for example chapter 214 of the Revised Statutes of Ontario. The editor seems unaware of the Canadian legislation when he states that the "nearest parallel to the English Act is the New Zealand Family Protection Act, 1908".

As in Ontario, the English Act qualifies the right of a person to dispose of his property by will as he thinks fit, since the court is given jurisdiction in its discretion to order maintenance out of the testator's estate for the benefit of his dependants. The Act does not secure portions for the testator's dependents nor enable resort to be had to the capital of his estate in any circumstances, except in the case of small estates.

Adoption is now governed in England by the Adoption of Children Act, 1926, as amended by the Adoption of Children (Regulation) Act, 1939. This Act does not confer on the adopted child any right to or interest in property as a child of the adopter, but on the contrary provides that the expressions "child", "children" and "issue" shall not include an adopted child unless the contrary intention appears. The result is anomalous, because if the adopter dies leaving a will the adopted child can apply to the court for maintenance under the Inheritance (Family Provision) Act, 1938, whereas if he dies intestate, the adopted child takes nothing.

To comply with austerity standards prevailing in Great Britain, the cases were transferred in this edition to footnotes and the sidenotes to the text. The desired result was achieved, for the text is 100 pages shorter than the 9th edition although it contains more material. The editor, who was also responsible for the 9th edition in 1939, has admirably succeeded in

bringing up to date a standard work on wills, which has been a useful aid to lawyers since its first publication in 1876.

J. RAGNAR JOHNSON

Toronto

BOOKS RECEIVED

The mention of a book in the following list does not preclude a detailed review in a later issue.

- The Canada Year Book 1947: The Official Statistical Annual of the Resources, History, Institutions, and Social and Economic Conditions of the Dominion.* Ottawa: King's Printer. 1947. Pp. xxxv, 1239. (\$2.00)
- Confessions of an Un-common Attorney.* By REGINALD L. HINE, F.S.A., F.R. Hist. S. Toronto: J. M. Dent & Sons. Third edition. Pp. xix, 268. (\$4.50)
- The Law of Income Tax.* By E. M. KONSTAM. Second Cumulative Supplement. London: Stevens and Sons Limited. 1948. Pp. 93.
- The Law of Negligence.* By J. CHARLESWORTH, LL.D. Second edition. London: Sweet & Maxwell, Limited. Toronto: The Carswell Company, Limited. 1947. Pp. lxxxviii, 661. (70s. net)
- The Life of Roscoe Pound.* By PAUL SAYRE. Iowa City: College of Law Committee, State University of Iowa. 1948. Pp. 412. (\$4.50)
- Tolstoy's Law and Practice of Divorce and Matrimonial Causes.* By D. TOLSTOY. First Supplement. London: Sweet & Maxwell, Limited. 1947. (7s. 6d.)
- Town and Country Planning Law.* By JAMES KEKWICK. London: Stevens & Sons, Limited. Toronto: The Carswell Company, Limited. 1947. Pp. xvii, 556. (45s. net)