

BOOKS AND PERIODICALS

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Handbook of the Cambridge Law School, 1927-1928. Cambridge: University Press.

This is a useful little book edited by a committee of the Board of the Faculty of Law of Cambridge University. The purpose of the editors in publishing the book is to furnish information in summary form on various matters connected with law studies at Cambridge of interest and importance to law students, college tutors, and directors of legal studies. It is also of general interest because it presents a short survey of the history of legal studies at Cambridge from the thirteenth century down to the present. In Part III will be found the University regulations for examinations and degrees in law. In Part V is published a list of books recommended for the qualifying examination in law, parts 1 and 2 of the Law Tripos, and the examination for the degree of LL.B. In this list we notice books by such American authors as Judge Holmes, Professor Ames and Dean Pound; but we find none by authors in the Dominions of the British Commonwealth. Would it not be well, in these days of changed relations between John Bull and his family, for students in this great University to be advised to read Professor Kennedy's excellent "Constitution of Canada", and Quick and Garran's monumental work on the constitution of the Australian Commonwealth?

C. M.

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Contracts in the Local Courts of Medieval England. By Robert L. Henry, J.D. (Chicago), D.C.L. (Oxon.). London and Toronto: Longmans, Green & Co. Ltd. 1926.

Owing to the isolation of the Anglo-Saxon peoples in England from their kin on the continent of Europe the author thinks it unsafe to fill in the gaps in the record of their laws from other Germanic sources. He would rather attempt to fill in these *lacunae* by comparing the Anglo-Saxon law of the later Middle Ages with that of the earlier. "In the first place the law changed slowly as compared with modern times, and in the second, the earlier and the later law both belonged to the same body of customary law. One grew out of the other, and it is not difficult to trace the development. Even the Conquest brought about no break in the law. William and his successors made no attempt to change the law of the land".

We think Mr. Henry makes good his view that there was a common customary law of contracts applied by all the local Courts in medieval England. His work as a whole is that of a conscientious scholar, written with no attempt at wresting the historical records to suit some pet theory of his own.

C. M.

Suretyships: Its Origin and History. By T. Hewitson, LL.D. Australia: The Law Book Company of Australasia, Limited. London: Sweet & Maxwell, Limited. 1927.

The reader of this small but valuable contribution to the sum of learning on the development of the juristic conception of Suretyship does not need to be assured by Sir W. Harrison Moore in his Foreword that to "embark upon this quest is to have the scholar's instinct"—that is abundantly apparent throughout the book.

Dr. Hewitson writes with lucidity and succinctness of Suretyship in legal history. While his attention is chiefly directed to the legal ideas of ancient times on the subject he does not neglect to inform us of the place it occupies in some systems of the modern world (Part IV, Chap. IX).

Dr. Hewitson's statement on p. 83 that "long before Glanville's time the function of making as well as administering the law was regarded as residing in the Sovereign by prerogative" must not be taken to refer to the period before the Conquest. As we understand the authorities, during the seventh, eighth and ninth centuries the *wed* surety contract was the common form of contract where credit was given, and actions on such contracts were triable in the courts of the county and the hundred. These courts did not trace their jurisdiction from the royal prerogative. They were parts of a communal judicial system with discrete sources of jurisdiction. After the Conquest, when the administration of justice was claimed as an appanage of the Sovereign, the royal excuse for providing a remedy for debt in the central courts was that the non-payment of a debt was a breach of the King's peace.

C. M.

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Southern Albania or Northern Epirus in European International Affairs, 1912-1923. By Edith Pierpont Stickney. California: Stanford University Press. 1927.

This is an interesting historical survey of the part played in the country generally known as Southern Albania in international affairs during the period elapsing between the years 1912 and 1923. The share taken by the League of Nations in the unsettled frontier problems between Albania, Greece and Jugo-Slavia is discussed in a clear and informing way.

C. M.

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The Canada Year Book. 1926. Ottawa: The King's Printer. 1927.

The Canada Year Book has become an institution. It is of the highest value as a reference book. Carlyle somewhere says of statistics in the large that the judicious man looks at them not to get knowledge but to save himself from having ignorance foisted on him. As regards this particular volume any man would prove himself judicious if he resorted to it in order to get knowledge of a very extensive and reliable kind concerning the resources, the history, the institutions and the social and economic conditions of Canada. In the preface to the volume the Dominion Statistician informs us that the work has been edited by Mr. S. A. Cudmore, B.C. (Tor.), M.A. (Oxon.). We congratulate Mr. Cudmore and those who assisted him on the excellent result of their painstaking labours.

C. M.

Air Facts and Problems, by Lord Thomson of Cardington, New York: George H. Doran Company. 1927. Price \$2.50.

In these days of Lindberg, Cobham, Nungesser, Coli and Ruth Elder a book such as this should appeal to lawyer and layman alike. The former British Secretary of State for Air, Lord Thomson of Cardington, who, as he says, "was a soldier during the first twenty-six years of his adult life" reviews within a small compass the past the present and the future of aviation in all its aspects; and in spite of this compression it is a very interesting and readable book.

In his introductory chapter he predicts that in perhaps ten years' time air ships will cross over the Atlantic in seventy hours. His description of the calamitous and disastrous effects of another war should be read by every one with a bellicose turn of mind. "The way to win," he says, "will be by the ruthless bombing of localities which in many cases will be densely populated. For every combatant killed in action ten civilians will quite probably be slaughtered in their workshops or their homes." All through the book runs the underlying thought that another war seems inevitable unless sane thinking keeps pace with mechanical invention. The new race for armament supremacy is in the air.

The titles of some of the chapters give an inkling of the interest of the book and the wide range covered: "Air Warfare", "The Proposed Rules of Aerial Warfare, The Hague, 1923," "Air Police," "Air Ships," "Air Travel," "The British Empire and Aviation." One of the most interesting chapters in the book contains a graphic description of the famous flight of the Airship R. 33 which broke away from its mooring mast in a high gale and was eventually piloted back and safely landed after many perilous hours by its heroic commander and crew. Truly the days of romance and gallant adventure are still with us.

A. S. B.

CORRESPONDENCE.

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THE EDITOR OF THE CANADIAN BAR REVIEW.

SIR.—In Dean Falconbridge's interesting article in the last number of the CANADIAN BAR REVIEW, entitled "Desirable Changes in the Common Law," it should be noted in paragraph 9 that in addition to the countries mentioned where one can't be "cut off with a shilling" we might add Scotland, and what about Quebec?

The Dean having lawyer-like protected himself by stating, "I quote Mr. Lefroy's list without pursuing the matter further", one cannot complain of any omission on his part, but one can I think rightly complain of "puir auld Scotland" being of so little account in this country, where, *semble*, the Scot is the embodiment of all that is mean.

Yours truly,

T. M. WEARS.

Strathmore, Alberta.