

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.

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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,

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