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Building Lines and Reservations for Future Streets

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of his business affairs. This partial understanding of the law might well prove to be dangerous as well as useless. A business man should be trained to conduct his business in such a manner that he will avoid court actions, while any lawyer can tell him what he must do once he has been brought into court.

The objections then to this case-book are not that it does not represent sound legal doctrine nor the most recent decisions on the subjects covered. The difficulties in the use of the book arise solely from its method of presenting the subject matter. The business student wants from such a book solely the points of law and a text can give this more readily. In attempting to give the student a training in analysis the student is given the reasoning of judges applied to past controversies and not the reasoning which a business man would use in facing a problem involving legal aspects. It is true, moreover, that many of the legal problems which beset the modern business man arise quite as much from statutory enactments of the type of state retail price maintenance laws, sales tax laws, and chain store levies of which the book makes no mention, as from the more commonly known court decisions.

The approach to the teaching of business law suggested herein has never been seriously attempted, and unless one cares to pioneer in this field he must be content with the present books. Since the most good that a student can obtain from such a course is a general understanding of the attitude of courts toward certain situations it would seem that the best method of acquiring this would be found in an orderly, organized text treatise which attempts to combine logic of the courts with the logic of the business world.

—KENNETH D. HUTCHINSON.

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BUILDING LINES AND RESERVATIONS FOR FUTURE STREETS. Volume VIII of Harvard City Planning Studies. By Russell Van Nest Black, assisted by Mary Hedges Black. Cambridge, Massachusetts. Harvard University Press, 1935. Pp. 243, four plates, six figures, six tables.

This research report deals with the effectiveness of enabling acts, zoning ordinances, master plans, official maps and other legal devices in promoting the economical widening of old city streets and the opening of new streets.

It is based upon the experiences reported by some ninety cities distributed over thirty-seven of the United States, and operating under various enabling acts and ordinances. These enabling acts and ordinances are sampled and classified under acts invoking the right of eminent domain and those making use of the police power.

Court decisions and the opinions of many experts are quoted. It is shown that in recent years the police power type of act is gaining favor.

A short chapter is devoted to "Economic Aspects" in which some data are given on costs of, and estimated savings from planned procedure for street widening.

The final statements of the text are: "Methods of protection (for future widening or opening of city streets S. L. G.) are still a little uncertain and perhaps a little crude, but as to need there is no uncertainty. Methods are evolving and will be perfected."

About one quarter of the book is given to appendixes on "Bibliography," "Excerpts from Model Legislative Forms," "Excerpts from State Legislation," "Excerpts from City and County Ordinances" and "Names of Persons who Furnished Major Information." The book is well written and indexed. The arrangement of material and the choice of illustrations is good. The contents are of particular interest to city planners, street and highway engineers and city solicitors. Many others should find interest and profit in reading and studying the book.

—S. L. GALPIN.

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NEUTRALITY, ITS HISTORY, ECONOMICS AND LAW, Vol. 1: THE ORIGINS. By Philip C. Jessup and Francis Deák. Columbia University Press, 1935. Pp. ix, 294.

Can the United States keep out of a second World War? This is a question in the minds of serious thinkers to-day. No problem of the many facing the Department of State is more to the front than the vital problem of neutrality. The book under review shows that the case of neutrality is one which has bedeviled diplomats for over three hundred years and in its economic aspects motivated Thomas Jefferson, (when later President), who had therefore been responsible for the first American neutrality policy of 1793.