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brated ancient statutes. Such being the character of the book, it is a matter of regret that it seems impossible to consider it wholly trustworthy. It is true that as early as 1550 it was cited as authority, *Reniger v. Fogossa*, 1 Plowd. 1; and Lord Chief Justice Tindal classed it with Bracton as evidence of the ancient law. *In re Serjeants at Law*, 6 Bing. N. C. 187. But the writers of historical treatises have not placed so much confidence in it. Reeve is inclined to regard the book as a curiosity rather than an authority. 2 REEVE, ENGLISH LAW 232. Pollock and Maitland's *History of the English Law* (Vol. 2, p. 478 n.) dismisses it as "so full of fables and falsehoods that as an authority it is worthless." Moreover, this is but the beginning of the controversy, for its date, its true purpose, and its origin have all been questioned. It has been held to contain ancient matter antedating the Conquest; it has been strongly hinted that it was a deliberate misrepresentation. Indeed it may almost be said that there is no point concerning it not open to dispute.

Besides the text, the present volume contains a short, but satisfactory introduction, defining the positions of the contending commentators, and briefly discussing the whole controversy. With this as a guide, the reader fond of historical legal research will find the pages of interest.

STREET RAILWAY REPORTS, reporting the electric railway and street railway decisions of the Federal and State courts in the United States. Edited by Frank B. Gilbert. Vol. I. Albany, N. Y.: Matthew Bender. 1904. pp. xvi, 943. 8vo.

The introduction of electricity as a motive power has revolutionized the use of streets and highways for transportation purposes. This development has been marvelously rapid and ever increasing. Hardly less rapid has been the growth of a well-defined street railway law. While the cases on this subject have been hidden away in a maze of reports, among a multitude of other decisions, it has been very difficult for a lawyer to keep pace with the development of this practical and interesting branch of the law. Recognizing this situation, the publishers of the present volume have felt that the demands of the legal profession would justify the production of a series of reports devoted exclusively to street railway decisions. The accuracy of this estimate must be left to the future to decide. The same idea was put into operation twice before, in 1864 and 1894, and proved unsuccessful in both instances. Ten years ago, however, this branch of the law was but in its childhood, and we cannot but feel that the judgment of the publishers in this instance has been well founded.

This volume, the first of the series, covers the cases decided in the Federal and State courts from April 1, 1903, to the date of publication. Roughly speaking, there are one hundred and sixty decisions reported, covering all topics bearing directly upon street railways. The notes are numerous, and sometimes exhaustive and thorough. The binding and presswork are excellent. The indexes, to both decisions and notes, are in convenient form. Altogether the work of the editor has been satisfactory, and it is sincerely to be hoped that the subsequent volumes will attain the same standard.

AN INTRODUCTION TO PRACTICE, with Special Reference to the New York Code of Civil Procedure. By George A. Miller. New York: Leslie J. Tompkins. 1903. pp. xiv, 284. 8vo.

In the preface to this noteworthy addition to treatises on New York practice, Mr. Miller says: "The Code was not written for students. Its authors assumed the existence of a profession having knowledge of an existing system of practice in which statutory changes were to be made. For students, the Code is simply a collection of obscurities arranged in confusion. To them, as a subject of study, it is hopeless. To wander in its wilderness without a guide is to get lost.