

the book that we find comments that may be of most significance for the western lawyer. Thus, crimes are "all acts which endanger the people's democratic system, undermine the legal order or are socially dangerous and, according to law, should be subject to criminal punishment."⁹ For this reason bigamy is criminal since it is directed against the family, whereas adultery—the sole purpose of which is indulgence in sexual intercourse—is not.¹⁰ It does not take much effort to think of the terms that would be required to make this definition of crime serve the purposes of most criminal jurisdictions.

For the western lawyer, it is possible that the most interesting portion of this part of the book devoted to the criminal process as such is made of chapter 4 on "rehabilitation through labor" and chapter 11 on "reform through labor and release." They may also be attracted by the "moderate" type of brainwashing where fellow inmates of a cell try to "cure" a pickpocket of his "dipping" habits.¹¹ Equally interesting are the descriptions of the treatment of pregnant criminals.¹²

Reading books like these should widen the understanding of 'law' of the most egocentric of lawyers. They also have a major contribution to make to international understanding and a proper realization of the rule of law.

We look forward to further volumes in the series.

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⁹ At 318.

¹⁰ At 319.

¹¹ At 611.

¹² At 621-2.

EXPLORATIONS IN AEROSPACE LAW. Selected Essays by John Cobb Cooper, 1946-1966. Edited by I. A. Vlastic. Montreal: McGill University Press, 1968. Pp. xx and 480. \$11.50.

John Cobb Cooper was a remarkable man. The world of scholarship was fortunate that his life was a long one, for after a successful career as a practicing lawyer and a businessman, he turned his mind and energy to the study of aerospace law. He was 58 when elected a member of the Institute of Advanced Study at Princeton; 59 when his first major work, *A Right to Fly*, was published in 1947; and 63 when he became the first Director of the McGill Institute of International Air Law (later renamed the Institute of Air and Space Law).

Professor Vlastic has selected 28 of Cooper's pieces. They range incisively over the whole field of international aerospace relations—from "Notes on Air Power in Time of Peace", a summary of the physical, cultural and political elements in a State upon which air power depends, to "A Study on the Legal Status of Aircraft," a well-reasoned analysis of one of the central legal problems in International Air Law; from "Roman Law and the Maxim '*Cujus est solum*' in International Air Law," a classical piece of historical scholarship, to "Who Will Own the Moon? The Need for an Answer," an examination of one of today's pressing problems. Each selection is prefaced by a very short note prepared by Cooper himself for this book.

The author's central, oft-repeated theme is that "a single branch of the law should include all rules applicable to flight no matter at what height."¹ There is room for argument that the nexus is closer between the law to govern celestial bodies and the law to govern travel in outer space than it is between the law governing flight in the airspace and the law governing flight in outer space. In other words, it is arguable that flight in outer space should not be subject to the same rules as flight within the airspace, but rather that flight in outer space should be subject to the same regime as governs the whole field of outer space. But this room for argument does not detract in the least from the clarity and depth of Cooper's thought.

As if this were not enough, there is a *curriculum vitae* of John Cobb Cooper, a bibliography of his aerospace law writings, a table of cases, an index of persons mentioned in the book, and a very adequate subject index. The whole is presented exceptionally well in print that is easy to read, on good quality paper, in a sturdy hard-cover binding.

A very rewarding publication to read and own!

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¹ From the Author's Note to "Aerospace Law—Subject Matter and Terminology," 44.

CANADIAN LAW OF CUSTOMS & EXCISE. By Eaton & Chalmers. Canada Law Book Co. Ltd., 1968. Pp. xx and 331. \$15.75.

Although Customs and Excise (including Sales Tax) duties raise substantial revenues in Canada and are an extremely important thread in the entire fabric of the Canadian economy, somehow they have never attracted the attention nor caught the imagination of the average man in the same way as income taxes. Undoubtedly, this is because they constitute indirect taxes and the average consumer merely pays the price without questioning the indirect tax component. This relative quiet attending Customs and Excise duties means also that the average lawyer is not likely to be faced with clients complaining of injustices and hardships under the legislation. This is probably a good thing because the average practitioner would undoubtedly be completely at sea in his search to find answers to Customs and Excise tax questions. At least this would have been the case prior to publication by Mr. Eaton and Mr. Chalmers of their book. We are indebted to the authors if for no other reason than having filled an extremely important gap in Canadian legal publications.

The book is divided into four parts as follows:

- Part I —Customs Duties
- Part II —Excise Duties
- Part III—Sales and Excise Taxes
- Part IV—Practice

Part I dealing with Customs Duties is by far the most comprehensive. Each part is broken down into chapters and the material in each chapter is then subdivided or subsumed under specific topics.

Primarily the book is written as a "practitioner's guide." Sections of the Customs Act, the Schedules to the Customs Tariffs, The Excise