

STUDIES IN PLANNING.

A very remarkable and unique book has just been published by the University of Chicago Press in a selection of twenty-seven plans, which had been submitted in a competition for the laying out of a section of the City of Chicago. Each of the plans, which are beautifully colored, is explained by the designer in detail and a very instructive volume is the result, though how far such elaborate plans are commercially practicable would be hard to say. But the City Club of Chicago, institutor of the competition, is composed of business men not given to dreams even in Town Planning and as the published plans were selected from a large number submitted a perusee of them is well worth the time of any one studying the city beautiful. In all there are seventy-five colored plans and illustrations and half tones—and the price (\$3) is very low considering the quality of the paper and binding—and reading matter. The work was edited by A. B. Yeomans, Landscape architect.

THE SHACK LOCKER.

We recently had the pleasure of reading some real Canadian deep sea fishing stories. The author, Frank W. Wallace, who is a Nova Scotia skipper himself tells his stories with all the vim and superstitious imagination, and all the salt of the sea. He describes in vivid language the dangers and the humour of the fishermen. He visualizes the home life of the fisherfolk of Nova Scotia and explains, more by suggestion than in direct language, the superstitions of those who go down to the sea in ships. The contrasts of homely swear words and the simple but deep religious feeling underlying every action, the recklessness of their own lives and the tender care of the lives of others make the fishers in the book of Mr. Wallace very dear to the reader.

It would seem well nigh impossible that the small fishing schooners of the Maritime Provinces could stand the strain and rigors of the North Atlantic gales and yet most of the vessels fish all winter—often away from the home port for a month at a time, and in one story is described a voyage almost to the Antarctic ocean. But such is the confidence that these banker skippers have in the seaworthiness of their little vessels and the seamanship of their crews that they do not hesitate to sail to any part of the world, provided it was made worth while. It must be remembered that most of these fishermen are Scotch-Canadian, and shrewd, but they deserve every dollar they make. The money is not earned without brave daring.

Mr. Wallace has written many stirring stories of the sea, most of which have been published in the American magazines, and the present volume is made up of stories that have already appeared in magazine form, but they are none the less valuable for that and should be in the hands of every Canadian who takes pride in the doings of our hardy fishermen. The book is published by the Industrial and Educational Press of Montreal and Toronto.

APPROACHING TRIUMPH.

Dr. J. M. HARPER.

There is a tide in the affairs of men,
Which, taken at the flood, leads on to fortune,
Omitted, all the voyage of their life
Is bound in shallows and in miseries.

—Shakespeare.

There is no other way of Canada making good all that has been said of late about the fighting skill and bravery of her lads at the front, than by her rallying, as a rising commonwealth, to do even more than her bit, in preparing to withstand the terrorism which has made a prey of Belgium, and Serbia, and Poland. Ulric Barthe in his "Similia Similibus," has made a forecast of what is lying in wait for the gateway city of Canada, should the Hohenzollern gifts of rule ever drift up the St. Lawrence to deprive Canadians of the birthright of a Christian civilization. And since there has been sounded in our ears the advance of the highest in the land—our statesmen, our capitalists, and our other counsellors in Church affairs as well as in the affairs of State—there is surely nothing for us to do but to follow their advice as to how to secure an approaching triumph for civilization, by keeping the secondary entirely subordinated to the essential in our outlook. We have to plead with all of our own who can go to share in the activities of the battlefront of Europe, so that the courage of our own who have been and are still at that front, may not have been spent in vain. In a word, it is for all of us, to stand shoulder to shoulder while winning a victory of which history will carry down, from generation to generation, its brilliancy and decisiveness.

Lo, victory's banner, ours, unfurled,
If stained, forsooth by memory's tears—
Assuring symbol to the world,
That learns so little from its years!

A bitter-sweet it emblems still,
As war and peace their tasks fulfil
Fluttering aye, o'er what has been,
Passions aflame with hopes between,
O'er tales of courage daring death,
Of zeal urged on by inborn faith—
Rallying the world's best to save,
Rallying to prove that right is might,
The only might one dares not blight.

Ah, truly now, it triumph flutters,
The triumph of the peace of days:
All hail, hurrah, for what it utters:
"A God for all, a God to praise!"

"KING'S HIGHWAY FOR PEDESTRIANS."

In a recent judgment, Mr. Justice Cross, in dealing with an appeal case in which the Montreal Tramways Company had been condemned to pay \$2,400 damages because of injuries sustained by Francis McAllister, who was struck by a car in Westmount in May, 1913, made some commonsense remarks. In part His Lordship said:

"One cannot but be impressed with the conviction that conditions of present-day city street traffic are quite unduly adding to the perils of the pedestrian. Formerly he had not much to fear, but butchers' carts and runaway horses. Now he must look out for tram cars and for silently-running motor vehicles which may come from various directions. Because the great majority of pedestrians, for the sake of bodily safety, run for shelter like hunted animals when they hear the car gong or the motor horn, people are in danger of coming to think that such vehicles have some sort of right of way over foot-passengers.

"That delusion may perhaps be strengthened if it be found that traffic-regulating policemen confine their attention to vehicles as if pedestrians deserved no consideration.

"It should be made clear that such an idea will find no acceptance in a court of law; it should be made clear that the King's highways are for the use of all his subjects and all peaceful wayfarers, and that if there is to be regulation at crossings and busy places it should be in the way of giving the greatest protection to those who need it most."

The judgment of the lower court was upheld.