

comes so large, and their use such that they are a real danger to the inhabitants of our cities, it will then be time to prohibit their use over such places, and to make provision for aerial stations outside the center of population, but within easy access thereto by other means of transportation.

Another question to be determined by legislation is the degree of liability to be imposed upon the owners and users of aeroplanes when damage is inflicted upon persons or property. The Connecticut statute provides that "every aeronaut shall be responsible for all damages suffered in this state by any person or persons from injuries caused by any voyage in an airship directed by such aeronaut; and if he be the agent or employer of another, in making such voyage, his principal or employer shall be likewise responsible for the same."

There doubtless will be some dispute as to the meaning of this provision when cases arise under it, but on its face it seems to eliminate the questions of negligence and contributory negligence, and to impose absolute liability for damages inflicted by an airship. If it does not have this effect, it is mere surplusage, and leaves the liability in such cases to be determined on common-law principles. But whether or not the effect of this statute is to make the owners and operators of airships absolutely liable for all damages inflicted by them, it would seem that the enactment of provisions having this effect would be wise as well as opportune at the present time. The reason for imposing a high degree of care on any class of persons is the dangerous nature of the operations engaged in and the inability of those affected to effectually protect themselves against injury. The operation of airships is unquestionably dangerous to those beneath them, and they are peculiarly helpless to protect themselves from the danger which would menace them when in the privacy of their own premises as well as when in public places. It seems justifiable to say that, in the present imperfect stage of development of the aeroplane, those over whom one is operated are in greater danger than are passengers by railway or steamboat, and that, therefore absolute liability is not too severe a rule to be imposed for their protec-