

recognized aeronautical society, but these have been criticized because such societies, it is charged, are frequently engaged principally in the exploitation of their members, and it is feared their decisions might not be a good criterion for determining who are competent to handle aerial machines from the standpoint of the safety of the public. Whether or not this criticism is justified, it would seem that it would be better to require air pilots to qualify under public authority, to avoid insufficient tests or favoritism, and to insure uniformity of requirement. The test proposed by the draft convention include a continuous flight of at least 3 miles, and height test at a minimum of 150 feet, and tests for alighting without mishap within 150 feet of a given point. Whatever regulations are adopted in this country, an effort should be made to make the laws of the various states as uniform as possible, and provision should be made for mutual regulation of licenses issued by the various states.

2. Rules for the protection of persons and property of individuals. The discussion of this phase of the problem of aerial navigation is confined principally to regulation of the flights, as to place, the principal restrictions proposed being the prohibition of flights over centers of dense population and large aggregations of people, and over places where large quantities of explosives or highly inflammable materials are manufactured or stored. It seems to the writer that provisions of this kind are somewhat premature. If the aeroplane never gets beyond the circus stage where it is at present, the numbers in use will doubtless remain so small that danger to the public from flights over those places will be negligible. On the other hand, if they are developed from the standpoint of stability and safety for those operating or taking passage upon them, so that they become a mode of travel for a considerable number of people, the danger to the public and property upon the ground from flights overhead will be correspondingly decreased, while restrictions of the kind mentioned might seriously impede the development and impair the usefulness of aircraft by preventing access to large centers of population. If the number of machines be-