

questions as the nationality of airships, customs, regulations, jurisdiction of offences, flight over military and naval establishments and operations in time of peace, and the carrying of photographic and wireless telegraphic apparatus. While perhaps such elaborate regulations are necessary for the conditions in Europe, where there are numerous independent nations covering relatively small territory with their enormous military equipment and mutual jealousies, they hardly seem necessary in this country, and at any rate are largely matters for international agreement.

Legislation upon the subject of aerial navigation, whether already in effect or merely proposed or likely to be adopted in the future, naturally falls under three general heads, according to the object to be obtained: First, protection of the public; second, protection of the lives and property of individuals; third, protection of aviators. These will be treated in the order named.

1. Protection of the public. The first step for the protection of the public in general would seem to be the adoption of laws requiring the registration and means of identifying aerial machines in order to make effective any other regulative laws which might be passed concerning them. The Connecticut statute for which is claimed the distinction of being the first passed in this country upon the subject of aviation provides for the registration of all airships, for which a fee of \$5 is charged, and requires that each ship shall bear markers with the registration number 3 feet high. Closely associated with provisions for the registration and identification of aerial machines are provisions for the examination and licensing of aviators. The Connecticut statute requires aviators to be at least twenty-one years of age and to pass an examination and take out a license, for which a fee of \$2 is charged. These provisions seem to be reasonable and necessary, and similar ones might well be adopted by other states as a beginning for aerial regulation. Considerable discussion has arisen as to what qualification should be required to entitle an aviator to a license. Some proposed statutes provide for the issuing of licenses to those who hold a license from a