

state last winter, which proposed to prohibit ascensions to a greater height than 1,000 feet, and provided for a bond of \$10,000 guaranteeing obedience to the law, with a prison sentence of five years as a penalty for its violation. Just what the idea was that inspired this proposal is difficult to determine. Whether the legislator sought to protect the aviator on the theory that he would be more thoroughly dead after falling 5,000 feet than after a little drop of 1,000 feet, or whether his concern was for that part of the public which occupies the lower floors of apartment or office buildings, whose danger would doubtless be increased in proportion to the altitude from which a disabled engine might fall with ever-increasing power of smashing through the protecting upper floors, will doubtless remain a profound mystery. If provisions of this kind should be taken seriously enough to insure their passage, interesting questions might arise as to how they would be enforced. To equip every constable with delicate scientific instruments for determining altitude would doubtless be expensive, and would presume too much as to the mechanical and scientific ability of those worthy and useful public servants, while to require every aviator to carry a sealed barograph, and submit to periodical inspection for the purpose of determining if he had violated the law, might be open to the objection that it would compel him to furnish incriminating evidence against himself, to say nothing of the difficulty of determining the situs of the crime. However, this difficulty would not be likely to arise, for, even if such a bill were passed, it would doubtless go the way of all such legislation, and never be heard of again.

But while there will probably appear a considerable amount of useless, if not foolish, legislation, the rapid advance made in aviation, and the increasing number of those engaged in operating ships of the air have engaged the serious attention of legislators and statesmen. Last year there was held at Paris an international conference on aerial rights, at which the principal European powers were represented. An elaborate code for the regulation of aerial navigation was adopted, and embraced such