

country only in so far as his conduct affects the rights of the people or the security of the government. All events happening in the balloon which do not touch those rights would be subject to the jurisdiction of the country to which the aerostat belonged. This is applying, so far as it can be done, the principles underlying the admiralty laws. The details must be worked out as experience shows more laws to be necessary. In the course of the next twenty-five years, the law of the sky will be an important branch of the international legal regulations."—*Case and Comment*.

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A very ingenious defence, says the *Westminster Gazette*, was raised at Watford, on July 5th, by a solicitor defending a motorist who was summoned for driving negligently. The defendant fell asleep whilst driving over Bushey Heath, and woke up to find that he had smashed into a fence. This, pleaded the solicitor, was not negligence, because sleep is an act of God just as lightning is in the eye of the law. A man does not, of course, encourage sleep deliberately when he is driving a car, and there is something in the argument that if sleep overcomes him it is not a voluntary act, but the *Westminster Gazette* fancies it would not avail a sentry found asleep at his post to plead that he had been suddenly struck by sleep and was therefore not responsible. In the case in question a fine was inflicted, but a case is to be stated, and the arguments used on appeal will be interesting to note. Poets have rhapsodized a good deal over "gentle sleep," and it is rather a shock to poetic sentiment to have it argued that sleep is analogous to being struck by lightning.—*Law Notes (Eng.)*

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Lycurgus and Solon inscribed their laws, as they imagined, for endless durability, and Justinian prepared his Pandects for universal application; but the common law of England has proved the basis of a superstructure beneath whose shadow all other systems have dwarfed, and abandoned their hold on human affairs.—*Daniel W. Voorhees*.