

LEGAL PUZZLES OF THE AIR

Flying Machines Making New Problems for Lawyers.

SOME INTERESTING QUESTIONS UP

International Conference Already Proposed by France—Public and Private Rights—Traffic Rules—Master of Jurisdiction.

Airships have already got into the courts. The Wright brothers have their injunction. The case might have its counterpart in regard to any patent rights and is scarcely epoch making from the legal point of view.

The aeroplanes will collide in midair. Foreign dirigibles in Europe will intrude on alien soil. Things that fly will pass over crops or commit breaches of peace and order heretofore unheard of.

France something more than a year ago proposed an international conference to discuss the legal questions of aviation. It is now proposed that conference takes place it will make some rules that will be abided by, wind and weather permitting.

No doubt in ten years aerial jurisdiction and the contempments of the aerial domain will form as distinct a branch of law as admiralty now does.

The three mile limit is thoroughly established for the sea, and it is universally admitted that whatever occurs within that distance from the shore comes within the competency of the courts on land.

Europe is in a fever about aerial spies, and with some reason. For to a capable spy the air is about as much of a godsend as the fourth dimension is to an eager spook.

Any amateur lawyer will quote you the maxim: "Cujus est solum, ejus est usque ad coelum." ("Whose is the land, his is it even to heaven.")

Who is in the air? Air is always on the move and travels in a direct current, as a stream flows. Suppose a balloonist ascends on his own property, passes over the land of another and by an overt act damages the possessions of the other.

But the law that will finally apply to the aerial domain in municipal cases will be fairly simple as compared with the difficulties that arise internationally, so far as known, the first appearance of aircraft in diplomacy was something less than a year ago when France spoke a little piece to her dear German neighbors.

Within a week the French ambassador at Berlin drew the attention of the German government to the repeated landings of its balloons across the border.

Along about the same time a Russian dirigible was sailing along about a mile from the Russian frontier. Evidently the Muscovite aviators in that district were practicing at the time, for five shots whizzed around the aerostat.

The flying German flag and landed safely on German soil. Since then Russia's marksmanship has shown an improvement by reason of the frequency with which it has been tested on moving aerial targets.

HUSBAND CATCHING

BY FAT WOMEN

Many a too plump lady is groaning in spirit, at this moment, as she lolls back with a lollipop between finger and thumb, at the thought of her matrimonial chances.

She tells herself she can never give up her lolling and her lollipops and in for exercising and dieting instead. Not even for a husband. Yet one glance over her bulging breasts, at her equally well advertised hips, tells her all hope is vain unless she reduces.

Now, such girls are simply behind the times, or they would not worry about their reducing. They would reduce—and do it without disturbance of their appetite for candy or luxurious ease.

will have to be arranged about the time Johnny begins to take aviation in high school. One of the least of these is the regulation of traffic. The Commission on Aerial Navigation, which was set up in France, has already issued some driving rules.

He called attention to the fact that our eyes are poor affairs at best and absolutely refuse to distinguish colors beyond about a mile and a half, whereas they do perfectly good service in respect to shapes. So he based his flag system on shapes and thought it well for each nation to choose its form before aeroplaning got to be a habit.

It is easier to place a limit, and having a free hand the lawmakers will doubtless establish one, based upon the relative carriage of a cannon shot upward. Which is another way of saying that the air is yours just as far as you can enforce your will. The French set this limit at about 1,000 yards, but they are optimistic away beyond their marksmanship records.

There is a partial cure for the new disease. It is in forming portions of territory where secrets are stored away in forts and having a special treatment for aviators inclined to nose around in that vicinity. If you are caught in an isolated zone you are a spy.

What you bring with you is equally interesting. A diamond brought in your pocket might be handed to a good customer before the invaded state could get a customs house set up and start its machinery going.

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had territory beneath where the man was pushed off into space he assuredly would not have struck his head on terra firma and had his life snuffed out.

Such mixups of justice will have to be settled, and doubtless a diplomatic reference to determine aerial rights obtaining in the aerial domain will grapple with as many of them as they can think up.

Noting about of the next great war will be the use of the dirigible as a hostile engine, and the last of the matter is quite too complicated to discuss in a paragraph or two. Men write libraries on rules of maritime warfare as it is.

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FIGURES SHOT AT POSTOFFICE

Kentucky Statistical Sharp Sends in a Package that is Worth While.

The reduction of postal rates has continued from the day of Sir Rowland Hill until now. Now it is seriously proposed that this policy shall be abandoned in regard to newspapers, and in order to justify this revolution we have some rather surprising statements in the report of the postmaster general.

The postmaster general states that the cost of handling newspaper mail is 2 1/2 cents a pound. If that were true statistically, it would be a severe indictment of the whole management of the Postoffice department.

The deficit in the Postoffice department is due to the extension of the rural routes, a policy deliberately entered upon by the government after many years of consideration. It has justified itself. It will in time sustain itself.

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given in the statistical abstract until 1890, when it was 297. In 1907 it was 739. By reducing the revenues per ton per mile the freight carried increased from 77,000,000,000 to 250,000,000,000. This postmaster general speaks for the reactionary policy in commerce. The railroads and the experience of the Postoffice department point to a progressive policy.—Louisville Post.

TIMBER CRUISER IS PASSING

Scientific Methods Are Rapidly Replacing Outmoded the Maine Woods.

BANGOR, Me., Feb. 5.—Along with the fast disappearing cowboy and the almost extinct Yankee deep water sailor another picturesque figure in American life, the Maine timber cruiser, is rapidly passing. Modern scientific methods of forestry have gradually supplanted the guesswork of the old time explorer, surprisingly accurate as it often was.

Timber land owners today require exact and accurate details concerning their holdings. The forestry expert makes it his business to make an examination and report upon its probable value. Individual judgment formed the basis of calculations. Slingsing a blanket over his back and an axe over his shoulder, the timber cruiser would start out on a several days tramp, during which he explored the woods and made a rough estimate of the amount of timber.

Although years of experience often rendered these men wonderfully accurate in their judgments, the process was a guesswork. It was not until the report of the actual amount of lumber to be cut with anything like the present accuracy. Scientific forestry has been used in the Maine woods a comparatively few years, but the work today gives employment to hundreds of men and is fast growing in value and importance.

Perhaps the methods of modern forestry, as practiced in Maine, can best be shown by taking the case of the individual acre of a single township, which measures approximately 25,000 acres. A forestry expert is called in and asked for detailed information.

The actual acreage is carefully computed, an estimate of all kinds of timber growing upon the land is made and a topographical map is prepared showing the roads, trails, streams and elevation of the land. The various types of timber are photographed and all the conditions relating to the driving of logs are carefully gone into.

The work of the forestry expert on a single township ordinarily takes two or three days to finish. In addition to the surveys, cooks and woodsmen are necessary so that the entire crew usually numbers about fifteen men.

The parties are largely made up of students from New Haven, Orono and other forestry schools who are eager for practical experience in woods life and forestry work. The outdoor life is a healthy, pleasant one and with fishing and canoeing and swimming and more work the summer usually slips away all too rapidly.

Paved the Way. The father—it was a noble deed, young man, to plunge into the raging waters after my daughter. I suppose you realized the awful risk that you were running?

The hero (modestly)—Yes, sir, I did, sir. The father—Good. Then you will readily appreciate the necessity of having a policy in the event of Life Insurance company for which I am the chief collector.

Why This Land is the Best Security. Because it is richer and will produce more per acre than the best land in Iowa or Illinois, which are worth from \$150 to \$200 per acre.

AN ASSURED INVESTMENT. This land does not have to be sold with any promises or explanations as to what is necessary to get it ready for cultivation. It is ready for the seed THIS YEAR.

LOWEST IN PRICE BECAUSE HIGHEST IN EARNING POWER. It is, therefore, the cheapest proposition and

When you spend your money for land you must bear in mind the most important fact, that as a rule the lowest priced land is the most expensive in the end.

There are now 285,000 acres of land in the State of Florida, and it is now over 50,000,000 acres. The population of the United States was 46,000,000, and it is now over 50,000,000.

There were published in the United States in 1899 8,700 newspapers and periodicals. There are now published 21,300. The revenue per ton per mile of railroads is not

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To Those Who Did Not We Will Send a Copy. Never in the history of the world has there been put on the market such a desirable tract of land as is now offered by us; never such a productive tract; never a tract with so many features in its favor, and we say this unqualifiedly. It is located in the

Heart of the Everglades

the best one. Adjoining land is earning now on staple crops alone all the way from \$100 to \$400 per acre net, and the owners will not part with it.

WHY THIS LAND IS THE BEST SECURITY. Because it is richer and will produce more per acre than the best land in Iowa or Illinois, which are worth from \$150 to \$200 per acre.

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