

# LAWS TO GOVERN AVIATION

## American Bar Association Air Committee Favors Virginia Regulations

To the Editor of The New York Times:

In a recent editorial appearing in THE TIMES there was a discussion of the importance and necessity of proper State regulation of aviation. Your emphasis on the necessity of some form of State regulation is entirely in accordance with the facts. The question of how the proper regulation is to be accomplished is a serious one and one on which opinions may differ.

The New York law, recently passed, endeavors simply to take over the Federal law and require all persons to abide thereby, and to punish as State offenses any infractions thereof. This means simply that the State of New York demands that every one have a Federal license.

Virginia, on the other hand, has placed the responsibility of supervising the inspection and regulation of aviation in the hands of the State Corporation Commission. This commission is authorized to publish rules and regulations for the inspection of aircraft and the licensing of the pilots.

The commission is further required to adopt and publish as its own the rules and regulations of the Department of Commerce and to conform in every way possible to the provisions of the Federal law and regulations.

### For Bar Association Action.

This matter has been considered by the Air Committee of the American Bar Association and the form of law adopted by Virginia follows closely the draft which this committee prepared and will submit at the annual meeting of the association this year. The committee decided in favor of this law rather than that of the New York draft and some of the more important reasons inspiring the decision are as follows:

1. There are many States where State's rights are zealously guarded, and for that reason any bill making a violation of a Federal statute and regulations promulgated thereunder a misdemeanor punishable by State courts would have little chance of enactment. Therefore, we would have little chance of having a uniform law unless we submit one that all of the States are likely to pass.

2. We all consider aviation a business that is bound to grow rapidly in the future. That means that there will be many planes and pilots to be licensed. If these were all compelled to secure licenses either from Washington or a Washington official there would almost certainly be adverse criticism of the sort that has been made by most Governors and by all of the recent Presidents of the United States, particularly including Mr. Coolidge. They have said over and over again that too many things are being done by the Federal Government that ought to be done by the State Governments.

You will agree that if the automobilists were compelled to procure license tags and drivers' permits from Washington as the result of some statute passed in 1905, we would have a most embarrassing administrative problem.

### State Legislation Questioned.

3. The committee believes that there is a real doubt as to the soundness of State legislation making it a crime to violate a Federal statute, or making it a crime not to obtain a Federal license which would be granted in accordance with regulations that are constantly changing. It is an elementary rule that crime must be specifically defined.

4. In our bill we give the State an opportunity to make regulations that might be considered necessary to

meet conditions within its borders which might not obtain in other places.

We do not understand that Colonel Lindbergh took any position as to the precise type of law that he thought the New York Legislature ought to pass. He and every one who has given any consideration to the problem is anxious that there shall be as much uniformity as possible, but it is our belief that this can best be accomplished by invoking the assistance of the States to act in their own sphere rather than by endeavoring to create a nation-wide inspection radiating in Washington.

HENRY Q. HOTCHKISS.  
New York, April 11, 1928.

## SOOTY CITIES

### Doubt Expressed That New York Is Worse Than Pittsburgh.

To the Editor of The New York Times:

An article in THE TIMES of April 1 bears the headline, "More Soot Here Than in Pittsburgh"; it is followed by a subhead, "Mount Vernon gets three to nine more hours of light each month than the Battery."

I very much doubt the accuracy of the first statement. Several years ago measurements of the monthly rate of soot fall were made at a dozen or more localities in Pittsburgh and its suburbs. At the locality of minimum fall the deposit for the year was 595 tons per square mile; the maximum of deposit was 1,950 tons. The soot suspended in the air during the period of measurements varied, but the average was approximately 200 pounds over each square mile of area.

Doubtless conditions in Pittsburgh have changed for the better since the foregoing measurements were made. Nevertheless, the burning of a ton of coal creates approximately three tons of chimney products, no matter whether the coal is anthracite or bituminous. But while the soot and black smoke are negligible in the combustion of the former, they cannot be eliminated wholly from the latter. Moreover, there is no such evidence of soot fall in New York City as is apparent in the Western cities where soft coal is the only fuel.

The statement that there are "from three to nine more hours of light in Mount Vernon each month" is not correct. The hours of sunshine at the two Weather Bureau Stations vary from three to nine hours, but that is quite another matter. The amount of light received, say, in lower Manhattan, depends very largely upon the density of the haze, rather than upon the presence in the air of chimney products; and the density of the haze is governed chiefly by the electric potential of the air. Dust and soot fall to the ground, slowly or rapidly as the notes are small in size or large. If the particles which compose haze reach the ground, it is by means other than their own gravity.

The pollution of the air is certainly a problem with which the Department of Health should wrestle. It is doubtful, however, if the presence of chimney products in the air is anywhere nearly so harmful as wind-blown dust or as the constant haze. The former has a very notable bacterium content; the latter intercepts the greater part of the ultra-violet rays of light.

J. W. REDWAY.  
Mount Vernon, N. Y., April 8, 1928.

## NUMBERING CITIES

To the Editor of The New York Times:

The suggestion that names of cities be written on the roofs of some large buildings to help aviators is very good, but considering the names of some cities, as, for instance, Schenectady, it seems to me that it would sometimes be difficult to find roofs large enough to hold such long names.

I would suggest instead that a number be given to each city. These numbers could, for example, with the help of some conventional signs or letters, be reduced to two figures. At night electric signs on large buildings could be kept lighted at low cost. All aviators would have to do would be to carry a list of the city numbers.

CHARLES CHOMETTE.  
Long Island City, N. Y., April 11, 1928.

## TRAVELING LIBRARIES

To the Editor of The New York Times:

THE TIMES editorial in regard to the Munich street car lending library is interesting.

The Cincinnati Public Library is a county institution serving all of Hamilton County, and some time ago we equipped an automobile truck as a library. This we sent to the outlying portions of the county. A trained librarian goes with it and its success is phenomenal.

The truck itself has a capacity of between 500 and 600 volumes, and the circulation of this moving library last month was 7,730, and since Oct. 1, when it was put into service, it has circulated 30,861 books.

JAMES A. GREEN.  
Cincinnati, Ohio, April 10, 1928.

## PRONOUNCING FRENCH.

To the Editor of The New York Times:

Referring to Mr. Rich's letter in THE TIMES of April 8:

Since when are "aller," "allais," "allai" and "allé" pronounced alike?

The first and the last sounds are classed as "é fermé" or "closed e." There is nothing like it in English.

The others, like the sounds in "père," "treize," "des," "valet," are "é ouvert" or "open e," as in our "egg."

ROBERT GRIMSHAW.  
New York, April 8, 1928.