

These regulations, speaking generally, followed the provisions of the International Convention which had already been signed on behalf of Canada although not yet ratified. Under them no aircraft is allowed to fly in Canada unless it has been registered either here or in one of the other contracting states, and unless it bears the proper nationality and registration marks. The marks on Canadian aircraft consist of a group of five letters of which the first not only in Canada but throughout the British Empire is G. It is followed by a hyphen and four more letters of which, in the case of any Canadian aircraft, the first is C. The mark is so printed as to be legible from the ground, without a glass at low altitudes, or at high altitudes with one, and it also appears on the upper surface of the upper plane. The nationality marks also appear on both sides of the tail fin. Apart altogether therefore from any knowledge of the shapes of machines, any machine flying in Canada can be thus identified from the ground or from the air.

Equally, no pilot is allowed to fly, except for instruction, unless he has received a certificate to obtain which involves a medical examination, repeated every six or twelve months, and the successful passing of tests. Following the Convention, the regulations lay down detailed rules of the road and detailed instructions for the laying out and marking of aerodromes, the marks being such as to indicate from the air the size of the aerodrome, the direction of the wind, and, at night, any projections involving possible danger to navigation.

The United States, although it signed the Convention, has not ratified it, and has not passed any general legislation on the subject. Certain of the states have made regulatory provisions, but the general situation is still chaotic. In agreeing to the ratification of the Convention, power has been reserved to the ratifying states (with the consent of the International Commission for Air Navigation when this has been set up under the terms of the Convention) to make special arrangements with the signatory powers who have