

traffic may be begun as soon as possible, it wishes to conclude bilateral agreements at once with those States situated on the routes which the United States companies wish to operate, and it has indicated that, while, as the principal aircraft manufacturing State, it is ready to provide transport aircraft for other countries, its attitude on this question will depend in part on the readiness of other countries to provide facilities for landing grounds, &c., which United States aircraft can use.

The United Kingdom, on the other hand, has suggested that the frequencies on routes and the nationality of the aircraft allotted to each should be controlled by the principle of the origin of the traffic irrespective of the nationality of those travelling. . . Otherwise many countries might simply serve as the aerodromes of those which provided the bulk of the traffic. Canada has put forward suggestions in the form of a draft convention which goes a long way in the same direction as the United Kingdom, though it stresses the control of routes rather than of frequencies in the routes. More recently, however, Canada has suggested that the interim period should be free of all such restrictions. The Latin American States also have shown a disposition to refuse almost all international control, but it is not yet known how far this is merely a bargaining position to obtain a better position on the controlling body.

The Conference has set up four main technical Committees: a Convention Committee on the general principles of an international convention, a Technical Standards Committee, a Routes Committee (of which Mr. Berle is Chairman) and a Committee on the Interim Council.

The last Committee has an especially thorny task, for the United States proposals for its constitution which includes a permanent seat for Brazil, have met with very wide criticism, especially from the Latin American delegates. Canada's suggested controlling body is based on a principle similar to that on which the International Labour Organisation is based, while the United Kingdom has not yet put forward views on the subject.

It is clear that much discussion will be necessary to clarify these complicated points, to endeavour to come to an agreement on some of the basic principles, to decide how many must be settled at this time and to provide for the immediate future. But though there are obviously great divergencies of opinion, as was to be expected on a subject in which technical advances have been so great during the last decade, there is a very strong desire to draw up an international convention and to set up an international authority at the appropriate time. Obviously there will be need of compromise and the recognition of the points of view of both large and small countries if a considerable advance is to be made at this Conference.