

propaganda.

On July 26 it was announced that the Ministers-President had accepted the London proposals without qualification and had agreed to implement them. At the same time the Military Governors, for their part, agreed to forward to their governments the observations of the Ministers-President which involved principles at variance with the London proposals and therefore beyond the competence of the Military Governors to accept. The two most important of these observations were the objection to ratification by popular referendum and to immediate interstate boundary revisions.

The Ministers-President, having made their position clear, took the necessary steps to call a parliamentary assembly to draft the provisional constitution (basic law) and on August 12th it was announced that boundary rectifications would be put off until after the parliamentary assembly had met. In the meantime a committee appointed by the Ministers-President met in Bavaria to prepare background information to assist the parliamentary assembly in its study of a provisional basic law. On August 14 the Western powers rejected the Ministers-President's request for the cessation of a state of war with Germany on the grounds that it would require the accord of all the great powers. It was understood however that it was the intention of the Western powers progressively to relax their controls in Germany.

ASSEMBLY CALLED

The parliamentary assembly was called to meet at Bonn, in the U.K. zone on September 3. The states of Eastern Germany and the city of Berlin were invited to send representatives. The new political organization was to be called the "Confederation of German States", a name by which it was hoped to avoid any implication of partition and to leave the way open for the ac-

cession of other states should the opportunity arise for them to do so. The Ministers-President themselves were not named as representatives in the parliamentary assembly but constituted themselves a separate committee to examine boundary revisions and to concern itself with the occupation statute.

It now seems indicated that the people of Western Germany intend to go about creating their political organizations with some energy. Much of the inspiration for their energetic attitude has been attributed to the support given to the project by Berlin representatives who have been present as observers at every stage of negotiation. In due course, a basic law is to be created at Bonn and submitted to the Military Governors for approval. If the Military Gov-

ernors find that the basic law conforms with the principles of the London report, they will announce the terms of the occupation statute so that before ratifying the basic law, the German people will be aware of the limitations under which their political organizations will operate.

It has not yet been announced whether or not the occupying powers intend to accept the recommendations of the Ministers-President that ratification should be by reference to the state legislatures and not by direct referendum as stipulated in the London report. Whatever method is adopted the new political institutions are to begin their work within 30 days after two-thirds (i.e. 8) of the eleven German states have ratified the basic law.

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I.C.A.O. AGREEMENT WITH ICELAND

Air navigation facilities and services on the North Atlantic island of Iceland, required for the safe operation of transatlantic air traffic, will be financed internationally as a result of an agreement concluded September 16 between the International Civil Aviation Organization and the Government of Iceland. The agreement was signed by Dr. Edward Warner, President of the ICAO Council, and Mr. Agnar Kofoed-Hansen, Director of the Iceland Aeronautics Board.

According to the terms of the agreement, the sum of 7,500,000 kronur (about \$1,000,000) will be paid to Iceland for expenses incurred in maintaining the air navigation facilities, which include weather reporting and forecasting stations, area traffic control, and telecommunications networks, from 1946 until December 31, 1948. Beginning in 1949, 10 nations (including Iceland) will defray the costs of the services, up to a maxi-

mum of 4,225,000 kronur (about \$650,000) a year.

Apportionment of these payer nations which are concerned with air transport across the North Atlantic was made at an ICAO joint support meeting held in Geneva, Switzerland, last June. Basis for the apportionment was the use each nation's airlines have already made of the facilities provided, together with the use they expect to make of them in the future. Each nation will pay the following percentages of the total costs:

	1946-1948 Total	1949
Belgium	1.2%	1.8%
Canada	9.3	7.1
Denmark	1.85	1.7
France	4.6	4.1
Iceland	---	17.5
Netherlands	5.6	4.9
Norway	1.85	1.7
Sweden	2.8	2.6
United Kingdom	11.1	9.9
United States	61.7	48.7