

duct it, and should be preceded sixty yards in advance by a man bearing a red flag. (3). It was only in 1896 that an exception was made from these provisions in favour of motor cars—the exception in fact extending to all locomotive vehicles under three tons in weight. (1). We shall probably find that no legislation on the subject of liabilities arising from air navigation is immediately necessary; certainly any general legislation we could now pass would not only be incomplete, but would probably adversely affect the development of air navigation.

The Convention relating to International Air Navigation was drafted in Paris in 1919 during the peace negotiations by a Commission set up by the Conference. The problems involved were very thoroughly discussed at a series of meetings in some of which I had the honour of taking part as one of the British representatives. The Convention has been signed by twenty-six of the Allied and Associated Powers, and is about to be ratified by fourteen of these and two other States. After recognizing national sovereignty over the air spaces, the Convention provides that each state will accord freedom of innocent passage above its territory to the aircraft of other contracting states, except over specified prohibited areas, and even without landing, unless reasons of security or customs otherwise require. It forbids permission to pass being granted to aircraft not possessing the nationality of one of the contracting states, and further forbids any state to grant nationality to aircraft not belonging either to its nationals as individuals or to incorporated companies of which the president or chairman and at least two-thirds of the directors are its nationals. An Annex provides for the method in which registration is to be effected, and prescribes the registration marks to be adopted by each country. The Convention further requires that certificates of air worthiness shall be issued to any aircraft engaged in international navigation, and that certificates of competency shall likewise be issued to its officers. It and its Annexes also in-

(1) 59-60 Victoria, c. 36.