cases the civil aviation heads of the respective countries: France, Germany, Great Britain, Italy, Japan, Netherlands, Poland, Spain, Sweden, Switzerland and Yugoslavia. The United States was likewise invited to the conference as were Brazil and Peru.

After consideration of a large number of proposals regarding international co-operation between air navigation companies, international insurance, air post rates, night lighting of airways and so on, the conference issued a report prefaced with the statement that the present situation of civil aviation is not as satisfactory as the state of technical development could permit, and that it is only through increasingly close international co-operation that this situation can be improved. The report stressed the desirability of affording greater freedom than exists at present to regular international traffic, and it included a draft of the text of Art. 15 of the 1919 Convention should be amended in favour of greater liberty than exists at present. It may be stated parenthetically that in the Extraordinary Conference of the C.I.N.A. in June, 1929, this article was the cause of prolonged discussion, four delegations (United States, British Empire, Netherlands and Sweden) voting in favour of liberty as against twenty-seven delegations which considered that no air line should be able to exist without the authorisation of the States flown over.

The following resolution was passed at the 1930 Geneva Conference:

Considering that in the future certain international air connections will be of general importance and that steps will have to be taken to insure their existence and permanence, the Committee of Enquiry recommends that the League of Nations should be associated as far as possible with the special importance which these connections will assume, and which might justify the study of a special statute."

INTERNATIONAL AERONAUTICAL CONFERENCE (OF EUROPEAN STATES). (C.A.I.)

Shortly after the war there was initiated a series of conferences on administrative civil aviation services of Great Britain, France and Belgium for the study of such problems of detail connected with the operation of air lines functioning between these countries as wireless communications, weather forecast, routes, uniformity of night lighting, standardisation of certain aircraft parts; day and night services, etc.

When the Convention of 1919 entered into force for these three States, the abolition of these conferences was contemplated, but by the time of the second session of the C.I.N.A. (London, October, 1922) it was seen that the latter could not be done, and the C.A.I. resolved that the three States mentioned above should be added to the C.I.N.A. in order to avoid the manifold questions of technical and administrative importance which these connections will assume, and which might justify the study of a special statute.

The first International Congress on Sanitary Aviation was held in Paris in May, 1929, under the patronage of the French Government. Both official and unofficial delegates from 38 nations attended this conference.

One of the interesting features of this Congress was its exhibition of ambulance aero-planes, among the makes shown being Lioré et Ounuier, Junkers, Bréguet, Morane Saulnier, Potez and Hanriot.

It was decided that the Sanitary Congress should be a permanent organisation, and that a Plenary Conference should be held every four years. A secretariat has been established at the Aero Club of France.

The following resolutions were passed at the closing session of the Congress:
1. That all of the countries represented at the Congress should favour the extension of sanitary aviation in all cases.
2. That all facilities be granted in time of peace to sanitary aero-planes to favour their traffic in allowing them a permanent priority in utilising all landing fields and all means of rapid transport by granting them free entry through frontiers.
3. That a permanent policy of the landing fields should permit the great utilisation of sanitary aero-planes, tarrying with the regions less favoured by existing means of transportation.
4. That the transformation of commercial aero-planes into sanitary aero-planes be encouraged with the view of permitting their use, either in time of peace in case of accidents or public calamity, or in time of war, for normal sanitary evacuations.
5. That the private societies or agencies planning to conduct or utilise sanitary aero-planes receive from the Governments, material and moral assistance to favour their enterprises.
6. That the status of sanitary aero-planes as to their immunity concerning international regulations, and notably by the Geneva Convention be settled as soon as possible, so as to assure them all protection now given to other methods of sanitary evacuation.