

Considering that the Government of Honduras notified His Britannic Majesty's Minister resident in Guatemala of their intention to denounce the said treaty, who received the notification on the 6th October, 1910, for which reason, in virtue of the provisions of Article 16 of the said treaty, it continued to be in force for a year from that date; and that, in view of the agreement concluded in due time by means of notes exchanged between both functionaries, its operation was extended for six months, which expired on the 6th instant; and that under date of the 5th instant the same Minister of His Britannic Majesty proposed that a further extension for one year should be agreed to, pending the conclusion of a new treaty;

Considering that it clearly appears to be the wish of the high contracting parties that the said extension should be confirmed, and that it was agreed to in due time, which suffices for it to have due effect in accordance with the principles of international law.

Therefore decree (sole article): That the decision referred to be approved.

Given in Tegucigalpa, in the Hall of Sessions, on the 10th day of April, 1911.

FRANCO ESCOBAR.

To the Executive Power.

THEREFORE, let it be carried into effect.—F. BERTRAND.

Tegucigalpa, 18th April, 1911.

Countersigned.—The Minister for Foreign Affairs, F. DAVILA.

No. 84.

New Zealand, No. 296.

MY LORD,—

Downing Street, 18th August, 1911.

A.—1, 1912,
No. 46.

With reference to the despatch addressed to you by the Governor of Fiji, dated the 7th June last, I have the honour to transmit to you, to be laid before your Ministers, copy of a letter from the General Post Office relating to the charges made for despatch and receipt of radio-telegrams on vessels of the Union Steamship Company (Limited), of New Zealand.

2. I presume that the ships in question have received licenses for the use of wireless telegraphy from the New Zealand Government, and that such licenses include an obligation to comply with the provisions of the Berlin Radio-telegraphic Convention.

3. I should be much obliged if copies of the licenses granted may be forwarded to me, in accordance with the promise contained in Lord Plunket's despatch, No. 45, of the 21st June, 1908.

I have, &c.,

L. HARCOURT.

Governor the Right Hon. Lord Islington, K.C.M.G., D.S.O., &c.

Enclosures.

SIR,—

General Post Office, London, 11th August, 1911.

I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 28th ultimo, No. 22674, enclosing a copy of a despatch from the Governor of Fiji on the subject of the charges made by the United Wireless Company for radio-telegrams to or from vessels of the Union Steamship Company (Limited), of New Zealand.

Particulars of the ships in question are not yet shown in the International List of Radio-telegraph Stations, and the Postmaster-General is unaware whether the wireless company would attempt to justify a higher ship charge than the maximum laid down by the convention, on the ground that the range of the stations is greater than 800 kilometers. But although the right to authorize higher rates in exceptional cases, which is accorded by article 10 of the convention, is not by definition limited to coast stations, it might well be contended that the Berlin Conference did not contemplate its application to ships (see page 152 of the Procès Verbaux, English translation). It is, in fact, unusual for a ship station to be able to transmit messages over a distance of 800 kilometers; and very few ships of the mercantile marine are credited with so long a range in the International List. The only ships shown in the list as having a longer range than 800 kilometers are the sixteen Japanese ships and one of Italian nationality; and in none of these cases is the ship charge higher than 40 centimes per word. A number of British ships have been equipped by the Marconi Company for long-distance reception, but they do not claim a transmitting range of more than 400 or 450 kilometers.

In these circumstances the Postmaster-General thinks that the ships in question should not be allowed a higher ship charge than the maximum laid down by the convention, unless good reason can be shown for making an exception.

I am, &c.,

The Under-Secretary of State, Colonial Office.

A. F. KING.