

II. *Aviation Meteorology* :—

- (a) The allocation of areas within which the various meteorological services will provide the meteorological organization along the main Imperial airship and aeroplane routes.
- (b) The general meteorological ground organization necessary for airship operations.
- (c) Investigation of meteorological conditions affecting aerial navigation, both by airship and aeroplane, the data to be obtained, and the best methods for reducing and discussing them.

III. *Colonies and Protectorates* :—

The necessity for improving the organization for the collection and publication of data both for general climatological purposes and for the development of aviation.

IV. *General* :—

- (a) The need for uniform methods throughout the Empire to facilitate the exchange of information.
- (b) The interchange of information regarding methods in use, and especially of any changes made in methods of observation and supply of information.
- (c) The extension of the Hollerith system of data extraction to branches of meteorological work other than marine, and the selection of the elements to be so tabulated.
- (d) The preparation of a book on the climate of the British Empire.
- (e) Special meteorological needs of the Army.
- (f) Supply of information to the Navy.
- (g) The use of a uniform method of broadcasting weather maps.
- (h) The possibility of some exchange of staff between the various meteorological services of the Empire.
- (i) The desirability of the meteorological services of the Empire taking a greater part in the International Meteorological Conferences.

No. 18.

New Zealand, Dominions No. 302.

SIR,—

Downing Street, 6th June, 1928.

With reference to Lord Lovat's despatch, Dominions No. 545, of the 18th October, 1927, I have the honour to state, for the information of His Majesty's Government in New Zealand, that attention has been drawn to the possibility of confusion arising, in the case of those countries with whom it is proposed to negotiate both Commercial Travellers' Samples Agreements and Commercial Treaties, from the existence in two separate instruments of provisions relating to the treatment of commercial travellers and commercial travellers' samples.

2. His Majesty's Government in Great Britain have given consideration to the means by which the possible disadvantages of this overlapping might best be avoided, and are of opinion that the difficulty would most easily be obviated by action on the following lines :—

In the event of the Commercial Treaty being signed before the Commercial Travellers' Samples Agreement, steps should be taken to obtain the insertion in the latter agreement of a provision to the effect that—

“This agreement shall, so long as it is in force and so far as the commercial travellers defined in Article — are concerned, be regarded as in substitution for the provisions of Article — of the Commercial Treaty.”

If, however, the Commercial Travellers' Samples Agreement is signed before the Commercial Treaty, steps should be taken after the conclusion of the Commercial Treaty to exchange notes with the Foreign Government concerned, recording that—

“So long as the Commercial Travellers' Samples Agreement is in force, and so far as the commercial travellers defined in Article — of that agreement are concerned, that agreement shall be regarded as being in substitution for the provisions of Article — of the Commercial Treaty.”

4. By this means, it is felt, it will be possible to avoid the inconvenience of having two separate sets of provisions dealing with the same subject, while at the same time full priority would be secured for each Commercial Travellers' Samples Agreement over the relevant article of each Commercial Treaty, so long as the former remained in force. The benefits of the relevant article of each Commercial Treaty would not, however, be forfeited should the treaty outlast the agreement.