

EAST AFR. PROT.

CO
16334
Recd.
RESID. 27/1/17

16334

B. E. A. Corp
Ltd

1917

28 Mar

Last previous Paper

M. I
16074

Coal for Railway

Submits argrs with Transvaal Coal owners Assn for supply up to 2000 tons to be made 1917 for requirements of Uganda Railway, & recommendation for continuous supply of coal for all G. Afr. Rlys including Tanga & Dar es Salaam to March 1918

The Recd.

I hope it may be possible now to get rid of the excesses of the "required for military purposes" which the Admiralty have insisted.

In my letter to Mr Hyland referred to on 14/10 I said I supposed we should consider with the limiting of shipping in future and as I have had no reply I take it that we should do so.

With regard to the last words of my draft to the U.S., the reference is to a U.S.A. paper in which (a little behind the times) they urged us to give up getting better coal & to get lower quality instead.

Copy to be 9/8. cons
above under cover to Mr. Anderson
Copy of official to above to W.C.
Answer
Copy of above to Gov 3/26
20 April 17
10/1
20/2

Next subsequent Paper

6/1
76976

27/1/17
W.C.

3. You to have benefit of any reduction in South African Railway
 take the 30,000 tons by December 31st.
 will be entirely waived if you can determine within 15 days
 such rate, within the maximum of 1s. 6d. per ton. This amount
 the amount paid, and you to pay an extra only the amount of
 general price of South African coals at pit as stated during
 December 31st. But the extra to be charged only at the
 per ton on coal claimed and loaded between July 1st, and
 30th June 1917, with an addition of not more than 1s. 6d.
 in the ship's hold, for all coal claimed and loaded by
 you, including labour and other cost of trimming the coals
 after to be 1s. 6d. per ton of 2240 lbs. S.A.R. Delegation
 to load, by that date, to leave.
 30,000 not so claimed, or for which tonnage is not provided
 Delegation pay up to December 31st, 1917, any part of the
 Although coal, specification as attached, for loading at
 1. You to have the right to claim up to a maximum of 30,000 tons
 the following, viz. -

with the Financial Commission's Association, and can submit you
 honor to inform you that we have now secured definite arrange-
 relations between the S.A.R. and Mr. Bottomley, we have the
 advertising to previous correspondence and to various con-

COAL FOR EAST AFRICAN RAILWAYS.

Sir,

Downing Street, S. W.

Colonial Office,

The Under Secretary of State for the Colonies,

UNION PROTECTORS
 KAMPAL, UGANDA PROVINCE
 AND
 HONGKONG, HONG KONG
 HONGKONG, HONG KONG
 WESTERN CONSTITUTION
 CARLISLE, HONGKONG, LONDON
 LEGATION, THE, NEW LONDON
 TELEPHONE, LONDON, WEST LONDON
 F. T. GARDNER

REC'D
 16334
 29 MAR 17

LONDON, MARCH 28th, 1917.

50, GRESHAM HOUSE

British East Africa Corporation, Limited.

remapped into ...
Of the above, about 100 tons were commandeered by Germany and

04, 201, 1000

S. S. ...
S. S. ...
S. S. ...
S. S. ...
S. S. ...
S. S. ...

is much reduced, owing to the large bunkering contracts made
by the Steamship Companies (White Star, Hibernian, Kelvin, etc.,
etc.) with the South African coal mines, to meet the case of these
steamers now voyaging round the Cape instead of via Suez Canal.
But we are very pleased to say that the prices quoted to you in
this present letter for four months are materially lower than
the prices of the Steamship Companies' contracts.
Should you require more than the 50,000 tons in the
year (exclusive of S. S. ...), every effort shall be
made to supply, but the above remarks show you the difficulty
in actually engaging them to you for an unexpired maximum
We have had reports from our general manager
Mombasa, of certain conversations between himself and Colonel
Kestwood, General Manager of the Uganda Railway, during December
and January. Colonel Kestwood was then pressing our manager to
obtain commercial shipping to ensure that four 1500 ton
be fully delivered, viz. 35,000 tons per cent, making 35,000
tons which Colonel Kestwood stated he was relying upon for de-
livery by end of financial year, March 31st, 1917. He added that
on the assumption of getting the 35,000, he would need a supply
of 5,000 tons per month, total 45,000 tons. He stated this figure
to be absolutely outside of the coal requirement of the Tanker and
DUT the Belgian Railways. He desired it to be reported here that
he had made arrangements at Kitale in so that much more rapid
discharge of coal boats can be relied upon.
The agent weights shipped for you at Delagoa have been

is much reduced, owing to the large bunkering contracts made
by the Steamship Companies (White Star, Hibernian, Kelvin, etc.,
etc.) with the South African coal mines, to meet the case of these
steamers now voyaging round the Cape instead of via Suez Canal.
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this present letter for four months are materially lower than
the prices of the Steamship Companies' contracts.
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to be absolutely outside of the coal requirement of the Tanker and
DUT the Belgian Railways. He desired it to be reported here that
he had made arrangements at Kitale in so that much more rapid
discharge of coal boats can be relied upon.
The agent weights shipped for you at Delagoa have been

and about half of each of "CRESSINGTON COURT" and "POLYENA"
cargoes have been, or are being, diverted to the Dar Es Salaam
Railways. Thus Colonel Eastwood will have received about 27,000
tons only, up to and including the "POLYENA" delivery in April,
against his requirement of about 30,500 tons to that date.

It would thus appear that the Uganda Railway must be
short of its required stock in hand by about 11,500 tons. If
this is needed to be made up, the requirement for Uganda Railway
alone and outside of the Tanga and Dar Es Salaam railways, seems
to be something like 30,500 tons April 1917 to March 1918.

What the requirement of the Dar Es Salaam and Tanga
Railways may be, we do not know, but imagine not less than 16,000
tons for the 12 months.

It looks as if about 70,000 tons or about 5,000/5,500
tons per month, are actually needed for the East African Railways
as a whole, and the present signers ventures to recommend very
strongly that the most economical efficient use of shipping would
be secured if you can get 2 steamers allotted for the month
work, so that one ship be loaded, as far as possible, each month,
and the discharging facilities at the 3 ports be kept continuously
occupied. The chief receiving port will be Kilindini, i.e.,
11,500 plus 42,000, total 53,500 or say, 4,500 tons per month. This
equals say, 175 tons per day of a 25 day working month, and pre-
sumably can be improved upon by Colonel Eastwood's new landing
arrangements. It would be easy to fit in the ~~part of~~ ^{the} the two
Southern ports, so that part discharge in different ports, with
its waste of ship's time and other disadvantages, be reduced to
a minimum.

If the Admiralty can allot you s.s. "CRESSINGTON COURT"
and s.s. "POLYENA", for 12 months (of course, subject to withdrawal
upon peace, or on emergency), it would then probably be safe for
you to contract for say, 30,000 tons of coal firm, plus an option
to take say, 30,000/40,000 tons more at the same price, subject
only to the minor adjustments (if any) under paras 2 and 3 at the

ANNEXURE	1	1
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ANNEXURE 100

outlet of this letter, and it seems practically certain that you would thereby ensure a very considerable saving to all the Government Departments concerned, without the risk of any loss to Government by such a plan, whatever change of circumstances might occur. We would do our utmost to arrange accordingly for you, if you so desire.

We have the honour to be,

Sir,

Your obedient Servants,

BRITISH EAST AFRICA CORPORATION LTD.

E. H. M. L.

E.H.M.L.

Managing Director.

Spore copy for
Colonial Office

BEA Copy: LT-
96. Graham House
EC

16334

March 28th. 1917.
2.

REC'D
MAR 29 1917

The Under Secretary of State for the Colonies,
Colonial Office,
Downing Street, S. W.

Sir,

COAL FOR EAST AFRICAN RAILWAYS.

Adverting to previous correspondence and to various conversations between the signer and Mr. Bottomley, we have the honour to inform you that we have now secured definite arrangements with the Transvaal Coalowners Association, and can submit you the following, viz. -

1. You to have the right to claim up to a maximum of 30,000 tons without coal, specification as hitherto, for loading at Delagoa Bay up to December 31st. 1917. Any part of the 30,000 not so claimed, or for which tonnage is not provided to load, by that date, to lapse.
2. Price to be 21s. 7½ d. per ton of 2240 lbs. F.O.B. Delagoa Bay, including labour and other cost of trimming the coals in the ship's holds, for all coal claimed and loaded by 30th. June 1917, with an addition of not more than 1s. 6d. per ton on coal claimed and loaded between July 1st. and December 31st., but the extra to be charged only if the general price of South African coals at pit is raised during the current year, and you to pay as extra only the amount of such rise, within the maximum of 1s/6d. per ton. This clause will be entirely waived if you can forthwith agree firm to take the 30,000 tons by December 31st.
3. You to have benefit of any reduction in South African Railway

18334
SOMERSET

and labour export rail rates and charges that may come into force during the year, and conversely, the F.O.B. price of the coal to you to be raised by the amount of any S.A. Government increases in rail rates and labour charges.

4. The s.s. "POLVERIA" cargo to be outside of the maximum of 30,000 tons fixed in para 1 above.
5. You to be responsible for obtaining such export permits, from the Home and/or South African Governments, as may be from time to time required by those Governments, to enable the coal to be shipped at Delagoa Bay.
6. It is mutually understood that you will during the current year draw the whole of the East African Railways coal supply from the above quantity of 5,000 tons until that quantity is fully availed of, but subject, of course, to your being able to provide shipping at Delagoa to load the coal. You will doubtless agree at once that such an understanding is fair, and reasonable, seeing that the Coalowners Association bind themselves to reserve that total for you in their allocation of their output, and it would be a breach of the understanding asked for should (for example) their own coal be left untaken while supplies for the East African Government Railways were perhaps being taken from India.

Perhaps the following notes and comments may be of service or interest.

We have found that the prices of South African coals, for 1917 export contracts, are about 5/- per ton for Natal coals F.O.B. Durban, and about 4/- per ton for Transvaal coals F.O.B. Delagoa Bay, in excess of 1916 contracts in each case. Of these rises 1s/1/2d. per ton is due to the increased S.African Government Rail rate, operating as from November 1st. 1916, and the balance is due to the greatly increased cost of coal mining, mainly in the item of pit props.

We have also found that the margin of quantity of South African coals now available for incidental or non contract sales,

is much reduced, owing to the large bunkering contracts made by big Steamship Companies (White Star, Hippon Lusen Maisha, etc. etc.) with the South African coal mines, to meet the case of these steamers now voyaging round the Cape instead of via Suez Canal. But we are very pleased to say that the prices quoted to you in this present letter, for your supply, are materially lower than the prices of the Steamship Companies' contracts.

Should you require more than the 30,000 tons in the year (exclusive of U.S. "POLVENA" cargo) every effort shall be made to supply, but the above remarks show you the difficulty in actually engaging firm to you for an unspecified maximum. We have had reports from our General Manager at Mombasa, of certain conversations between himself and Colonel Eastwood, General Manager of the Uganda Railway, during December and January. Colonel Eastwood was then pressing our manager to obtain commercial shipping to ensure that your 1916 contract be fully delivered, viz. 35,000 plus 10 per cent, making 38,500 tons which Colonel Eastwood stated he was relying upon for delivery by end of financial year, March 31st, 1917. He added that on the assumption of getting that 38,500, he would need a supply of iron April 1917, for the ensuing 12 months, at average delivery of 3,000 tons per month, total 42,000 tons. He stated this figure to be absolutely outside of the coal requirement of the Tanga and Dar es Salaam Railways. He desired it to be reported home that he had made arrangements at Mombasa so that such more rapid discharge of coal boats can be relied upon.

The actual weights shipped for you at Delagoa have been as under -

U.S. "CYRATHA",	4,501 tons
U.S. "DANNEBERG",	5,290 "
U.S. "GLADSTONE",	5,740 "
U.S. "GREEN ALEXANDRA",	6,447 "
U.S. "CRESSLINGTON COURT",	6,545 "
U.S. "POLVENA",	5,734 "
<hr/>	
36,257 tons	

Of the above, about 700 tons were commandeered by Admiralty and reshipped into Transport S.S. "HYPATIA", ex "GLADSTONE" cargo,

and about half of each of "GRASSINGTON COURT" and "POLYENA" cargoes have been, or are being, diverted to the Dar es Salaam Railways. Thus Colonel Eastwood will have received about 27,000 tons only, up to and including the "POLYENA" delivery in April, against his requirement of about 30,500 tons to that date.

It would thus appear that the Uganda Railway must be short of its required stock in hand by about 11,500 tons. If this is needed to be made up, the requirement, for Uganda Railway alone and outside of the Tanga and Dar es Salaam railways, seems to be something like 55,000 tons April 1917 to March 1918.

What the requirement of the Dar es Salaam and Tanga Railways may be, we do not know, but imagine not less than 25,000 tons for the 12 months.

It looks as if about 75,000 tons or about 6,000/6,500 tons per month, are actually needed for the East African Railways as a whole, and the present signet ventures to recommend very strongly that the most economical efficient use of shipping would be secured if you could get 4 steamers allotted for the continuous work, so that one cargo be loaded, as far as possible each month, and the discharging facilities at the 3 ports be kept continuously occupied. The chief receiving port will be Mombasa, i.e., 11,500 plus 42,000, total 53,500 or say, 4,500 tons per month. This equals say, 175 tons per day of a 30 day working month, and probably can be improved upon by Colonel Eastwood's new landing arrangements. It would be easy to fit in the ^{Shirazi, Kilimanjaro & Malindi} ~~the~~ two Southern ports, so that part discharge in different ports, with its waste of ship's time and other disadvantages, be reduced to minimum.

If the Admiralty can allot you s.s. "GRASSINGTON COURT" and s.s. "POLYENA", for 12 months (of course, subject to withdrawal upon peace, or an emergency, it would then probably be wise for you to contract for say, 30,000 tons of coal firm, plus an option to take say, 30,000/40,000 tons more at the same price, subject only to the minor adjustments (if any, under paras 2 and 3 at the

outset of this letter, and it seems practically certain that you would thereby ensure a very considerable saving to all the Government Departments concerned, without the risk of any loss to Government by such a plan, whatever change of circumstances might occur. We would do our utmost to arrange accordingly for you, if you so desire.

We have the honour to be,

70

Sir,

Your obedient servants,

BRITISH EAST AFRICA CORPORATION LTD.



Managing Director.

K.H.M.L.

to J
16324/17

SAT

2 April 1917

Quince, for
his reads' up.

My dear Anderson,

I send the enclosed
official letter under
cover to you because I
hope that you will be
able to obtain for us
an early & favorable
decision. The terms
we are offered for the
Transvaal coal are
extremely good; and as
we must have the coal
it is only a question whether
we are to save money
by being able to promise
to take a definite
amount by a definite
date.

Yours ever
(Signed) E. J. [unclear]

DRAFT.

J Anderson Esq

MINUTE.

- Mr. Borsomley 2/4/17
- Mr.
- Mr.
- Mr. Grindle.
- Mr. Lambert.
- Mr. Me. Read.
- Mr. G. Fildes.
- Mr. Steel-Maitland.
- Mr. Long.

for cover

Official letter, sent.
off [unclear]

the I 9 APR 1833-17

2 April 1833

Quarrels, for
the Reads' up.

My dear Anderson,

I read the enclosed

Official letter under
cover to you because I
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Transvaal coal are
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it is only a question whether
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to take a definite
amount by a definite
date.

DRAFT.

J. Anderson Esq

MINUTE.

Mr. Bostonley 2/4/17

Mr.

Mr.

Mr. Grindle.

Mr. Lambert.

X Mr. Read:

Sir G. Fildes.

Mr. Steel-Maitland.

Mr. Long.

for cover

Official letter sent.
App. handwritten

Yours etc

Wm. B. READ

2019-10-15 1833

W.D.
16/2/17

2 AY

[Handwritten initials]

[Faint handwritten text]

2 April 1917

Sir,

(3106)

With reference to your

letter, no 0155/033 (D.I.A.)

of the 10th of March,

I am in transmission to you to be laid before the

Army Council, the

accompanying copy of

a letter, with enclosure,

which has been sent to the

Secretary of Shipping with

regard to the future

arrangements to be made

for the supply of coal

for the railways in

East Africa

I. H. Lloyd

Inspector, in the absence

of any command from the

DRAFT.

The Secretary

War Office

MINUTE.

Mr. Aston, 2/4/17

Mr.

Mr.

Mr. Grindle.

Mr. Lambert.

X Mr. Ross.

Sir G. Fiddes.

Mr. Steel-Maxwell.

Mr. Long.

[Handwritten signature]

[Handwritten scribble]

MO
Copy No 326 26 April 17 2012-17

[Handwritten note:]
To Secretary of Shipping
at
20/4/17

3845
24/4/17 on 16976

Army Council ~~to~~ by

the date of the receipt

of a reply from the

~~the~~ Ministry of Shipping,

to proceed with the

arrangements on their

assumption that they

will be with the approval

of the Council.

3. With regard to the

concluding words of your

letter under reference,

the key agrees that
the cost of fuel supplied for
the cost of working the

railways in G. S. A.

should be regarded as a

"common charge", subject

to any special arrangements

which may be

made at the end of

the local hostilities,

the allocation of the

amount involved

being reserved for

consideration in Commission
with

with the general question

of the division of the

Common Charge Account

(Signed) E. J. B. M.

16734/17

20

20 Aug

21st Aug 1917

DRAFT.

The Secretary
Dept. of the Controller of
~~the~~ Shipping
MINUTE.

Ans'd 25.2.12

With reference to the
letter from this Dept. of
even date, I am so to
hand over to you the
copy of
a copy of
from a letter from the
B & A Corporation on
the subject of the future
arrangements to be made
for the supply of
Coal for the East
African railways. It
will be observed that
it is possible to arrange
for the purchase of
30,000 tons ~~at~~
a very low price of 15s,
but that a increase
of 1/6^d a ton may be

- Mr. Bostromley 2/4/17
- Mr.
- Mr.
- Mr. Grindie.
- Mr. Lambert.
- X Mr. Road. 2
- Sir G. Fiddes.
- Mr. Steel-Maxland.
- Mr. Long.

20

54. Cont. - 28 March

Under copy to the Director - 20 April 17
Copy to 326. 26 April 17
Copy to 326. 28 April 17

30th - 12th
16976

expected after July 1st
unless it is possible
to waive the condition
that the Govt shall
have the power to
determine the order if
necessary.

3. This condition is

only required because
of the uncertainty ~~caused~~ due to
the stipulation which
the Admiralty have
written to make that the
coal must be required
for military purposes,
and Mr. Long is anxious to
consider that the
that the stipulation should
now be waived, not only
because of the economy
which would result from
the being able to
place a definite order
subject only to ~~be~~
being available for the
transport of the coal, but
also because it is
most desirable that
the railway administration

should see their way
clear to being able to
continue running. 75

4. The Uganda Railway
is still carrying a considerable
quantity of military supplies
and must continue to
do so until the end of the
war. The railway, in
G. S. A., even after the
end of the local hostilities,
will be essential for
the administration of the
territory & during the
period of occupation this
is directly an Imperial
responsibility, and, ~~what~~
~~for this,~~ the
even in the case of the
Uganda Railway, it
may be claimed that
the continuance of the
service is as necessary
for the tranquil
administration of the

British occupied territories
in East Africa as it is
vital for the commercial
existence of the former &
for the continued export of
commodities which are of
special importance in
connection with the war.

5. We long earnestly trusts
that in these circumstances
Mr. [Name] [Name] will agree
to his making definite
arrangements on a basis of
30,000 tons being required
before the 31st of Dec. next. He
would suggest that there
would be great advantage if
~~and~~ ^{two} ~~collected~~
could be detailed
to fly regularly on this service.
It is understood that the
port arrangements now
existing at Heligoland admit
of prompt arrangements for
discharge, but will further improve
is required as to the needs of the
policy, and the port working at
Tanga and Dar es Salaam, it
would seem advisable that more
than one vessel should be
available.

6. With ref. to [Name]
in the letter from the
Corp^y, he has promised
that on the receipt
of Mr. [Name]'s [Name]
will be sufficient for
to give a general [Name]
of the [Name] [Name]
[Name] of the [Name] [Name]
[Name] has already [Name]
[Name] [Name] [Name] [Name]
[Name] [Name] [Name] [Name]

British & colonial territories
in East Africa as it is
vital for the commercial
existence of the former &
for the continued export of
commodities which are of
special importance by
connection with the war.

5. The long currency trouble
and in those cases long
delaying business will agree
to his making definite
arrangements in a loan of
30,000 tons being required
before the 31st of Dec. next. He
would suggest that there
would be great advantage if
~~and~~ ^{and} ~~month~~ ^{the} ~~colours~~
nothing would be detailed
to fly regularly on this service.
It is understood that the
post arrangements were
working at Melbourne and
I should arrangements for
his hope, but, and of the influence
is gained into the hands of the
sailing, and the post working at
Tanga and Dar es Salaam, it
would seem advisable that more
than one vessel should be
available.

6. With ref. to cables
in the letter from the
Cork, he has found
that on the receipt
of his sailing, more
will be sufficient for him
to give a general
of the arrangements &
of the Union of
which has already
that supply the
should be established