

E. AFRICA
11650

11650
Rec'd
11 MAR 1915

Agents

Steamer Service

1915

10 inch

Leads comes with Messageries Maritimes Co. who are asking to allow a discount of 15% on present tariff. Gives list of passenger fares to Mombasa & Zanzibar by Kaiser Castle, B.S.M. & Mess Mar Co.

Previous Paper.

King

~~London~~ ~~Port of~~ ~~London~~
In B. Cottonay (see also CH/12852^{1/15} and #1880^{2/15})

The M.M. Co. will allow us a rebate of 15% on passages taken for officials. This makes their 1st class passage for official cheaper than the U.C. 1st class passage via Cape. (U.C. boats via Suez are very rare as the service is so far regular, however), we should, I think, take advantage of it for our 1st class officers travelling to and from P.A. Uganda and Z'bar.

It is a pity that we have to make a distinction between our 1st and 2nd class officers (see your minute on 7/24/15) owing to the unavailability of 2nd class

16 April '15
Copy of reply to Sir...
12852
1915
11650

12852
1915
11650

class men travelling overland to M'eller.
We shall still have difficulty with the
leave of 2nd class men.

E.O.P. Uganda and 2^{bars}

As to Class I Officers, we might?

circularize them all at once saying
that owing to the irregularity of the U.C.
sailings it has been found necessary
to request the M.M. below Officers to
travel to and from E. Africa by the
M.M. line and that until further
notice that line will be regarded as
the regular line for the purpose of
calculating minimum of leave to
rest sailings. Say that the sailings
are weekly, and that the next
sailing is on Sep. 1st and that
Officers should calculate their date
of sailing in the same way, as when
the U.C. was the regular line.

Add ^{that} there will be no objection to
an Officer travelling by the steamer of
another line provided that his
date of sailing is not later than that
of the latest M.M. steamer by which
he would be entitled to sail under the
leave regul^{ns}, and ~~that~~ on the
understanding that should the steamer
be postponed or cancelled, he will have to
travel by the next M.M. steamer and
will have to pay for any extension that

may be necessary. Add that passengers have to travel overland to Marseilles 183 and that application for passport should be made in good time to F.O. also that a sum not exceeding £5 will be allowed to officers who ^{are unavoidably compelled} have to take heavy baggage overland, the sum spent to be accounted for on arrival in the Port.

must not be necessary.
To be kept in the
baggage steamer
list

B As to ⁽ⁱ⁾ 2nd Class Officials ^{of E.A.S. & C.} and all ⁽ⁱⁱ⁾ Nyasaland Officials -
Here we have to fall back on the stray U.C. and B.I. steamers: nearly always via the Cape.

To take (ii) first. There is a weekly U.C. boat to Durban. It really does not matter which weekly boat a Nyasaland man now takes as the connection at Durban is always fortuitous (formerly there was one boat a month with a definite connection). This simplifies the calculation of the termination of leave in His country. A man must always go by the weekly steamer having Southampton on the date he must the end of his leave or else the steamer sailing ^{next} before the end of his leave.

At Durban there is the choice between

- (a) waiting perhaps 2 weeks for a steamer to Beira
(b) taking train (5 days) to Beira.

In 1924/5 you suggested that we ought not to condemn ^{our} men to 5 days in P. African trains. The only alternative is to let them wait for a steamer at Durban. If they go by train or wait at Durban we shall presumably pay subsistence, (you suggested £3 for the train journey), and we should pay 18/- a day at Durban.

At Beira is another point (the trip to Chinde only requires the journey for 3 times a month) and here again we should pay 18/- a day subsistence. There allowances to be claimed and paid in the Post ~~in~~ ~~the~~ ~~same~~ at the end of the journey either outward or homeward.

This will be expensive, but I am willing to pay it.

- (2) Second class fares of P.A.P. Uganda and Zanzibar.

To take the risk of sliding fares

There is a precedent to M'Callin seems almost worth while in order to simplify leave arrangements and to get the men out by a regular service. There might be some bother over the passports of some of the more subordinate men, but there will be much more bother over fixing a steamer for them. They do not go by M.M. If they are not allowed to take the M.M. I am willing for it but to allow them all to go by the next G.P. or P.L. steamer sailing after their leave, (extension without pay) i.e. they may go by an earlier boat but must not go by a later; and we must give them the responsibility of finding the steamer and reporting us of the date.

I circularize 2nd class men ^{on leave from} Uganda 2'6a and P.A.P. accordingly.

C/ Another point to be cleared up is that of passage allow^{ances} for married officers taking their wives with them.

This allow^{ance} (£10 return £5 single) was prohibited

(a) waiting perhaps 3 weeks for a steamer to Beira

(b) taking train (5 days) to Beira

On 19/24/5 you suggested that we ought not to condemn ^{our} men to 5 days in P. African trains. The only alternative to let them wait for a steamer at Durban. If they go by train or wait at Durban we shall presumably pay subsistence, (you suggested £3 for the train journey) and we should ? pay 10/- a day at Durban.

At Beira is another wait (the tug to Chinde only requires the journey for 30 mins a month) and here again we should ? pay 10/- a day subsistence. These allowances to be claimed and paid in the Pass. ~~at the end of the journey~~ either outboard or homeward.

This will be expensive. If I am nothing else in it.

(2) Second class man of P.A.P. Uganda and Zanzibar.

To take the risk of sending ~~them~~

There is no one and to McCallin seems almost worth while in order to simplify leave arrangements and to get the men out by a regular service. There might be some bother over the passports of some of the more subordinate men, but there will be much more bother over fixing a steamer for them. They do not go by M.M. If they are not allowed to take the M.M. I am nothing for it but to allow them all to go by the next G.P. or B.L. steamer sailing after their leave, (extension without pay) i.e. they may go by an earlier boat but must not go by a later; and we must give them the responsibility of finding the steamer and informing us of the date.

since they will go by rail

I circularize 2nd class ^{on leave from} men of Uganda 2'6a and P.A.P. accordingly.

Another point to be cleared up is that of passage allow^{ce} for married officers taking their wives with them.

This allow^{ce} (£10 return £5 single) was inhibited

instituted when the U.C. agreement was signed, on the ground that the U.C. was the most expensive of existing lines and that we had to travel by it. The present position is set out in minutes on CA/4226/15. The U.C. agreement is at an end and there is no compulsion to travel by U.C.

~~See also~~

Further, the new regular line M.M. is cheaper (with the rebate) than the U.C. This letter does not make it clear whether the rebate applies to passages of wives of officials, but I have ascertained definitely from C.A. who have consulted the Company that the 10% rebate is the old peace time rebate allowed by most Companies to Govt officials booking their own or their families' passages: and that the M.M. Co. will now grant it in the case of passages of Govt officials and their wives, whether the passages are booked by C.A. or by the officer himself.

On CA/4226/15 you suggested that we should wait and see whether some rebate could not be obtained from the Company.

Without the rebate the M.M. single fare would be £59.8-0½ i.e. £3.7-0½ dearer than the U.C. Cape passage. With the rebate the M.M. passage is £4 cheaper.

Of course the present M.M. rate with rebate is (£10) dearer than the peace rate with rebate and officers may consider that they should be assisted by an allowance to pay for their wives' passages merely on the ground of the increased cost of tickets.

The 10% rebate ^{applies} ~~does not apply~~ to wives' passages I think we shall have good ground for refusing to continue the allowance, though we should pay the amount of the rebate to Mr. C. Ford and any other officer (I think there are none) who has already paid the full M.M. rate for his wife. (see 4226).

~~It is not clear whether the rebate is to be granted to the wives of officers who have already paid the full M.M. rate for their wives' passages.~~

We have also to consider the question of medical expenses on the voyage. We had an agreement with the U.C. (independent of the main agreement) (see 27196 and previous pp annexed)

think that it is affected by the termination of the main agreement and also to P and O.

2) agreement) for the payment of medical expenses at a fixed rate for officers embarked as invalids (copy of agreement annexed). We should? ask CA to send the Govt a copy of the agreement (which we got B.S. also to accept) and to ask whether they will accept it also, explaining that it only applies to Govt passengers embarked as invalids, and to Govt passengers who require ^{Casual} medical attendance on the voyage and are required to pay for that attendance at the company's ordinary rates.

3) ? action not and inform CA that the S.P.S. with approval of 1st class officers travelling by M.M. as a general rule though they will be permitted to travel by other lines in certain circumstances and no promise of all Govt 1st class passages may be given to the Govt. ^{also ask above} send copies of the Circular suggested above to 1st and 2nd class and Nyasa. Officers and say that these arrangements will apply until further

A

186 9
advice.
(A) Send copies of this letter and on reply with copies of the Circulars to Govt of P.A.P. Uganda and Nyasa's and Resident 2nd class for info: saying that the arrangements laid down in the Circular will hold good until further advice and as to passage allow point out that the 5% rebate will apply to passages booked by Govt Officials for their wives and that, as with the rebate the M.M. line is chosen. Then the G.C. there appears to be no ground for continuing the allow, but that the S.P.S. would be glad to receive the Govt's stores on the point before leaving.

[See also further minutes on En. Govt's file.]
and on 11880/5

N.F.D. to 3/5

Nyasa's officials. I had supposed that the question whether a man should travel across S. Africa by train would be decided beforehand - so that he would disembark at Capetown. I think this will be the best course to take. If a man is required to travel by sea to Capetown, he will then travel through Graham's Bay and all the way by sea. We must pay subsistence as proposed.
S.P.S. re 2nd class men. We might possibly be able

I agree
to go

6/12/15 six weeks, nor later than two weeks before their leave expires, and may carry over forfeited leave.

X (C) Privileged Officers all etc. This may now be granted to Nyasaaland Officers, as we are now granting it on the ground that passage rates generally have increased, and Nyasaaland Officers were previously excluded from the privilege only on the ground that they had no alternative to travelling by U.P. as there was no other service to Nyasaaland.

N.F.D. 11.4.15

X Agree Nyasa Officers would have declined service if they were left out on the new rates. The staff include the messengers.

N.F.D. 17.4.15

23 Bottomley

The Circulars have now been copied
80 - 1st class
30 - 2nd class
25 - Nyasaaland

? and 3 for to all Officers on leave at present. Circulars to be kept in L.R.

Keep lists of men to whom the circulars are sent

N.F.D. 12.4.15

W.D. 12.4.15 at Home

Comptroller L.F.

S.R.

Bottomley

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Circulars have now been sent to all 1st and 2nd class men on leave from the E.A. Post. Mr Hatcher has suggested that it will be safer to leave them to send the circular to subsequent arrivals when necessary, as some 2nd class men, (mainly R.R. officials), and even 1st class men, fail to report to us. L.R. have made a list of the men to whom the Circulars have already been sent, and we had better write to them with ref to our letter on this paper and then the lists of Officers to whom we have sent the Circulars and ask them to send copies of the appropriate Circulars to any men whom we may have omitted, and to send copies also to men arriving within the next 3 months, (one copy to Govt's dept on 14 April) as soon as they report arrival.

I think we might also give them standing instructions to pay the L. baggage allowance to Officers who show that they are unavoidably compelled to take their leave baggage overland, telling the men that they must account for it on arrival in the Post, and informing the Post Galt in each case - referring doubtful cases to the S.O.

N.F.D. 17.4.15

W.D. 19.4.15 at Home

would not do this because of the all ce except baggage and essential mail on the 1st class

...not later than two weeks
before they leave office, and may carry
over forfeited leave.

X (3) Married Officers all ex. This may vary
? has granted to Nyasaland Officers, as
we are now granting it on the ground
that passage rates generally have
increased, and Nyasaland Officers were
previously excluded from the privilege only
on the ground that they had no alter-
native to travelling by U.C. as
there was no other service to Nyasaland.

N.F.D. 12.4.15

X Joyce Nyasaland Officers - need have declined
permission if they were left out on the new
ones. The diffy. include the new point

W.S. 2.4.15

Mr. Bottomley

The Circulars have now been copied.
80 - 1st class
30 - 2nd class
25 Nyasaland

? send 3 to all Officers on
leave at present & previous
to be kept in ER.

Keep list of names N.F.D. 12.4.15
to show the circ. W.S. 12.4.15 & form
we sent

Capt. G.S.

Mr. Bottomley

158

Circulars have now been sent to all
1st and 2nd class men on leave from the
E.A. Post. Mr. Hatcher has suggested
that it will be safe to leave the
Circulars to subsequent arrivals
where necessary, as some 2nd class men,
(mainly R.O. Officials), and even 1st class
men may report to us. ER have
made a list of the men to whom the
Circulars have already been sent, and
we had better write to A with ref to
one letter on this paper send them the
lists of Officers to whom we have sent the
Circulars & ask them to send copies of
the appropriate Circulars to any men
whom we may have omitted, and to
send copies also to men arriving within
the next ^{3 months} ~~6 weeks~~, (one copy to God's wait
on 14 April) as soon as they report arrival.

I think we might also give them standing
instructions to pay the L.C. baggage allowance
to Officers who show that they are un-
avoidably compelled to take their leave
baggage overland, telling them that
they must account for it on arrival in
the Post, and regarding the Post Card
in each case - regarding doubtful cases
to the S.O.s

N.F.D. 12.4.15

W.S. 19.4.15

...would not do
the business
of the all ex copy
to be quite an
essential
matter in future.

W. Bottomley

CA have now agreed in that the 2nd class Circular will not do, as there is practically no prospect of a through service between Durban and E.A. ports.

As to future action I have mentioned ^{and added}

F.O. 15226/15 Kerwick.

Dkt. on previous minute modified after speaking.

H.F.D. 19.4.15

Sub 20 - 5 - 15 - 15

W. Bottomley

I extracted a ~~40~~ minute from Mr. Danoch of the CA in which he states there is very little prospect of our men (2nd class) getting from Durban to P.O. Ports (I should have thought that we might have considered an occasional Rennie-Harrison - via Cape) also an occasional B.I. or U.C. boat on its return journey from Natal via Swaz.

Mr. Danoch suggests we allow them to go by M.M. It will be remembered that we ruled this simple solution out on the ground, urged by CA themselves, that it was undesirable to allow subordinate officials to travel across Africa (now ~~now~~ a 3 day journey). It was for this reason that we arranged for them to take the U.C. weekly steamer to Durban and then take their chance, and we have just sent a Circular on these lines to all 2nd class men.

It occurs to me that if M.M. Co. will stop their steamers at ~~Adm~~ Adm, as they offer to do in the letter enclosed by F.O. (15226/15) we shall be able to send 2nd class men from London to Adm via Swaz by the P. and O. weekly service, and then let them change to M.M. at Adm. I annex provisional

A/1650/15

CA. have now informed us that the 2nd class Circular will not do as there is practically no prospect of a steamer between Durban and E.A. ports.

As to future action I have mentioned ^{and diff'd.} ~~on~~
70/15226/15 here with.

Dpt. on previous minute modified after speaking.

H.F.D. 19.11.15

20th 20 - 10 - 10

I attach a ~~20~~ minute from Mr. Daniel of the CA. in which he states there is very little prospect of our men (2nd class) getting from Durban to E.A. ports. I should have thought that we might have counted on an occasional Ramie-Harrison - via Cape, also an occasional B.I. or U.C. boat on its return journey from Natal via Swaz.

Mr. Daniel suggests we allow them to go by M.M. It will be remembered that we ruled his simple solution out on the ground, urged by CA themselves, that it was undesirable to allow subordinate officials to travel across Africa (now ~~via~~ a 3 day journey). It was in his reason that we arranged for them to take the U.C. weekly steamer to Durban and then take the class, and we have just sent a Circular on these lines to all 2nd class men.

A/1650/15

It occurs to me that if M.M. Co. will stop their steamers at Adm, as they offer to do in the letter enclosed by 70. (His ^{70/15226/15} paper) we shall be able to send 2nd class men from London to Adm via Swaz by the P. and O. weekly service, and then let them change to M.M. at Adm. I annex proposal

Provisional P and O and M.M. sailing lists,
which I have obtained from C.A.

(You will see from this that if the
M.M. Co's will stop their 2 African steamers
at Aden the boat of

29 April (M. S. Miller) should reach Aden	10 May
27 May (M. S. Miller)	7 June
24 June (M. S. Miller)	5 July

and that there are P and O boats at

24 April (London) reaching Aden	9 May	
22 May (London)	6 June	240 D
19 June (London)	4 July	haul

The two services coincide exactly, and
provided that the P and O boat is
functional the arrangement proposed
above would be quite satisfactory.

I am not sure we shall have to amend
our Circular to 2nd class Officers and
the only alterations appear to be to
send the 2nd class men by M.M. and
let them travel overland to and
return by P and O - M.M. if the M.M.
will stop at Aden.

We might try the latter alternative
first, and I submit aft to C.A.

for comment

H. F. D. 19.4.15

Left 19/4

Li C. Fiddler.

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It is not possible to put the draft. The
C.A. may raise difficulties. First they suggest
2nd class men ought not to go overland to Aden.
So we decided on the only alternative - of sending
them by the Cole, getting on after 2 days, and
letting them be re-embarked that it was in principle
to postpone the time that would be required for this,
& the C.A. now emphasize this decision &
suggest that, after all, the 2nd class men should
go overland.

They told me yesterday that there had been
only one case of serious trouble - with a very stupid
man when the transport restrictions were
enforcing less smoothly than usual.

As to the third alternative - P & O to Aden
& the M. S. Miller - is attractive but has two
drawbacks - (1) if the steamer fails, the
men wait a month ~~at Aden~~ at Aden & (2) it
puts us under a further obligation to the M. S.
and would cost the same as a passenger call.

? Try the experiment of sending them
overland to Marseilles first of all.

Li C. F. 20.4.15

Try it

at once (M. S. Miller) 20.4.15

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE ABOVE REFERRED TO AND THE
DATE OF THIS LETTER BEING QUOTED.
TELEGRAMS: CROWN, LONDON.
TELEPHONE 7730 (VICTORIA 16 LINES.)

191
17650
REC
MAR 12

WHITEHALL GARDENS,
LONDON, S. W.

10th March 1912.

sir,

With reference to your letter No. 7924/1912
of the 27th of February, I have the honour to enclose
a copy of a letter which we have sent to the Messageries
Maritimes Company asking whether they would allow a
discount on passages taken for officials of the East
Africa Protectorates and also a copy of the Company's
reply in which they state that they will allow a dis-
count of 15 % on the present tariff.

2. I also enclose, for your information, a state-
ment showing the cost of sending officials from London
to Mombasa and Zanzibar by (a) The Union Castle Company,
(b) The Messageries Maritimes Company, and (c) The
British India Company.

I have the honour to be,

Sir,

Your obedient Servant,

Under Secretary of State,

Esq. &c. &c.

Colonial Office.

J. G. G. G.

for Crown Agents.

C O
11650
MAR 16

G. G. G.

M
G.B. 257

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE ABOVE REFERENCE AND THE
WORDS OF THIS LETTER BEING QUOTED
TELEGRAMS, CHURCH, LONDON.
TELEPHONE 7780, VICTORIA 16, 16

WHITEHALL GARDENS,
LONDON, S.W.

10th March 1915.

Sir,

to

With reference to your letter No. 7924/1915 of the 27th of February, I have the honour to enclose a copy of a letter which we have sent to the Messageries Maritimes Company asking whether they would allow a discount on passages taken for officials of the East Africa Protectorates and also a copy of the Company's reply in which they state that they will allow a discount of 15% on the present tariff.

2. I also enclose, for your information, a statement showing the cost of sending officials from London to Mombasa and Zanzibar by (a) The Union Castle Company, (b) The Messageries Maritimes Company, and (c) The British India Company.

I have the honour to be,

Sir,

Your obedient servant,

J. G. G.

Under Secretary of State,
H.C. &c. &c.

Colonial Office.

for Crown Agents.

C O
11630
REC'D
DE. FRANCE

THE CROWN AGENTS TO THE MESSAGERIES MARITIMES

257

2nd March 1915.

Gentlemen,

We have been instructed by the Secretary of State for the Colonies to enquire whether you would allow a discount on passages taken for officials of the East African Protectorates. In making this enquiry we are authorised to inform you that it is proposed to make the Messageries Company's service the regular service for the present for first class officials of the East Africa, Uganda and Zanzibar Protectorates, although, as circumstances may require the employment of other lines on occasion, no pledge of all official passages can be given.

I am, &c.

(sgd) H. Martin

for Crown Agents.

1915
11630
REC'D
DEPT. OF THE CROWN AGENTS TO THE MESSAGERIES MARITIMES DE FRANCE

2nd March 1915.

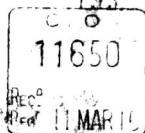
Gentlemen,

We have been instructed by the Secretary of State for the Colonies to enquire whether you would allow a discount on passages taken for officials of the East African Protectorates. In making this enquiry we are authorised to inform you that it is proposed to make the Messageries Company's service the regular service for the present for first class officials of the East Africa, Uganda and Tanzian Protectorates, although, as circumstances may require the employment of other lines on occasion, no pledge of all official passages can be given.

I am, &c.

(sgd) H. Martin

for Crown Agents.



THE MESSAGERIES MARITIMES de FRANCE TO CROWN AGENTS

G.B.257

Londres,

5th March 1915.

Gentlemen,

In reply to your letter of the 2nd March regarding concessions on passages taken for Officials of the East African Protectorates by the Messageries Maritimes Steamers, which the Secretary of State for the Colonies proposes to make the regular service for the present, I have pleasure in advising you that my Directors will allow 15% on the present tariffs, which reduction had been suspended in common with all other concessions at the outbreak of the War.

I am, &c.

(sgd) ?

Agent General.

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C. O.
11650

PASSENGER FARES TO MOMBASA AND ZANZIBAR.

11 MAR 15

Union Castle Steamship Company.

Rail Steamer, via the Cape, 1st class £55. 13. 0. 2nd class £36. 15. 0
Intermediate Steamer, via Suez, 1st class £46. 4. 0. 2nd class £32. 6. 9.

British India Company.

1st class £46. 4. 0. 2nd class £31. 14. 8.

Messageries Maritimes Company.

Net Fares.

1st class £51. 13. 1. 2nd class £35. 4. 11.

Start 1 April

Amocean
1 April

(11680)

My let of 23 March

owing to ^{inverted} irregularity of

^{Yermadu} Union Castle service

Have decided to ^{adapt} adapt

^{your trees} Messageries Maritimes

^{strapped} temporarily as regular line

for ^{cerebrum} first class Officers
^{abnormal} and to ^{apply} ^{leave rep:} ^{aberrant} ^{but for}

line ^{sparshore} should be taken ^{silver}

^{timber saw} For ^{homeward} ^{voyage} home

^{marsh snipe} they may ^{capable} to ^{special} ^{cases}

travel by other lines

^{bunk lines} ^{for} the ^{period} of the

^{voyage} ^{your trees} by M. M.

will be

DRAFT. Telegram

- owner
- Nau. Sv.
- MINUTE.
- Mr. Downie 3/4 3.15
- Mr. Edtomley 3/4 3.15
- Mr. Read 31

1.4.15
Done

- Mr. Anderson.
- Mr. Edington.
- Mr. Harcourt.

2nd 1.25pm

of Amobeau
1st April

(11880)

unchanged
My lat of 23 March

inverted
suing to irregularity of
yermada
Union Castle service

DRAFT Telegram

Minister
Nairobi
MINUTE.

- Mr. Downie 2/3.15
- Mr. Polton 2/3.15
- Mr. Read 3/1

decided to adopt
your trees
Manager's Transits

stopped
temporarily as regular line

1.4.15
H. J. J.

for first class Officers
and to apply leave reg^{ns} ^{respective} ^{aberrant} ^{aberrant}
and retain passages by the

- Mr. Anderton
- Mr. Langton
- Mr. Harcourt

line should be taken ^{spurs} ^{shore} ^{silver}

timbersaw
For homeward voyage home

marshsnipe
they may in special cases

haver by other lines

but the period of the
voyage ^{year} ^{long}
by

^{secreta} will be taken for purpose of

^{ciomasia} commencement of

^{immigra} leave in this country

^{siucong} ^{timber} for interest payment

similar concession with the ^{maidenhood} male

but low of service

^{ciando} with commences from

^{Amsons} date on which offer

^{fourth} would have arrived

^{receptor} if he had travelled by ^{linnometox}

^{gentrees} ^{gberone} In In and any leave

^{dandlion} after that date ^{onus apple} must be

^{roberds man} ^{siucong} ^{gentrees} without salary. In In

^{adonize} agree to rebate fifteen

^{barkelien} percent on passages booked

^{ossicrats} by or for Officials

including wives passages

^{coron} ^{siucong} ^{gentrees} second class Officers

^{tantatie} will travel by ^{Permalat} U.C.

^{yanbeen} ostentive ¹⁹³ B.D. in the passenger line

^{railing} fractured from ad to ^{Hor} country

^{alluogay} ^{blomach} ^{philes} ^{affixing} ^{alluogay} ^{of} ^{to} ^{ad} ^{of} ⁵ ^{alluogay}

for ^{mareoticum} ^{reide} ^{married men} ^{to be retained}

^{blathoric} for the present ^{inviolator} ^{inspective of}

line but ^{marshit} may be abolished

^{monarka?} at any moment ^{of} ^{dispatch}

^{dornful} follows ^{please} ^{relimade} ^{repeat to}

^{giveness} Govt of Uganda and ^{giveness} Govt of

²⁻⁶ ^{Has come}

11th April, 1915.

Sir,

With ref to you tel of
(46086) the 22nd of Nov^r, I have
do to inform you that the
agreement made between
the Gov^t and the U.C.
Mail S.S. Coy in Nov^r 1910,

In the establishment of a
service of steamers between
this country and E. African
ports has been terminated
owing to the inability of the
Coy to maintain the service,
and that as the U.C.

Coy are unable to guarantee
a service between Durban
and Beva it is no longer
possible

DRAFT.

enclosed Post. N^o 51

Sir G. Smith & Co.

MINUTE.

- Mr. Downie 8.4.15
- Mr. Bottomley 9.4.15
- Mr. Reid 9
- Mr.
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Islington.
- Mr. Harcourt.

For conser
(for the minute)

CA 11650/PA 1915
 7/4/15 to CA 11650/PA 1915
 7/4/15 to CA 11650/PA 1915
 7/4/15 to CA 11650/PA 1915

11. April, 1915.

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(46086) the 22nd of Nov^r, I have

DRAFT.

recaled Post. 10 51

of Smith & Co. & Co.

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agreement made between
the Gov^t and the U.C.
Mail S.S. Coy in Nov-1910,

MINUTE.

- Mr. Downie 8.4.15
- Mr. Bottomley 9.4.15
- Mr. Read 9
- Mr.
- Mr. G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Islington.
- Mr. Harcourt.

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service of steamers between
this country and E. African
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owing to the inability of the
Coy to maintain the service,
and that as the U.C.
Coy are unable to guarantee
a service between Durban
and Beira it is no longer
possible

In conin
(further minute)

7/10 March 1915
11650
CA 17 March 1915
12954/2
To CA 1 April 1915
dpt. Secy. of
Navy & Colonies

possible to select one mail steamer
a month. In the conveyance of
Govt passengers to Nyasaland.

2. Copies of correspondence on
the subject of new arrangements
for passages of P.A. are enclosed
for your info. These arrangements
will remain in force until further
notice, and I have to request that
you will make them known to all
Officers in the Post service.

3. You will observe that the
married officers' allowance ^(which was) formerly
by confined to the other P.A.
Officers has now been extended to
Nyasaland as the allowance
is now granted on the ground of
the increased cost of sea passages
generally, a reason which applies
~~equally~~ ^{as well} to Officers of the Nyasaland
service as to Officers in the service
of the other P.A. Officers. The privilege
must however not be regarded as a
permanent arrangement.

C.A./11680.T.A.

DRAFT

E.A.P. No. ²⁴³ Gov. Sir H.C. Belfield, K.C.M.G.
Uganda Prot. No. ¹¹⁴⁷ " F.J. Jackson, K.C.M.G., C.B.
Zanzibar Prot. No. ¹⁴⁴ Resident Major F.B. Pearce, C.M.G.

MINUTE

Mr. Downie. 7.4.15.

Downing Street,

Mr. Bottomley. 9.4.15

16p April, 1915.

Mr. Reid *[Signature]*
Mr. *[Signature]*
Mr. G. Fiddes.
Mr. H. Just.

Sir,

With reference to my

Sir J. Anderson.
Lord Emmott: Livingston. (11650)
(7924)
Mr. Harcourt.

- (1) telegram
- (2) despatch No. 65
- (3) despatch No. 25

consideration. of the (1) 1st of April } I have
(2) 27th of February }
(3) 4th of March }

Further minute.

the honour to transmit to you for your

~~10 Mch. 1915.~~
~~1650~~
~~17 March 1915.~~
~~182.~~
~~April 1915.~~
part herewith.
1st Class Officers E.A.P.
2nd Uga.2nd

information the accompanying copies of

correspondence with the Crown Agents

for the Colonies on the subject of

changes in the arrangements for passages

of Government Officials to and from

East African ports.

drafts.

2. The arrangements laid down in the two Circulars which have been sent to first and second class officers on leave in this country will hold good until further notice. You will observe that in the case of 2nd class officials the Circular does not set out in detail the arrangements with regard to passages to this country, and this matter is left for you to deal with.

3. I have a request that you will take steps to make the new arrangements known to all officials of the (1) East Africa
(2) Uganda
(3) Zanzibar Protectorate.

I have, etc.,

(Ed.)

SECRET.

2. The arrangements laid down in the two Circulars which have been sent to first and second class officers on leave in this country will hold good until further notice. You will observe that in the case of 2nd class Officials the Circular does not set out in detail the arrangements with regard to passages to this country, and this matter is left for you to deal with.

3. I have to request that you will take steps to make the new arrangements known to all officials of the (1) East Africa
(2) Uganda
(3) Zanzibar Protectorate.

I have, etc.

(Sd.)

SECRET.

Note that they will restore
the 15% rebate on fares
granted on passages taken
for Govt Officials. ~~and~~
that the concession is
understood from subsequent
semi-official communications
that this concession will
apply whether the passage
is booked by you or by the
Officer himself and that
it will also apply to
passages taken for the wives
of Officials.

2. ~~It is~~ The Company
may be informed that it
is proposed to adopt the for the present
M.M. service as the regular
line for first class Officials
of the E.A.P., Uganda and
Z'bar, though as it may
be

C.A. will have
copies of the Jones
(see 20726/13)

210
be necessary to send Officers
outward or homeward by
other lines, no promise of
all first class passages
can be given.

3 With regard to the last
para of the enclosure to your
letter of the 17th of March, I
am to request you to inform
the Company that the S.O.S.
^{reports that he} is unable at present to
forecast what arrangements
it may be desirable to make
for conveyance of Govt-passages
to E.A. when normal con-
ditions are reestablished.

4. In? He would be glad
if you would also send the
M.M. Co. a copy of the
form of claim ^{for} medical
attendance on Govt-passages

As invalids, the terms of which
have been accepted by the U.C.
P.D. and Paint & Lines,
and would inquire whether
the Company would agree to
provide medical attendance

on invalids on these conditions.
It should be made clear that an
officer not embarked as an invalid
who requires ~~medical~~ medical attendance
on the voyage would be required
to pay his own expenses at the
rates in force on the M.M. Coy's
steamers.

5. Copies of circulars dealing
with proposed modifications of
passage arrangements for P.A.

Officials are enclosed for your
info. Copies of these circulars
are being sent to ^{all} the officers
on leave in this country and
to the various Ports. The new

arrangements will remain in force
until further notice.

HENRY LAMBERT,
Secretary of

As invalids, the terms of which
have been accepted by the U.C.
P.D. and P.D. & S. lines,

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on leave in this country, and
to the various Ports. The new

arrangements will remain in force
until further notice.

W. LAMBERT,
Secretary

First Class Officials of S.A.P. Uganda, & Zanzibar
on leave

291

NAME	COLONY	OFFICE	ADDRESS	LEAVE ENDS
J.A.	S.A.P.	Engineer, Marine Dept	12 Hilbert Rd. Barrow in Farness	37/24
A.E.	Uga	A.D.C.	3 Herbert Crescent SW	18/17
W.R.		Chief Forest Off.	164 Rosendale Rd W Dulwich SW	38/1
L	S.A.P.	Ch. C. A. Agric Dept	134 The Common Clapton, N	10/5
C.H.	Uga	A.G. Staff Surveyor	Ashville, 111 ^{Manchester} making Old Rd Stockport	47/50
H.J.	S.A.			
dy W.	S.A.P.	Asst Traffic Mngt UR	% Grey 23 Springbank Tce Aberdeen	40/50
M.B.	"	Dep. Ch. Customs	Ennismore Underdale Rd Shrewsbury	42/12
G.A.S.	"	A.D.C.	73 Onslow Gdns SW	41/50
Miss B.	Uga	Nurse	12 Colinette Rd Putney, S.W.	39/10
R.E.	S.A.P.	D.C.	94 Georgian St W	33/6
Midland Ga	"	Junr Asst Secy	15 Fourth Avenue Hove	35/11
S.L.				
C.J.	Uga	M.O.	Little Hallyingbury Rectory Bishops Cleeve	7/3
H.A.J.	S.A.P.	Asst Engineer P.W.D.	22 Hamlet Rd Wallasey Cheshire	39/5
M.P.	Uga	Asst Insp of Police	Coch, Glenduff Newtownst	41/96

NAME	COLONY	OFFICE	ADDRESS	LEAVE ENDS
J	SAF	Asst Traffic Manger	39 Conely Bank Ave Edinburgh	46
FL		Asst Cons of Forests	% Rev M Kelly Kelly House Lifton, Devon	47
J.W.H.		Adm General	Sports Club St James Square SW	
Louisa	Zan	Nursing Sister	% Mrs Gunning 85 Elm Park Mansions Park Walk, Chelsea	6/11
W.B.	"	Ch of stone	3 Ellesmere Court Anerley SE	
J.M.	SAF	A.D.C.	Bailey's Hotel SW	
J.M.Y.		Juni Staff Surveyor	The Red House Bwell, Surrey	
V.H.		Govt Analyst	% G.J. Norris Esq Gordon Villa Locks Heath Southampton	
W.B.	Uga	A.D.C.	% W Pickard 3 West Kensington Tce West Kensington, W.	
G.H.C.	SAF		Fulford, Clarendon Rd 'Southsea	
S.L.		M.O.	Hawasaki Old Charlton Kent	5/15
D.C.	Zan	Asst Cr of Police	24 Cliveden Place Eaton Square W.	
S.H.	SAF	Magistrate	United Empire Club 177 Piccadilly W.	3/35
C.S.		Asst to Prov. Cr	West Hill Bury St Edmunds Suffolk	2/03
C.C.	Uga	Govt Entomologist	% Dr Annie Gossling The Grange Maitland Park Haverstock Hill NW	3/20

NAME	COLONY	OFFICE	ADDRESS	LEAVE ENDS
J	SA.P.	Asst Traffic Manger	39 Comely Bank Ave Edinburgh	2/2/26
7L		Asst Cons of Forests	% Rev M Kelly Kelly House Lifton, Devon	4/1/25
mon J.W.H.		Adm General	Sports Club St James Square S.W.	2/1/26
r Louise	Zan	Nursing Sister	% Mrs Gunning 85 Elm Park mansions Park Walk, Chelsea	6/1/11
rd W.B.		Ch of Customs	3 Ellesmere Court Anerley S.E.	
mon J.M.	SA.P.	A.D.C.	Bailey's Hotel S.W.	2/1/25
J.M.J.		Juni Staff Surveyor	The Red House Ewell, Surrey	1/1/12
mon V.H.		Govt Analyst	% G.J. Norris Esq Gordon Villa Locks Heath Southampton	1/1/26
rd W.B.	Uga	A.D.C.	% W. Pickard 3 West Kensington Terrace West Kensington, W.	2/2/24
erson G.H.C.	SA.P.		Fulford, Clarendon Rd Southsea	1/1/13
ther Dr C.L.		M.O.	Hauraki Old Charlton Kent	5/1/15
pton D.C.	Zan	Asst Cr of Police	24 Chisden Place Falcon Square W.	2/2/06
lly S.H.	SA.P.	Magistrate	United Empire Club 177 Piccadilly W.	3/1/25
rd C.S.		Asst to Prov Cr	West Hill Bury St Edmunds Suff	2/2/23
ly C.C.	Uga	Govt Entomologist	% Dr Arnold Gowers The Grange Maidland Park Haverstock Hill NW.	2/2/24

NAME	COUNTRY	SERVICE	ADDRESS	LEAVES ENDS
J. E. S.	Uga	Asst Secty	Glen Ruth Glen Ruth Wykeham Rd Wooding	4455
J. O.	Uga	Marine Offices	13 Balcombe St Dorset Square NW	4546
J. H.	Z'bar	Ch Sea'	Wellington Club Governor Place SW	5690
H.		Asst M.O.	Northover Vicarage Flakester Somerset	6272
G. W.	E.A.P.	Comm Lake Steamers	Warlington Rectory Havant Hants	1994
K. R.		Dist Commr	Melville Castle Luscombe Midlothian	1414
V. B.		Asst Engineer Rly	123 Cathedral Rd Cardiff	4113
S. J.		A. D. C.	Sports Club St James Square SW	4758
J. H.				
J. E.	Uga	M.O.	21 Lansdown Tce Chatterham Glos	163
Smith S.	Zam	Dir of Educn	St Catherine's College Jefferies Court Hotel Cambridge Cambridge	6580
A. S.		Health Off	The Grange Grange	5088
B.	Uga	M.O.	8 Hillsborough Mannamead Plymouth	4259
R. H.	E.A.P.	Asst Entomologist	44 Kingfield Rd Sharrow, Sheffield	5735
H. G. L.		M.O.	"Lunch" Grove Avenue Muswell Hill N	402

NAME	COLONY	OFFICE	ADDRESS	LEAVE ENDS
B.A.	Uga	A.D.C.	10 Brechin Place SW	4307
L	S.A.P.	Ch. Clk. P.M. Office	30 Anderson Rd Southsea, Hants	4117
W	"	1st Cl Postmaster	% R.M. Anderson 3 Walker St Paisley, Scotland	4141
J.J.	"	"	% F. Faulkner 126 Olive Rd Cricklewood, NW	4118
G.O.	"	Dist Engineer Rly	Ashwick Court Oakhill Bath	4118
J.H.	Uga	A.D.C.	Uckfield Lodge Crowborough, Sussex	4124
J.S.	S.A.P.	Ch. Clk. Insp.	12 Newark Place Brighton	
R	Zan.	Asst Dir of Agric	The Dale, Rushford Ferryhill Co. Durham	6648
A.M.	"	A.D.C.	82 Ladbroke Rd W	4111
P.W.	Uga	D. Commr	% Messrs Foster 54 Pall Mall, SW.	4122
J	S.A.P.	Ch. Ingr. Lake Steamers	39 Pitt St. Leith, Scotland	4250
J.P.	S.A.P.	Ch. Clk. Insp.	12 Newark Place Brighton	
Dave	"	Asst. Engineer Uga Rly	5 Irving Mansions Queens Club, Gdns	4117
R	"	Supt. Engineer Maine	% Dr. P. Grant 300 Bath Street Glasgow	4117

2nd Class Officials of E.A.P., Uganda & Zanzibar
on leave

295

NAME	COLONY	OFFICE	ADDRESS	LEAVE ENDS
Mr G	E.A.P.	Treasury	Blandford Dorset	4/19/5
Mr H G	E.A.P.	Clk, Land Office	118 Earlsfield Rd Wandsworth Common, SW	6/2/5
Miss A	"	Post & Tel Clk	53 Grovelands Rd Palmer's Green, N.	4/1/5
Miss Olive	"	Matron	135 St Andrew's Rd Tilbury Docks, Essex	4/2/5
Mr G.W.	"	2nd Engineer Uga Rly	272 Boulevard Hull	4/1/5
Mr J S	"	2nd Cl Tel Insp	12 Newark Place Brighton	4/1/5
Mr W.	"	Station Asst Kabete Farm	40 Belford Rd Aberdeen	4/1/5
H.	"	Yes Clk	Scotia Cottage, Scotia Rd Burslem, Staffs	4/1/5
Mr G.P.	"	Engineer, Busoga Rly Lake Steamers	13 Market Sq Lytham, Lancs	4/1/5
Mr A.W.	"	Overseer, P.W.D.	21 Christian St Mayport, Cumberland	4/1/5
Mr J M & N	"	Drayhtman P.W.D.	83 Haymarket Tce Edinburgh	4/3/5
Mr L	"	Ch Clk Agric D.	134 The Common Clapton, N.	10/2/5
Mr P.	Uga.	Asst Insp Police	Crook, Glenhull Newton Stewart co Tyrone	4/1/5
Mr R	E.A.P.	Ch Clk, P.M.O.	30 Andover Rd Southsea Hants	4/1/5

sol

DRAFT CIRCULAR.

To all 1st Class Officers of F.A.P., Uganda and Zanzibar on leave at present).

New arrangements with regard to

MINUTE.

the passages of first class officers in the service of the East Africa Protectorate, Uganda, and Zanzibar.

Mr. Downie. 7.4.15.

Mr. Bottomley 9.4.15

Mr. Reed *9*

Mr.

Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Emmott-Islington.

Mr. Harcourt.

(i) In consequence of the

irregularity of the Union Castle Company service to East Africa it has been found necessary to adopt temporarily the Messageries Maritimes Company's service as the regular line for first class officers and to apply the leave regulations accordingly.

for consideration.

Further minute.

25 copies required.

(ii) The sailings of the

Messageries Maritimes line are four

drafts.

weekly from Marseilles, the next steamer leaving on
the 29th of April, and officers are
required to decide upon the steamer by
which they will travel, under the
same conditions as applied when the
Union Castle Company's four-weekly
service was employed, and to report
their intentions to the Colonial
Office.

(11) The Messageries Maritimes
Company have agreed to allow a
rebate of 15% on the cost of passages
booked by or for Government officials
and their wives.

(12) In the case of the homeward voyage
officers may, in special cases travel
by other lines but the period of the
ordinary voyage by the Messageries
Maritimes to Marseilles and thence
overland will be taken for the

purpose

weekly from Marseilles, the next steamer leaving on the 29th of April, and officers are required to decide upon the steamer by which they will travel, under the same conditions as applied when the Union Castle Company's four-weekly service was employed, and to report their intentions to the Colonial Office.

(iii) The Messageries Maritimes Company have agreed to allow a rebate of 15% on the cost of passages booked by or for Government officials and their wives.

(iv) In the case of the homeward voyage officers may, in special cases, travel by other lines but the period of the ordinary voyage by the Messageries Maritimes to Marseilles and thence overland will be taken for the purpose.

DRAFT

purpose of fixing the date of commencement of leave in this country.

Similarly in the case of the outward voyage, officials are ~~per~~mitted in special circumstances to travel by other lines, but they will be expected to arrive at the African port of disembarkation not later than if they had travelled by the appropriate M.N.boat and any leave after that date must be without pay. Officers who travel by lines other than the M.N.cannot be granted subsistence allowance if they are detained at any port en route.

(v) Passengers by the M.N.steamers are required to travel overland to Marseilles, and application for leave ports must be made in good time to the Foreign

purpose of fixing the date of commencement of leave in this country.

Similarly in the case of the outward voyage, officials are ~~per~~^{er}mitted in special circumstances to travel by other lines, but they will be expected to arrive at the African port of disembarkation not later than if they had travelled by the appropriate M.N.boat and any leave after that date must be without pay. Officers who travel by lines other than the M.N. cannot be granted subsistence allowance if they are detained at any port en route.

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DRAFT.

purpose of fixing the date of commencement of leave in this country.

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(v) Passengers by the M.M. steamers are required to travel overland to Marseilles, and application for passports must be made in good time to the Foreign

C.A./H1650/E.A.

New arrangements with regard

DRAFT.

to the passages of second class offic^{ers}
in the service of the East Africa Prot-

ector

of second class offic^{ers}
of E.A.P. Uganda and Zanzibar on (to restore Uganda, and Zanzibar.
MINUTE leave at present.)

Mr. Lewis. 7.4.18.

Mr. Tomley 9.4.18

Mr. Reed 9

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. J. Anderson.

Lord Emmott. Islington.

Mr. Harcourt.

for consideration.

further minute

copies
required.

(i) In view of the suspension of
the Union Castle Company's four-weekly
service to East Africa ports via the
Suez Canal, it is necessary to adopt the
weekly Union Castle mail service to Durban
as the regular line for second class
offic^{ers}

(ii) Under this arrangement an
offic^{er} will be required to travel as
far as Durban at latest by the weekly
mail steamer which sails next after
the expiration of his leave of absence

in this country. When this would involve

an extension of leave in this country

longer than the period that would
be forfeited if the official
sailed by the steamer of the previous
week, the earlier steamer must be
taken, and in that case the
forfeited leave ^{forgone} will be added to
the next leave period.

(iii) From Durban officials
must travel to their port of destina-
tion by the next available steamer of any
line which can provide suitable 2nd class
accommodation. Subsistence allowance
at the rate of 10/- a day will be
granted for the period of detention at
Durban. The allowance must be claimed
at the end of the journey. Full salary
will ordinarily be allowed for the
actual time taken on the voyage.

(iv) In the event of a steamer of any
English line being scheduled to sail
direct for East African ports either
via the Suez Canal or via the

Cape

for consider
(I am not sure
about this p

Cape, within a fortnight before
the expiration of an official's leave he
will be required to travel by it,
and will be allowed to carry over the
forfeited leave ^{forgone}. Officials are required
to ascertain in good time from the
Shipping Companies whether such a steamer
will sail, and, in every case, to report
their intentions to the Colonial Office.
Should the sailing of the steamer be
postponed, any extension of leave that
may be necessary will ^{ordinarily} be without salary.
No extension can be granted beyond the
date of sailing of the weekly mail
steamer leaving next after the expiration
of an official's leave. An official is
at liberty to return by ~~any~~ a steamer
within six weeks ^{of} the expiration of
his leave, and leave ^{forgone} ~~forfeited~~ for this
purpose, up to a maximum of six weeks,
may be carried over.

(v) Married officers will be granted until further notice the usual allowances (£5 for the single journey and £10 for the double journey) towards the cost of their wives' passages, irrespective of the line by which they travel. *This privilege may be withdrawn at any time.*

COLONIAL OFFICE,

April, 1915.

~~3/1/82~~

New arrangements with regard to passages of ^{Officers} ~~passengers~~ in the service of the Nyasaland Post.

DRAFT. Circular

To all Nyasaland
Institutes on Coast

MINUTE.

- Mr. Downie 7.4.12
- Mr. Bottomley 7.4.12
- Mr. [unclear] 9
- Mr. [unclear]
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Islington.
- Mr. Harcourt.

In concert
for the minute

58 copies required
=

As the U.C. Co. are unable to guarantee that steamers for Beira will meet any of the weekly mail steamers at Durban, it is no longer possible to select one mail steamer every month for the conveyance of Post passengers to Nyasaland, and officers will be required to board to Durban at latest by the weekly mail steamer which sails next after the expiration

Hedley

of

(v) Married officers ^{and} will be granted until further notice the usual allowances (£5 for the single journey and £10 for the double journey) towards the cost of their wives' passages, irrespective of the line by which they travel. *This privilege may be withdrawn at any time.*

COLONIAL OFFICE,
April, 1915.

CA/11650/P.2
2/5 C

New arrangements with regard to passages of ^{Officers} ~~Officers~~ in the service of the Nyasaland Post.

As the G.P. Co. are unable to guarantee that steamers for Beira will meet any of the weekly mail steamers at Durban, it is no longer possible to select one mail steamer every month for the conveyance of ^{Post} ~~Post~~ passengers to Nyasaland, and officers will be required to travel to Durban at latest by the weekly mail steamer which arrives next after the expiration

DRAFT. Circular to all Nyasaland posts on 2/5/15

MINUTE.

- Mr. Downie 7.4.15.
- Mr. ~~Bostonley~~ 7.4.15.
- Mr. ~~Reine~~ 9.4.
- Mr. ~~Reine~~
- Sr G. Fiddes.
- Sr H. Just.
- Sr J. Anderson.
- Lord Ishington.
- Mr. Harcourt.

In consequence of the above ^{circumstances} ~~circumstances~~ ^{it is} ~~it is~~ ^{no longer} ~~no longer~~ possible to select one mail steamer every month for the conveyance of ^{Post} ~~Post~~ passengers to Nyasaland, and officers will be required to travel to Durban at latest by the weekly mail steamer which arrives next after the expiration

704/6

of the leave of absence in
this country. When this
would involve an extension of
leave longer than the period
that would be forfeited if
the Officer sailed by the
steamer of the previous week,
the earlier steamer must be
taken and leave forfeited
for this purpose will be
added to the next leave period.

(ii) From Durban Officers will be
required to travel to Beira
by the first available steamer
of any line which can provide
suitable accommodation.

Subsistence allowance at the rate
of 10/- a day will be granted
for the period of detention at
Durban, and a similar
allowance will be granted
to Officers detained at Beira
while awaiting conveyance
to Portugal. These allow-

must be claimed at the
end of the journey, and the
~~leave must be supported~~
~~for as far as possible by vouchers~~
Full pay will be granted for
the actual time taken on the
voyage.

(iii) When an Officer is urgently
required in the Post he may be
required to take a passage
to Capetown, and to travel by
railway from Capetown to
Beira, a journey of 5 days.
A subsistence allowance
of £3 will be granted for
the train journey, under the
~~same conditions as apply in~~
~~the case of the outstations~~
~~above mentioned in § 10.~~
above.

(iv) In view of the increased
cost of ocean passages,
married Officers ~~accompanied~~
by

Section 7. Full-time
and part-time of officers and their
dependants - "unaccompanied"



21 April, 1915

Gentlemen,

With ref. to the letter from this Dept. of the 14th of April, I am etc to transmit to you the account list of Officers to whom copies of the Circulars detailing new passage arrangements have been sent, and to request that you will send copies of the appropriate Circulars to any 1st class Officers or Newfoundland Officers who may have been ^{not reported to} ~~sent~~ ^{sent} ~~sent~~ ^{sent} and to any Officers or Officers of Newfoundland who come on leave of absence with the

DRAFT.

The CA.
for the Colonies

(11650)

MINUTE.

- Mr. Downie 19.4.15
- Mr. ~~Bellamy~~ 20.4.15
- Mr.
- Mr.
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott Islington.
- Mr. Harcourt.

In conclusion.

Further minutes

Handwritten notes:
The CA.
for the Colonies
1650

...will be granted
...an allowance
...for the single journey and
...the double journey towards
...of these various passages.
...allowances will be paid when
...the passage is taken either in the
...or in this country on instruction of the proper authorities
...at any intermediate or any time.
...In the event of a steamer
...the M.C. or B.P. Lines being
...scheduled to ~~was~~ perform the
...voyage to Newfoundland direct via
...the Suez Canal Officers will be
...allowed to travel by it provided
...that ~~that~~ ^{it} leaves his country
...not earlier than six weeks nor
...later than two weeks before
...then leave in England expires, and
...the leave ~~expired~~ ^{may} ~~will~~ ^{be} ~~carried~~ ^{added}
...over to the next leave period.
(vi) Officers are expected to ascertain sailing dates from the Shipping Companies and to report their indications in good time to the Colonial Office.

next three months, as soon as
they report their arrival to
you.

2. The Circular addressed
to 2nd class Officials must
be regarded as ^{suspended pending} cancelled
_{for the season,}
and I am to
request you to inform all
2nd class Officials to whom
it has been sent that they
should take no action on it
until further notice. A
further comm^o will be
sent to you on the question
of passage arrangements for
Box 2nd class Officials.



HENRY LAMBERT,
for the Under Secretary of State

sent three months, as soon as
they report their arrival to
you.

2. The Circular addressed
to 2^d class Officials must
be regarded as ^{suspended pending} cancelled,
^{for the reason,}
with a view and I am to
request you to inform all
2^d class Officials to whom
it has been sent that they
should take no action on it
until further notice. A
further comm^t will be
sent to you on the question
of passage arrangements for
Box 2^d class Officials.

HENRY LAMBERT,
for the Under Secretary of State

Mr. Downie.

With reference to circular sent to us with your letter 11650/1915 of 14th April stating that 2nd class officials proceeding to Mombasa and Zanzibar are to go to Durban by Union Castle boat and get on as best they can, we cannot find that there is any means of communication between Durban and Mombasa or Zanzibar unless the Union Castle Company should send one of their boats and we gather that they have no present intention of doing so. Would it not be better to send 2nd class men as well as 1st class by the Messageries steamers?

Mahmoud

*H. D. J. C. a. J. J.
15. 4. 1915*

P.S. Mr. Snelzer has been instructed to sail by the Union Castle boat of 20th April

(Col. 4261 E. 4. 14. 1915)

Action as to this taken on File 4261

Action as to Neale on File 4195 E.A.

S. S. Snelzer

Mr. Brown

213

With reference to your telephonic
message today, I enclose you copy
of Messager's sailings to East
Africa up to 24 June. The Company
have no printed copies in the office
& we have only one. They say the
list of sailings for the next three
months, after June, will be received
from the vessels in about a fortnight
to three weeks time.

ADDENDUM
14/4/15

Time table of Messageries steamers for East Africa 1888-1889

ARRIVÉES A

Port	Port-Saïd	Suez	Djibouti	Aden	Mohé	Mombassa	Zanzibar	Mayotte	Majunga	Nossi-Bé	Diego-Suarez	Sainte-Marie	Tana-Lava	Re-Union	Maurice
17 Jan.	17 Jan.	17 Jan.	-	-	-	23 Jan.	24 Jan.	17 Jan.	1 Jan.	29 Jan.	30 Jan.	-	1 Fev.	4 Fev.	-
17 " 31 "	1 Fev.	2 Fev.	-	-	-	-	-	-	-	-	-	-	8 Fev.	2 Fev.	14 " 16 "
19 Fev.	14 Fev.	-	-	20 Fev.	21 Fev.	14 Fev.	25 Fev.	25 Fev.	17 " "	-	-	-	2 Mars	4 Mars	6 Mars
24 " 28 "	1 Mars	6 Mars	-	-	-	-	-	-	-	-	-	-	5 Mars	10 " "	1 " "
Mars 14 Mars	-	-	20 Mars	21 Mars	4 Mars	25 Mars	Mars 27 "	-	29 " "	Avril 3 Avril	-	-	-	-	-
4 " 28 "	29 Mars	1 Avril	-	-	-	-	-	-	1 Avril	2 Avril	-	-	-	-	-
Avril 7 Avril	11 Avril	-	-	17 Avril	18 Avril	28 Avril	1 Avril	14 " "	-	-	-	-	-	-	-
1 " 5 "	26 Avril	1 Mai	-	-	-	-	-	-	-	-	-	-	-	-	-
1 8 Mai	9 Mai	(10 Mai)	-	11 Mai	16 Mai	20 Mai	10 Mai	14 Mai	-	-	-	-	-	-	-
1 " 19 "	23 " 24 Mai	19 Mai	-	-	-	-	-	-	-	-	-	-	-	-	-
1 " 20 Juin	6 Juin	(7 Juin)	-	11 Juin	13 Juin	20 Juin	17 Juin	20 Juin	-	-	-	-	-	-	-
1 " 14 "	20 " 21 Juin	13 Juin	-	-	-	-	-	-	-	-	-	-	-	-	-
1 " 30 "	4 Juil	(5 Juil)	-	10 Juil	11 Juil	16 Juil	11 Juil	17 Juil	-	-	-	-	-	-	-

FD/15226/PA.

CA 11650.15

cut above

\$ Amosfa

T 22 April

of Telegram

My hel. of 1 April

On further ⁱⁿ ^{charity} ^{of} ^{the} ^{concern} ^{of} ^{the} ^{officials} ^{of} ^{the} ^{communications} ^{division} ^{between}

Durban and T.P. Africa ^{car} ^{have} ^{decided} ^{that} ^{officials}

officials must be allowed ^a ^{freedom} ^{to} ^{travel} ^{by} ^{M.M.}

as regular line. ^{to} ^{be} ^{arranged}

arrange accordingly for ^{the} ^{purpose}

of Circular No 12 ⁱⁿ ^{the} ^{12th} ^{class}

officials ^{mentioned} ⁱⁿ ^{the} ^{above}

my ^{despatch} ^{of} ¹⁴ ^{April} ¹⁹⁴⁴

should be cancelled and ^{the} ^{above} ^{mentioned} ^{officials}

first class circular ^{should} ^{be} ^{amended} ^{to} ^{include}

all officers ^{of} ^{the} ^{above} ^{mentioned} ^{division}

of first class ⁱⁿ ^{the} ^{12th} ^{class}

and ^{the} ^{above} ^{mentioned} ^{officials}

(11650)

2 d/16

FD 15226/82a

CA 1650.15 Ea

215

cut ⁱⁿ above

\$ Amos

22 April

My dear Sir

Telegram

On the occasion of departure
of communication between
London and P. African ports
we decided that second
class must be allowed
to travel by M.M.

as regular line is ple
arrange accordingly forthwith
Circular in 2nd class

should be enclosed in
my despatch of 16 April ~~AP 249~~

should be cancelled and
first class circular

should be amended to include
all officers by deletion of

of first class ^{category} in line 2
and substitution of ^{category}

governor ^{category}

2 d/16

FO/3226/PA

CA 11650.167

22 April, 1955

Gentlemen,

With ref to the letter from

His Dept. of the 21st of

April, 1955, I am etc to

inform you that in view

of the difficulty of comm

between Durban and E.A.

ports, he has decided

that ~~2nd~~ ^{second} class officials

for the present must be allowed to travel

to and from between

Mombasa and Z'bar and

his country ^{via Mombasa} by the M.M.

Line as has been arranged

in the case of ^{first} class

Officers in the service of the

E.A.P., Uganda and Z'bar.

2. The Commission for

2nd class

DRAFT.

The CA.

of the Commission

MINUTE

Mr. Downie 21.4.55

Mr. Bolton 21.4.55

Mr.

Mr.

Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Timmins Islington.

Mr. Harcourt.

11 min.

CA have ascertained by writing to the M.M. that the Com. will allow the rebate on Class II passages W.F.D.

2 d/16.