

1925

4/24

EA
E. AFRICA
UGANDA

C.O.
38292

21 AUG 25 1925

DATE

28th July 1925.

EDITOR GOVERNORS.

314

DESCRIPTION —

Dornie

PASSAGES FOR EUROPEAN OFFICERS. REVISED MEMO.

of S.

Fwd's obsons.

of S.

of S.

of State.

Previous Paper

MINUTES

90
6477/25
15489
(3rd edition of Passage memo)

The Para. 2 of this des. calls attention to an error which I am afraid has been in the passage memo. since the latter's birth. The position is perfectly clear from my minute of 29/6/22 or 17805/22.

Para. 3 of the des. is correct.

Dft. transmitted

CH 26.8.25

28 AUG 1925

26 SEP 1925

See serial 3511

to Mr. King (4)
to Mr. King (3)
to Mr. King (3)
to Mr. King (3)
to Mr. King (3)
to Mr. King (3)
to Mr. King (3)

Subsequent Paper

60 1000

3rd Edition.

Kenya, Uganda, Nyasaland, Zanzibar, Somaliland and the Tanganyika Territory.

Passage arrangements for European Officers.

I. Routes and classes.

1. Officers' passages are normally booked by the routes stated in paragraph 2 of this section, according to the Dependency in which the officer is serving. Officers may not travel by any other routes or steamship lines except when required to do so, on public grounds, or when specially permitted to do so for private reasons. In the latter case the officer is responsible for paying any extra cost involved.

2. The normal routes are as follows:-

(a) Kenya, Uganda, Zanzibar and Tanganyika Territory:

All-sea route via Suez by Union Castle or British India Steamers.

(b) Nyasaland:

(i) Officers with salaries over £700: Union Castle mail steamer between England and Durban; British India steamer between Durban and Beira.

(ii) Officers with salaries up to £700: Union Castle intermediate steamer between England and Beira except in cases of urgency.

(c) Somaliland: (i) Officers entitled to first class passages: Overland between London and Marseilles; P and O Steamer between Marseilles and Aden.

(1) Officers entitled to second class passages: All-sea route via Suez and Aden by Peninsular and Oriental steamer.

3. The accommodation provided, when available is as follows:-

	Officers entitled to 1st class passages.	Officers entitled to 2nd class passages.
On Union Castle Mail steamers.	A. 3	D. 3
On Union Castle Intermediate and East Coast steamers.	B.3	B. 5
On British India or P. & O. steamers.	A.	2nd class.

¶ For certain officers stationed in the South-western part of the Territory the normal route is that via the Cape and Beira. Passages will normally be booked by Union Castle Intermediate Steamer, but when this would involve undue delay or no such steamer is available, passages may be booked by Union Castle Mail steamer and British India steamer.

No claim for compensation can be entertained in the event of its being necessary, owing to shortage of berths, to provide inferior accommodation to the above. Except in the special cases provided for in Section II below officers are not permitted to receive the cash equivalent of a passage or to travel by a lower class or cheaper route than that by which they would normally travel and be credited with the difference in cost.

II. Assistance towards officers' families passages.

1. "Family" for this purpose includes an officer's wife and children who are under the age of 21, unmarried and dependent on the parents; it does not include nurses, the husbands of lady officials, or relatives other than those specified.
2. An officer whose salary (excluding allowances which are not drawn during leave of absence) does not exceed £500* a year, is granted half the cost of a single passage by the normal route, by the class by which he is entitled to travel, towards the cost of his family's passages.
3. This family passage allowance will be made once only in each direction during a tour of service, and it will not be made in respect of a tour of service during which an officer's family do not actually make the journey.
4. Any officer, whether entitled to the above grant or not, may, if he wishes, travel by a lower class than that by which he is entitled to travel, with a view to the saving being applied towards the cost of his family's passages, provided that they travel with him or make the journey during the tour of service in question. Savings realised on a passage in one direction may not be utilised towards the cost of passages in the other direction.* If an officer proceeding to England is provided with a return passage voucher, the "saving" in respect of the journey in each direction will be regarded as the difference between half the cost of a return passage by the class by which he travels and half the cost of a return passage by the class by which he is entitled to travel.
5. Officers receiving either or both of the concessions referred to in the preceding paragraphs will be required to sign an agreement by which they undertake to refund any balance of the grants which is not actually expended on passage tickets (any rebates, etc., allowed by the shipping company on family passages being taken into account), and to refund the whole of the grants in certain circumstances. No payments will be made until the agreement has been signed and evidence of the booking of the passages has been produced. An officer who wishes his family to follow him to East Africa should complete the necessary agreement before leaving England; otherwise no payment can be made to his family until advice has been received by the Crown Agents from East Africa that the agreement has been completed locally.

*Temporarily extended to £700 a year. An officer whose salary exceeds £700 is granted the allowance less the amount by which his annual salary exceeds £700.

No claim for compensation can be entertained in the event of its being necessary, owing to shortage of berths, to provide inferior accommodation to the above. Except in the special cases provided for in Section II below officers are not permitted to receive the cash equivalent of a passage or to travel by a lower class or cheaper route than that by which they would normally travel and be credited with the difference in cost.

II. Assistance towards officers' families passages.

1. "Family" for this purpose includes an officer's wife and children who are under the age of 21, unmarried and dependent on their parents. It does not include nurses, the husbands of lady officials, or relatives other than those specified.
2. An officer whose salary (excluding allowances which are not drawn during leave of absence) does not exceed £500* a year, is granted half the cost of a single passage by the normal route, by the class by which he is entitled to travel, towards the cost of his family's passages.
3. This family passage allowance will be made once only in each direction during a tour of service, and it will not be made in respect of a tour of service during which an officer's family do not actually make the journey.
4. Any officer, whether entitled to the above grant or not, may, if he wishes, travel by a lower class than that by which he is entitled to travel, with a view to the saving being applied towards the cost of his family's passages, provided that they travel with him or make the journey during the tour of service in question. Savings realised on a passage in one direction may not be utilised towards the cost of passages in the other direction.* If an officer proceeding to England is provided with a return passage voucher, the "saving" in respect of the journey in each direction will be regarded as the difference between half the cost of a return passage by the class by which he travels and half the cost of a return passage by the class by which he is entitled to travel.
5. Officers receiving either or both of the concessions referred to in the preceding paragraphs will be required to sign an agreement by which they undertake to refund any balance of the grants which is not actually expended on passage tickets (any rebates, etc., allowed by the shipping company on family passages being taken into account), and to refund the whole of the grants in certain circumstances. No payments will be made until the agreement has been signed and evidence of the booking of the passages has been produced. An officer who wishes his family to follow him to East Africa should complete the necessary agreement before leaving England; otherwise no payment can be made to his family until advice has been received by the Crown Agents from East Africa that the agreement has been completed locally.

*Temporarily extended to £700 a year. An officer whose salary exceeds £700 is granted the allowance less the amount by which his annual salary exceeds £700.

6. Notes.

(a) An officer's family travelling independently¹¹¹ may go by any class or route. The grant payable, if any, is however the same in all cases, viz., a maximum of half the cost of a single passage by the normal* route by the class by which the officer is entitled to travel, plus any saving accrued under paragraph 3 above.

(b) In the case of Nyassaland officers the family passage allowance is a maximum of half the cost of a passage by intermediate steamer between England and Beira; but when an officer entitled to the allowance is required to travel by mail steamer on public grounds (see section 1 2. (b)), and is accompanied by his family, he may receive as family passage allowance a maximum of half the cost of a passage by mail steamer by the class by which he is entitled to travel. If he is not accompanied by his family, the allowance payable when his family make the journey will be half the cost of an intermediate passage plus any saving realised by the officer having travelled by a lower class on the mail steamer than that by which he is entitled to travel.

(c) If an officer is required on public grounds to travel by a more expensive route than the normal route, the full cost of his own passage is paid, but the amount of the family passage allowance if any is not affected. If he travels by a lower class than that by which he is entitled to travel, he may apply the saving towards the cost of his family's passages, provided that his family actually accompanies him by the more expensive route. If an officer entitled to family passage allowance travels by such a route to suit his own convenience, the amount payable in all for his own and his family's passages will not exceed one and a half times the cost of a passage by the normal route by the class by which he is entitled to travel.

(d) If an officer is required on public grounds to travel by a cheaper route than the normal route, the family passage allowance, of any, is not affected, and the saving realised on the officer's own passage may be applied towards the cost of his family's passages in the same way as the saving realised by an officer travelling by the normal route by a class lower than that by which he is entitled to travel (see paragraph 4 above). An officer who is permitted to travel by such a route to suit his own convenience cannot however be credited in this way with the saving realised on his own passage. A Nyassaland officer entitled to travel by mail steamer, but actually travelling by intermediate steamer to suit his own convenience, is however, regarded for this purpose as travelling by a lower class, and not by a cheaper route than that which would be normal in his case.

(e) If a husband and wife are both in Government service and entitled to free passages in respect of that service, any family passage allowance payable in respect of their children will be limited to half the cost of one passage.

* As the fares by the Union Castle and British India lines between England and East Africa differ, the allowance will be based on the cost of passage by the line in whose steamer the officer actually travelled, or (if he actually travelled by an abnormal route) would normally have travelled.

III. Booking of Passages.

1. The booking of Officers' passages to East Africa is arranged by the Crown Agents for the Colonies. The booking of officers' passages from East Africa to England is arranged by the Government under which the officer is serving.
2. Officers proceeding to East Africa with their families should inform the Crown Agents at least six weeks before the expiration of their leave of the number of passages which they require. The Crown Agents will then request the Shipping Company to reserve berths for the officer's family at the same time as for the officer himself. There is no objection to officers negotiating direct with the Shipping Companies with regard to accommodation, but they should keep in touch with the Crown Agents, who will eventually take over and pay the Company direct for the accommodation reserved for the officer himself. The officer is himself responsible for arranging and paying for the accommodation provided for his wife or family, and he will be required to account for any family allowance granted to him.
3. Officers returning to England from East Africa should communicate with the local Government as to the booking of passages. The usual procedure is for the Government to arrange and pay for all passages and to recover from the officer any excess of the amount spent over the amount which he is entitled to receive under these regulations.
4. An officer returning from leave is required to return by the steamer sailing by the normal route at or next before the expiration of his leave, any unexpired leave being added to the officer's next period of leave. The privilege of carrying forward unexpired leave will not however be granted in the case of an officer returning by an earlier steamer than that sailing at or next before the expiration of his leave unless it is decided by the Secretary of State to be in the public interest that the officer should travel by the earlier steamer. Except in the case of Somaliland officials, a short extension of leave may be granted to enable an officer to return by a steamer later than the expiration of his leave if the required extension is shorter than the period of leave which the officer would have to defer by sailing by the steamer next before the expiration of his leave; but no salary will be granted in respect of any such extension unless it is decided by the Secretary of State to be for the convenience of the Government that the officer should travel by the later steamer.
5. An officer who wishes to take advantage of the concession mentioned in the last sentence of the preceding paragraph must inform the Crown Agents at least six weeks before the date of the expiration of his leave.

IV. Transfers.

1. In the case of direct transfers between Tropical African Dependencies, the Dependency which the officer is ~~leaving~~ pays for the passage; in the case of transfer via England, the Dependency which the officer is leaving pays for his passage to England, and the Dependency to which he is going pays for his passage from England. Family passage allowance in such cases is payable in respect of any journey according to the rules in force in the Dependency paying for the passage.
2. When an officer is transferred to East Africa from a Dependency outside Tropical Africa, the whole cost of his passage is paid by the East African Dependency to which he is being transferred. The family passage allowance, if any, will not however exceed half the cost of a passage between England and East Africa by the normal route by the class by which the officer is entitled to travel.
3. When an officer is transferred direct from an East African Dependency to an appointment with salary not exceeding £800 a year in a Dependency outside Tropical Africa, liability for his passage and for his family's passages rests on the Dependency to which he is being transferred, in accordance with Colonial Regulation 121. There are a few Dependencies which do not accept that liability, and in such cases the officer must pay for his own passage. When, however, the officer is sent on leave to England prior to transfer, the East African Dependency which he is leaving pays for his passage to England and family passage allowance is granted only as provided for in these regulations.
4. When an officer has been transferred direct from one Tropical African Dependency to another during a tour of service, the cost of his passages to and from England when he eventually proceeds on leave, the family passage allowances, if any, and the officer's salary during the voyages, are payable by the Dependency to which he has been transferred.

V. Passages via Marseilles and other Continental Ports.

1. When officers are required to travel via Marseilles on public grounds, the railway and steamer fare between London and Marseilles is paid by the Government. An allowance not exceeding £5 may also be made towards the cost of transportation of heavy baggage across France when it is not possible for this to be sent round by sea. No other expenditure, for example for meals on the train, can be refunded.
2. An officer travelling by an abnormal route (e.g. by Messageries Maritimes Steamer), who embarks or disembarks at Marseilles to suit his own convenience is not entitled to any refund in respect of rail and steamer fare which would bring the total cost of his passage over the cost of an all-sea passage by the normal route. He is not in any case allowed any payment in respect of transport of heavy baggage or incidental expenses of any kind.

IV. Transfers.

1. In the case of direct transfers between Tropical African Dependencies, the Dependency which the officer is ~~leaving~~ ^{going} pays for the passage; in the case of transfer via England, the Dependency which the officer is leaving pays for his passage to England, and the Dependency to which he is going pays for his passage from England. Family passage allowance in such cases is payable in respect of any journey according to the rules in force in the Dependency paying for the passage.
2. When an officer is transferred to East Africa from a Dependency outside Tropical Africa, the whole cost of his passage is paid by the East African Dependency to which he is being transferred. The family passage allowance, if any, will not however exceed half the cost of a passage between England and East Africa by the normal route by the class by which the officer is entitled to travel.
3. When an officer is transferred direct from an East African Dependency to an appointment with salary not exceeding £800 a year in a Dependency outside Tropical Africa, liability for his passage and for his family's passages rests on the Dependency to which he is being transferred, in accordance with Colonial Regulation 121. There are a few Dependencies which do not accept that liability, and in such cases the officer must pay for his own passage. When, however, the officer is sent on leave to England prior to transfer, the East African Dependency which he is leaving pays for his passage to England and family passage allowance is granted only as provided for in these regulations.
4. When an officer has been transferred direct from one Tropical African Dependency to another during a tour of service, the cost of his passages to and from England when he eventually proceeds on leave, the family passage allowances, if any, and the officer's salary during the voyages, are payable by the Dependency to which he has been transferred.

V. Passages via Marseilles and other Continental Ports.

1. When officers are required to travel via Marseilles on public grounds, the railway and steamer fare between London and Marseilles is paid by the Government. An allowance not exceeding £5 may also be made towards the cost of transportation of heavy baggage across France when it is not possible for this to be sent round by sea. No other expenditure, for example for meals on the train, can be refunded.
2. An officer travelling by an abnormal route (e.g. by Messageries Maritimes Steamer), who embarks or disembarks at Marseilles to suit his own convenience is not entitled to any refund in respect of rail and steamer fare which would bring the total cost of his passage over the cost of an all-sea passage by the normal route. He is not in any case allowed any payment in respect of transport of heavy baggage or incidental expenses of any kind.

3. An officer travelling by the normal route who disembarks at Marseilles to suit his own convenience will be refunded the cost of his own rail and steamer ticket from Marseilles to London; but the Government will retain, in the case of an officer whose passage had been booked by the all-sea route, any sum recovered from the Shipping Company in respect of the unused portion of the officer's own ticket. The officer will not be allowed any payment in respect of transport of baggage or incidental expenses.

4. There is no objection to an officer who is travelling to East Africa by the normal route joining the steamer at Marseilles if it calls there; but the officer will be responsible for the additional cost of his ticket and for any incidental expenditure involved.

5. An officer who disembarks at Marseilles begins his leave on the day following his disembarkation. An officer who embarks at Marseilles in a steamer which started from London is treated for the purpose of extensions of leave and of forward leave as if he had joined the steamer in London, otherwise he is regarded as having sailed from England on the day prior to his embarkation at Marseilles.

6. The rules in this section apply, mutatis mutandis, to officers embarking or disembarking at Continental ports other than Marseilles, except that when an officer disembarks at such a port to suit his own convenience he will in no case be allowed any refund in respect of rail and steamer fare which would bring the total cost of his passage over the cost of our all-sea passage by the normal route. If an officer disembarks at an Italian port his leave begins two days thereafter unless there is reason to suppose that he could have arrived in England on the following day.

VI. Miscellaneous.

1. Detention Allowances. Officers unavoidably detained during their voyage at any port in Africa or Asia when travelling by the normal route, or travelling by other routes on public grounds, are eligible for an allowance which is at present on the following scale:-

Officers travelling alone: 15/- per diem.

do. do. accompanied
by their wives or families: 25/- per diem.

(Note: Kenya officials detained at Mombasa receive 10/- per diem if travelling alone, and 15/- per diem if accompanied by wives or families).

2. Period of Voyage. The time allowed as extra leave in respect of the journey to England is limited, in the case of officers permitted to travel by abnormal routes to suit their own convenience, to the following periods:-

Kenya and Uganda Officers	30 days.
Zanzibar. "	33 days.
Tanganyika Territory "	37 days.
Nyasaland " ((a) entitled to travel by mail steamer 30 days*	
	((b) entitled to travel by intermediate steamer 35 days.
Somaliland " (Officers entitled to first class passages. 11 days.	
	(Officers entitled to second class passages. 16 days.

Any time taken on the voyage in such cases in excess of these periods is deducted from ordinary leave, but if the officer reached Europe and could have arrived in England in a shorter period, his leave is calculated in accordance with paragraph 4 of Section V. A similar rule applies to officers permitted to return to East Africa by an abnormal route, that is to say, if the officer does not arrive at the Coast within the specified number of days after the expiration of his leave, the extra time taken must be without salary.

3. Officers domiciled outside the United Kingdom. When officers are permitted to take leave in countries other than the United Kingdom, the amounts payable by the Government in respect of passages, and the time allowed as extra leave in respect of voyages, may not exceed those laid down in the case of officers proceeding to and from England by the normal route.

4. Passages via the Nile. In certain special cases Uganda Officers may be required or permitted to travel to England by the Nile route. In such cases the officer receives a grant (to be accounted for on arrival in England) and makes his own arrangements for travelling. This grant is at present fixed at £100 or £75, according to whether the officer is entitled to a first or a second class ocean passage. Officers travelling via the Nile are at present allowed to send 30 cubic feet of baggage by sea at Government expense. The family passage allowance in the case of an officer travelling via the Nile is, as in other cases, half the cost of a passage by the normal route by the class by which the officer is entitled to travel. In the absence of special instructions, the tour of service of an officer proceeding to England via the Nile is regarded as ending on the day before that on which he leaves Khartoum. If a Kenya officer is required to travel via the Nile similar conditions apply; but if he is permitted to travel by this route to suit his own convenience, his journey is regarded as beginning when he crosses the Kenya border, and the amount payable by the Government in respect of his journey will not exceed what would have been payable if he had travelled by the normal route.

*Applicable to officers entitled to travel by mail steamer who elect for their own convenience to travel by intermediate steamer.

VII. Grant of passages to locally engaged European Officers on Retirement.

1. If an officer resigns or retires in East Africa, after having qualified for leave of absence under the regulations, he may be allowed, if he so desires, a free passage to the United Kingdom provided that he takes it within six months (or two months in the case of officers serving on agreement) of his resignation or retirement, but not otherwise. He will not be granted a passage back to East Africa at Government expense except as provided below.

2. If a Medical Board has certified that it is necessary for health reasons that an officer should be granted leave outside East Africa, he may be granted a free passage to the United Kingdom, and, if he so desires, a free passage back to East Africa, even if he is not returning for further service, provided that he takes it within six months of the expiration of the leave granted to him, but not otherwise.

3. If an officer proceeds on leave of absence to the United Kingdom and resigns or retires during his leave, he will not be eligible for a free passage to East Africa unless his retirement is due to the Medical Adviser to the Colonial Office having reported that he is unfit for further service, in which case he may be granted if he so desires, a passage within six months of the expiration of his leave as provided in paragraph 2 of this section.

4. European officers whose homes are in South Africa, Australia, or elsewhere outside the United Kingdom will be treated as above mutatis mutandis. If such an officer proceeds to the United Kingdom on leave and then retires or resigns, he will only be eligible for a free passage to his home if he is certified unfit to return to his duties in East Africa.

5. European officers who were resident in India at the time of their engagement will be regarded for this purpose as having homes in the United Kingdom (unless their homes are actually in South Africa, Australia, etc.)

6. In each of the above cases the privilege of a free passage cannot be converted into cash, nor can a passage to another destination be substituted for that specified.

Colonial Office.

June, 1925.

S.O.
38292
21 AUG 25
GOVERNMENT HOUSE,
UGANDA

IM.



Bar la Protectorate.

UGANDA

514.

28th July, 1925.

Sir,

Gov
46130
21 Aug 25

I have the honour to refer to your despatch, No. 72 of the 4th March, 1925, transmitting copies of a revised edition of the memorandum regarding the passage arrangements for European officers.

Gov
17806
22 Aug

2. I observe that paragraph 1 of Section IV. of that memorandum, dealing with the incidence of cost of passage in the case of direct transfers between Tropical African Dependencies, lays down a different arrangement from that formerly in force; and I presume that the ruling contained in paragraph 2 (b) of Mr. Churchill's despatch, No. 393 of the 30th June, 1922, may be regarded as cancelled.

Gov
37331
24 Aug

3. As regards paragraph 4 of Section VI. of the memorandum, the grant to officers permitted to travel by the Nile route is £100 for those entitled to first class passages, and £75 for those entitled to second class passages. The higher rates mentioned in the memorandum were reduced in accordance with Lord Arnold's despatch, no. 393 of the 13th August, 1924.

I have the honour to be,

Sir,

Your most obedient, humble servant,

W. J. Gowers

GOVERNOR.

The Right Honourable

THE SECRETARY OF STATE FOR THE COLONIES,

&c., &c., &c.

files 22/8/25
 26/8/25

Gw/38292/w
 E.A.
 Uganda.

chey.

huckburgh.

ois.

ndle.

sterton Smith.

oby-Gore.

ry.

for comm

~~✓~~

FT.

28 Aug.

1925

la

SIR,

334

Towers

I have to acknowledge the receipt
 of your despatch No. 314 of the 28th
 of July, and to inform you
 that I am obliged to
 you for pointing out two
 inaccuracies in the memo.
 regarding the passage
 arrangements for European
 officers.

3 D/rs.

909 38292/25
E.A.
Ligand

the 16/8/25

Miss
2/8/25

Tracy.
Shuckburgh.
Davis.
Trindle.
Masterton Smith.

Send:

C. D.
R 25 AUG
D

Maby-Gore.

Mary.

for

RAFT.

28 Aug

1925

A. Sir Gentlemen

With ref. to the letter from
this Dept. No. 15489/25 of the
25th of June I am to
inform you that his attention
has been drawn to the
following errors in the third
edition of the memorandum
regarding

as to
N. Rhodania

Gov 38292/25
S.A.
Uganda

Pres 26/8/25
Comm 26/8/25

Wheeler
Huckburgh
Lewis
Middle
Mortimer Smith
Noble-Gore
Pry

RAFT.

28 Aug. 1925

Conf.
O.A.B. (2)
Conf (2)
~~O.A.B.~~
Island Conf 3/28 (15489)
W.
Gauguin Conf 4/28
W.
Island Conf 4/28
O.A.B.
Wiggin Conf 4/28
W. H. Co.

SIR,

With ref. to my conf. despatch of the 26th of June, I have the honor to inform you that my attention has been drawn to two inaccuracies in the third edition of the memorandum regarding passage arrangements for European officers serving in the East African

Yours

Caxton 23/9/25
Cronic 24/9/25

Gov/38292/25
S Africa
120

C. D.
R. 25 SEP
DLS

- Wachey.
- Shuckburgh.
- Davis.
- Grindle.
- Masterion Smith.
- Harmsby-Gore.
- Emery.

Sub

26 September, 1925

RAFT.

Sir, I have etc to transmit to you, for
 your information and guidance, ^{copies} ~~an~~ of
 a revised edition of the ~~compilation~~
 memorandum regarding ~~passing~~ arrangements

Rhodora
 initial
 entry.
 of News
 etc)

The previous edition of the memorandum
 was sent to you with my predecessor's

4/9/24
 R. Rhodora

is confidential except of the 2nd Sept, 1924.

I have etc
 (Signed) L. S. AMERY.

Ex 157
23/9/25

24/9/25

Gov/38292/25

S Africa
Wants
120

2nd

C. D.
R 25 SEP
DL S

Wachey.

Shuckburgh.

Davis.

Grindle.

Masterion Smith.

Armoby-Gore.

Imery.

SL

26 September, 1925

RAFT.

Sir, I have etc to transmit to you, for your information and guidance, ^{copies} a copy of

Rhodonia
initial

a revised edition of the ~~confidential~~

entry.

memorandum regarding passage arrangements.

of News

The previous edition of the memorandum

with)

was sent to you with my predecessor's

4/9/24
R. Rhodonia

a confidential copy of the 2nd Sept, 1924.

I have etc
(Signed) L. S. AMERY