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M. Battersby
Colonial Office.

You have asked me to advise you as to the practicability of ^{providing a class of} ~~second class~~ officers appointed to the East African Colonies and Protectorates, of what grade, drawing salary ~~of £1,000 a year.~~

This would mean a very great increase in the numbers of officers requiring second class passages, and I am of opinion that it should have considerable difficulty under present conditions in securing sufficient accommodation. The direct service, i.e. via Suez is very irregular, and with few exceptions is maintained by comparatively small ships. The bookings by the Union Castle Line, apart from passages booked by us, are extremely heavy, so much so, in fact, that they seem to make a regular practice of taking over the whole of the second class accommodation for the use of first class passengers, second class passenger having to travel in the third class accommodation. There is of course, the alternative route via the Cape, by which it is possible that we might be able to obtain sufficient accommodation, but the fare by this route is considerably more than by the direct route; also it takes very much longer which is a consideration, as an officer will usually be drawing pay during the voyage and in addition, there will be detention expenses while waiting for a connecting steamer at Durban to be paid. ^{Therefore} It would probably cost more to send a man second class via the Cape than first class via Suez, besides being, in the majority of cases, a hardship to the official concerned in so much that he will be put to many expenses

while/

M. Battersby
Colonial Office.

You have asked to advise you as to the practicability of ^{providing 2nd class accommodation} of ~~second class~~ Junior Officers appointed to the West African Colonies and Protectorates, of what grade, drawing salary below £100 a year.

This would of course mean a very great increase in the numbers of officers requiring second class passages, and I am of opinion that it would have considerable difficulty under present conditions in securing sufficient accommodation.

The direct service, i.e. via Suez is very irregular, and with few exceptions is maintained by comparatively small ships. The bookings by the Union Castle Line, apart from passages booked by us, are generally very heavy, so much so, in fact, that they seem to make a regular practice of taking over the whole of the second class accommodation for the use of first class passengers, second class passenger having to travel in the third class accommodation. There is of course, the alternative route via the Cape, by which it is possible we might be able to obtain sufficient accommodation, but the fare by this route is considerably more than by the direct route; also it takes very much longer which is a consideration, as an officer will usually be drawing pay during the voyage and in addition, there will be detention expenses while waiting for a connecting steamer at Durban to be paid, ^{therefore} it would probably cost more to send a man second class via the Cape than first class via Suez, besides being in the majority of cases, a hardship to the official concerned in so much that he will be put to many expenses

while/

M. Battenberg
Colonial Office.

You have asked me to advise you as to the practicability of ~~sending 2000~~ ^{appointing 2000} all junior officers appointed to the West African Colonies and Protectorates, of what grade, drawing salary below £100 a year.

These proposals of course mean a very great increase in the numbers of officers requiring second class passages, and I am of opinion that it should have very considerable difficulty under present conditions in procuring sufficient accommodation.

The direct service, i.e. via Suez is very irregular, and with few exceptions is maintained by comparatively small ships. The bookings by the Union Castle Line, apart from passages booked by us, are extremely very heavy, so much so, in fact, that they seem to make a regular practice of taking over the whole of the second class accommodation for the use of first class passengers, second class passenger having to travel in the third class accommodation. There is of course, the alternative route via the Cape, by which it is possible that we might be able to obtain sufficient accommodation, but the fare by this route is considerably more than by the direct route; also it takes very much longer which is a consideration, as an officer will usually be drawing pay during the voyage and in addition, there will be detention expenses while waiting for a connecting steamer at Durban to be paid, ^{therefore} it would probably cost more to send a man second class via the Cape than first class via Suez, besides being in the majority of cases, a hardship to the official concerned in so much that he will be put to many expenses

while/

L. Battersby
Colonial Office.

You have asked me to advise you as to the practicability of ~~appointing 20~~ all junior officers appointed to the West African Colonies and Protectorates, of what grade, drawing salary below £100 a year.

This would of course mean a very great increase in the numbers of officers requiring second class passages, and I am of opinion that it would have considerable difficulty under present conditions in securing sufficient accommodation. The direct service, i.e. via Suez is very irregular, and with few exceptions is maintained by comparatively small ships. The bookings by the Union Castle Line, apart from passages booked by us, are extremely heavy, so much so, in fact, that they seem to make a regular practice of taking over the whole of the second class accommodation for the use of first class passengers, second class passenger having to travel in the third class accommodation. There is of course the alternative route via the Cape, by which it is possible we might be able to obtain sufficient accommodation, but the fare by this route is considerably more than by the direct route, also it takes very much longer which is a consideration, as an officer will usually be drawing pay during the voyage, and in addition, there will be detention expenses while waiting for a connecting steamer at Durban to be paid, ^{therefore} it would probably cost more to send a man second class via the Cape than first class via Suez, besides being, in the majority of cases, a hardship to the official concerned in so much that he will be put to many expenses

while/

...urban for which he will not be entitled to

...will probably agree that
...it is likely to show
...extra ex. inst. to the Govern-
ment...

copy to this letter should be used to
The Secretary,
TREASURY,
WHITEHALL, LONDON, S.W. 1,
and the following number added

TREASURY CHAMBERS

C O
15644

184

March 1921.

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54 1913

Sir,

I have laid before the Lords Commissioners
of His Majesty's Treasury Mr. Grindlay's letter of the
24th ultimo (8062/1921) regarding the grant of
assistance to West African Officials in respect of
their wives passages, and They direct me to request
you to lay before the Secretary of State for the
Colonies the following reply.

My Lords observe that the Civil Service
Officers usually were of opinion (approximately) that
in general rule, the Government should not
pay the cost of the passage of the wives of
Officers of the Colonial Service. It was
however decided that in cases where the
Government is insufficient to enable the wife
to make the necessary provision. They recommended that
where the salary did not exceed £400 married officers
should be allowed the second class passages.

The concession authorised in Treasury Letter
of 18th of May 1920 (9867/20) of first class passage

Under Secretary of State,

plus

Colonial Office.

unreasonable, in the present need for economy, to expect comparatively junior officials to travel 2nd Class, particularly if this sacrifice will enable them to obtain passage concessions later on in their careers.

In the meantime, and as a temporary measure, subject to review not later than the 31st March 1922, My Lords would be prepared, so far as the Predefinites subject to their financial control are concerned, to authorise the extension of the present concession of 1st Class passage plus 50% to officials in receipt of not more than £100 per annum. They are prepared further to agree to the allowance to officers in receipt of more than £700 per annum of the extra 50% less the amount of salary in excess of £700.

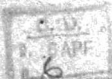
Their records undertaken from semi-official communication, that the temporary arrangement mentioned in Treasury Letter of 17th March 1919 (10003/19) is being continued until the 31st March 1921. They had however contemplated that the concession would be continued after the revised scale of salaries were approved.

955/19

Herbert Serrant,

Handwritten signature

Handwritten mark



Downing Street,

6 April, 1921.

RAFT.CROWN AGENTS
FOR THE COLONIES.MINUTE.

Batterbee 5/4

Grindle.

H. Lambert,

H. Read,

G. Widdes,

Coxey,

Church.

fts.

Gentlemen,

I am etc. to inform you that it has been decided as a temporary measure to extend to married officers in the East African Dependencies in receipt of not more than £700 p.a. the assistance in respect of ^{their} wives passage, which is at present granted to East African officers drawn up to £50 p.a. is of the cost of passage to which the officer himself is entitled, and to grant an allowance to officers in receipt of more than

£700

only a
small
April.

white sober
no 454
to 45 only

445
187

your comp despatch of page 12
your telegram of 25th
your comp despatch of Dec 11th

DRAFT

VERNON

INQUIRY

BRITISH ISLANDS

TELEGRAMS

Mr. Batterbee 5.10.21

Mr.

Mr.

Mr. Grindle.

Sir H. Lambert.

Sir H. Reid.

Sir G. Piddes.

Col. Amery.

Mr. Churchill.

assurances in respect
pleistodon goshaze
at present granted to
Theoretical picolapic param less Gorgona
up to £500 per annum and grant to
officers drawing more than £700 per

annum of allowance equal to extra
youwood Salgren
50 per cent less amount of salary in
of £450. Despatch factors by

drafts.

mail.

Rouge 23

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Lud

30 June 1921

the Bureau of
of the 5th of April, stating that

the LC of the Treasury had approved

the proposal for the proposed

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£500 a year

2. Enclose for your information
you may have to offer
a copy of the Treasury letter
on that subject to the
the subject. The

disposes to accept the proposal
with regard to second class passages

for junior officials, on the
ground that the proposal is

Amor 49740

Mr. Churchill

31 March 1921

appear to me impractical, and that
 the great of second class passages
 would be to lower the postage of the
 service and so make it more difficult
 to obtain suitable candidates.

Once you pass the limit of salary
 you will be desired to pass for the
 abolition of the limit you will see
 how you will be provided with equipment

by the Treasury Department; but in any case
 you may wish it to depend on the fact that you have had
 the opportunity to sell for the Treasury at the present time

Mean & Lapras by
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 by the Secretary

1000

appear to me impracticable, that

the great of second class passages

will be to lower the prestige of the

service, and so make it more difficult

to obtain suitable candidates.

Once you pass the limit of salary

of your own desire to pass further

the limit, you will be

confronted with arguments

of the Treasury Department, that in any case

it is desirable that you should have to

be satisfied with the present level

of the Treasury Department.

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