



Conference of 21st July, 1920.

Present: Colonel Amery (in the Chair)

Air Ministry

Sir F. Sykes.

Colonel Rich and another.

Union of South Africa Sir E. Van Rynveld.

British South Africa Company

Sudan

Major Wheatley.

Treasury

Mr. Miller.

Colonial Office

Mr. Strachey.

Mr. Bottomley.

E. Sykes observed that the Imperial share in the matter had been completed by showing that the through flight was possible. It was now a matter of local <sup>and</sup> <sub>of</sub> commercial concern to make use of the possibilities of the route, not necessarily as a through route. It was, however, of importance that Government control should be retained in view of possible emergencies. The Ministry had waived the question of the cost of construction.

Miller said that the Treasury had only just heard of the matter and had not been consulted before expenditure was incurred. In the future, as regards the dependent Protectorates, the Imperial Government bore the cost in any case but as a matter of principle he thought that the local Governments should pay the cost of maintenance.

Amery thought that the Treasury had some interest as a principle in this matter, as it was naturally expected that the dependent Protectorates would one day become

further, it was conceivable that no aeroplane

would

to ever again visit these aerodromes.

Sir F. Sykes pointed out that if there was no progress in the next two or three years the matter could be re-considered. He said that the Egyptian Government attached great strategic importance to the aerodromes and presumed that the Sudan Government would also.

Major Wheatley doubted.

The British South Africa Company representative pointed out that the aerodromes were in their case chiefly in Northern Rhodesia, which was a burden on the shareholders. If they refused the settlers a farm school on the ground of expense they would be asked how they could afford aerodromes.

Sir Strachey observed that three of the Tanganyika aerodromes were in places where a European officer would have to be fully stationed, thereby involving special expense. Some discussion followed as to eliminating the emergency landing places in Tanganyika Territory. It was considered that there must be one between Tabora and Abercorn but that it need not be at ~~Zomba~~ if another place could be found, preferably with a white official.

Sir Rowtonley considered that the usefulness of the Jinja aerodrome to Uganda was much reduced by the fact that the flight from the Sudan was the most difficult stage in the whole route (in which Sir H.V. Ryneveld concurred) and that Kisumu by itself was practically useless to the East Africa Protectorate.

Colonel Rich said that the usefulness of aeroplanes was not great and that it would be a valuable means of travelling.

from

ca Protectorate to, say, Tabora.

ly agreed, and said that in the event of the  
being united, as advocated by a writer in the  
of that morning, the importance of this factor would  
increased.

Rich explained that the estimates of £00 to £500 a  
for the maintenance of certain aerodromes were based  
and maximum figures provided locally. The  
of £250 for ~~the~~ had been furnished by Sir R.  
on who, in discussion at the Air Ministry, had been  
in favour of the maintenance of the stations (as had  
ortsey also). Sir R. Coryndon had intended to make  
Inja ground a Police parade ground.

also pointed out that the aerodromes ~~had~~ not be a  
at its expense - the pasturage could be let out.

South Africa Company representative said that in  
places this was impossible on account of fly and that  
places there was ample pasturage.

It was agreed that further reference to the local  
nts would be necessary. Maintenance would be  
to minimum, local Governments having no responsibility  
keeping the ground clear. The date on which they  
take over the cost of maintenance was not fixed; the  
Astry had undertaken to pay up to day last, but  
Bykes did not say that local liability would begin as  
one. Sir R. Van Rynveld said that the Union  
ent would certainly take over the cost of the  
in their territory.

Secretary of State for the Colonies  
(1)  
of the East Africa Protectorate and Uganda  
(2)  
Trustee of the Tanganyika Territory.  
(3)

( ) 3.30 p.m. ( ) 6 p.m. 23rd July, 1924.)

Your telegram of 26th February 1924

Your telegram of 3rd April

Your telegram of 25th May 1924

My Ministry consider that as practicability of the proposed  
flight established Imperial responsibility at an end and  
that further development will be mainly commercial and  
regional but it is important that state control of aerodromes  
should be maintained. They consider that maintenance should  
be paid for by local Governments but this would be nothing  
more than keeping ground clear without responsibility for any  
buildings workshops stores etc. Arrangements should be re-  
considered in three years if no progress has been made  
towards the cost of maintenance of

Uganda aerodromes

Tanganyika aerodromes

Uganda where aerodromes with third in class of class if  
suitable locality preferably nearer towns can be found where  
there is European officer

I am aware that aerodromes at present of no value to your  
administration

Copy to Gov. Mr. 2-21/20 at 10.30 p.m.

administration but expense should be small and it is very desirable that they should not be allowed to resort to such.

MILNER.