

C O
18814
Rec'd
20 JUN 10

EAST AFR. PROT
18814

Governor
Board 319

1910

15 May

Previous Paper
C O

4205

12/12/10

C O
25538

LEAVE

Suggests amendment of rules to allow an officer to draw pay for the period during which he oversteays his leave pay being to the steamer dates not fitting in. Requests ruling on points raised regarding the booking of passages.

To the Honorable

I do to have up the proposals which I am putting forward on matters before the attention of the Board & concerning the Board the amendment, and proposals 2. As to passages, the full attention to have written this deep without referring to our desk of 6 April 1910. Enclosed a copy of our letter to which you will be kind to refer also to the booking of passages in future. I think that

WILLIAM L. GARDNER
18814

Subsequent to

1910

The should stick to the rule here laid down
 - I see no reason for looking by the
 P.O. Special train as by the Board
 route and I am anxious that the
 Gov. has approved of passages being looked
 by these routes as to the other
 points as to what the Gov. asks for a rule
 as to whether an office may travel
 one way by the R.R. & the other by
 one of the other lines - if the Gov.
 should I am looking to pass out of London
 leave rules as to the African have been
 and calculate being by the time actually spent in Africa
 (and it has already been approved in principle
 by the S.A. Convention) is allowed to
 take of course to inadvisable to send them
 home from East Africa by the long sea route,
 except in special cases on account of health,
 and I would propose to inform the Gov.
 that this is not sanctioned pending further
 instructions.

(4) as to the passage of letters columns

I think that he may approve the
 Gov's proposal to pay him passage
 & to be maintained allowed for a time
 passage to his country

I think that he had better apply
 at once to the passage office but
 the question of sending the same will
 be under consideration that a further
 step will be necessary & how to be
 decided in due season

11/15
11/17

Mr. Reed
 The Gov. should have his next
 appointment and perhaps send him
 was made. I think that he might
 apply to the Gov. for a proposal which
 though a sort of his Gov. approval
 the draft rules and a little alteration
 to suit his own use

W. Reed
 See C.O. 25535

Proposed new lease rules

part

Oct 5

4 yd.

7/8

C O
18814
GOVERNMENT HOUSE,
NAIROBI,
BRITISH EAST AFRICA

20 JUN 10
May 27th 1910.

EAST AFRICA PROTECTORATE.

No. 319

My Lord,

I have the honour to report that questions are constantly arising in connection with leave passages to Europe and, although certain rules have been recognized in practice, there are several points in regard to which I should prefer to have a definite expression of Your Lordship's opinion.

2. The Regulations for the employment of Officers lay down, in paragraph 10, that return passages shall be taken when available. This has been construed as meaning that officers are not permitted to travel home by one line and back by another, if the line by which the officer travels home grants return tickets at reduced rates. All the lines between East Africa and Europe make a reduction on return tickets, consequently return tickets are invariably taken if an officer is returning at the expiration of his leave.

3. As Your Lordship is aware leave is only granted in the East Africa Protectorate in instalments of complete calendar months. The various leave

THE RIGHT HONOURABLE

THE EARL OF CREWE, K.G.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, S.W.

leave which can be accumulated is six months and, unless the full six months' leave has been earned, no leave is granted in respect of service beyond the period which would entitle an Officer to the next longest period of leave, viz: 5 months. That is to say, an Officer after 25 months service is entitled to 5 months leave and after 30 months to 6 months leave. If he serves 29 or 29 months he is only granted 5 months, although he has served 3 or 4 months longer than would be necessary to entitle him to that amount of leave.

4. Now, the only line which enables an Officer to take the exact amount of leave due to him under our rules is the Messageries Maritimes, the homeward boats of which line leave Mombasa on the 26th of each month, while the outward boats arrive on the 27th. Therefore, unless an Officer travels by this line, he must either return some days before his leave expires or overstay it, in which case his salary is stopped for the period in question.

5. I have therefore the honour to suggest for Your Lordship's consideration that the leave rules be amended so as to allow an Officer to draw leave pay for the period during which he overstays his leave, owing to the steamer dates not fitting in, up to a number of days not exceeding one-sixth of any surplus over the residential service on which his leave was calculated, provided he returns by the first steamer of the line by which his passage is booked arriving at Mombasa after the expiry of his leave. Thus, an Officer with 29 months service

would

would be allowed to overstay his 5 months leave by the sixth of 3 months or 15 days.

6. Such concession would be very much appreciated by the Staff and, as it maintains the principle of leave up to one sixth of the residential service and would not in any case cause more than a few days excess over the maximum of 6 months, I venture to hope that Your Lordship will be willing to allow it. At the same time I would still wish to leave open those cases in which an Officer would lose a larger proportion of his leave by coming out in one manner than he would gain by waiting for the next, even if he has no surplus residential service to justify the extension.

7. The next matter on which I should like to obtain Your Lordship's ruling is the kind and route by which an Officer is allowed to travel.

8. Until quite recently the only convenient communication with Europe has been by the German East Africa Line and the Messageries Maritimes. In taking passages we have in practice (subject to book at Government expense any single berth of state cabin for which special charge is made unless no other accommodation is available in the steamer by which an Officer is travelling. Further, in the case of passengers travelling by the German Line we have refused to book passages by the Harlow overland route, a ruling on this point having been given in Colonial Office despatch No. 371 of June 27th 1906. Nor are charges for sleeping cars between Marseilles and London allowed.

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9. Now, however, the Peninsular and Oriental and the British India Companies are jointly maintaining a four-weekly service with Europe, with transhipment at Aden. There are, further, four alternative routes, in connection with the British and India - Peninsular Oriental service, viz:-

1. The Mail route via Brindisi
2. The Peninsular and Oriental Special train via Marseilles.
3. The ordinary Marseilles - London train service.
4. The all sea route.

In order not to complicate this letter with figures, I will only quote the 1st Class return fares by the various lines and routes, which will serve as a basis for arriving at a decision as to what is to be allowed. They are as follows:-

1. Marseilles - Bombay - Marseilles - London	Rs. 1,050
2. German - Bombay - Marseilles - London	" 1,209.30
3. Peninsular and Oriental and British India Bombay - Marseilles - London ordinary	" 1,188.37
4. Peninsular and Oriental and British India Bombay - Marseilles - London Peninsular and Oriental Express	" 1,274.97
5. Peninsular and Oriental and British India Bombay - Brindisi - London Peninsular and Oriental Mail	" 1,274.97
6. Peninsular and Oriental and British India Bombay - London, all sea route	" 1,209.30
7. German - Bombay - London all sea route	1,152.50
8. Union Castle	" 1,148.00
9. Union Castle Mail Steamer from Durban	1,209.25

11. Of these 5 is the most expeditious and 4 and 8 and 9 the most expensive. Pending definite

instructions:-

instructions, passages have been approved by these routes and I have the honour to ask that I may be authorized to continue to book them in future.

6 and 7 are hardly ever booked, owing to the large slice taken out of an Officer's leave if he travels by the "all sea" routes. Occasionally, however, officers with families prefer to travel the whole way by sea to save expense.

13. Your Lordship may be inclined to hesitate as to passages by the more expensive routes in view of the ruling given in Colonial Office despatch No. 371 of June 27th 1906 above quoted, but I nevertheless recommend such a course very strongly as tending to popularize the British line which, owing to the necessity for transshipment at Aden, the antiquated steamers on the Kompass - Aden run and other circumstances, are somewhat handicapped in competing with their foreign rivals.

15. It may also happen that an Officer will wish to go home one way and return the other. This course can be easily arranged provided it is admitted in principle that passages may be booked by the Peninsular and Oriental Brindisi Mail or the Peninsular and Oriental Marseilles Special.

14. But, instead of travelling direct home through the canal, Officers occasionally prefer to proceed via the Cape, in order either to derive the benefits of a long sea voyage or to visit places in South Africa. I know of no cases where they have both gone home and returned via the Cape, but instances have occurred in which they have
gone

home via the Cape and returned through the Canal.

15. Until recently this could only be done by the German Line which circumnavigates Africa, and passages have been booked by this route on the authority of the Officers' passage allowance regulations of 31st March 1903 which allow indirect passages up to the amount of the cost of a return ticket to London.

16. Now, however, the Union Castle Line has extended its services up to the East Coast as far as Mombasa, and passages can be booked from Mombasa to London by the Intermediate steamers of the line at a cost of R. 837.90. The return fare by this route is R. 144.25, but it is not conceivable that Officers will be willing to sacrifice the large proportion of leave which would be lost if they travelled home and out via the Cape.

17. A finding therefore is requested as to whether an Officer instead of taking a return ticket may be allowed to sail to the Union Castle and the other way home on the other line. The relative costs are shown in the following table:-

Table showing cost of passages home via the Union Castle (Intermediate) boats and out through the Canal by the routes stated.

	Rs.
1. Messageries, London-Marseilles-Mombasa	1264.00
2. German " " "	1268.57
3. P. & O. and B.I. " " Ordinary	1285.00
4. P. & O. and B.I. " " P. & O. Special	1377.00
5. P. & O. and B.I. London-Brindisi-Mombasa P. & O. Mail	1337.00
6. P. & O. and B.I. London-Mombasa, all-sea route	1285.00
7. German " " "	1277.50

There is the further question whether Officers may tranship

tranship to the mail-ship from the intermediate steamer at Durban. The additional cost is about Rs. 150. Here again I would recommend that as possible latitude be given to officers travelling by British lines.

18. In addition to questions regarding leave passages to Europe, difficulties occasionally arise in connection with leave passages to Colonies. In Your Lordship's despatch No. 35 of 17th of October 1894 a ruling was given that such may be granted for a passage to London. This has been interpreted as including such of such passages where necessary.

19. But, as has been pointed out, the cost of passages to London varies considerably and it is desirable to fix the limit of leave passages to and from other Colonies more definitely, by an inclusive figure. (I think in each case you) require some supported by vouchers. I suggest a figure equivalent to the allowance allowed for return passages to London.

20. A definite ruling by Your Lordship on the questions raised in this despatch would greatly facilitate the booking of passages for officers in future and a considerable amount of fruitless correspondence would be avoided.

I have the honour to be,
Your Lordship's humble,
obedient servant,

R. S. S. S.
GOVERNOR.

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K. S. S. S.