

about for the class, at your side for
any further from some time and on
the same terms as the bond with
the law for general good purposes at
hand

The report of the C.A. Commission
is good for your own use and
the same for the use of the
other members, and for the
the report of the C.A. Commission
is good for your own use and
the same for the use of the
other members, and for the
the report of the C.A. Commission
is good for your own use and
the same for the use of the
other members, and for the

to be done
of which
after

(A)

Prof. G. H. Miller

As at present I think it will
be better to have the
C.A. (10) as being the
value of the C.A. at the time of
the negotiation of the agreement.

I suppose of the rest of the
10 for the T.C. C.A. the value
proposed is $\frac{CA}{515}$ 100 has been held
up. We had better wait to the C.A.

in the paper & say that, in view of
the smallness of the amount
of the agreement, no further action
is required. I assume that we shall
take no steps to facilitate the
purchase of the agreement by the
C.A.

otherwise is proposed by the
Portugal?
With regard to (A) of the amount,
the way of shipping has been
for the lawyer, but I think it
is the law itself which
principally I believe that the agreement
for the agreement was part of the
scheme for bringing forward
to bear on the purchase of goods
from the 2. Africa & that in order to do
this, they were required to pay the cost
of loss.

13/7/15
13.6.15

It should be informed of this
to any account of the supply of
equipment to our forces
in B.S.A. 15.7.15

A. B. Adams With regard to the S.P.'s records.
As the investigation of the Agreement
has not been made, the U.S. 1899
reference to the same says that the
same was never a show-up, that
the U.S. 1899 with regard to the
same was above the Bill remains
the same as the U.S. 1899 with
the same irregularities. The U.S. 1899
has since the beginning of the war
and the same as of the irregularities.
Presumably, H.O. can be made out
in detail, steps when necessary, for
the same as the same as the Bill
in the same as the same as the same
as the same as the same as the same
of the Agreement.

H. F. D. 1899

John B. Adams, U.S. 1899

1899

1899

2^d Assembly
with regard to the S.P.S. article,
the termination of the Agreement
has not been that the U.C. of
the whole case to P. Africa
and they were a chamber, I think
but the point with regard to con-
sistent with the Bill, remains
to be considered. The Bill, however, is
not to be considered. The Bill, however,
has since the beginning of the war
but the other aspect of the irregularity,
Oswald's H.O. is considered,
in fact, this is necessary for
the agreement was not to be
in the case of the Bill, I think
and the Bill, however, the termination
of the Agreement.

H. F. D. 1848

Both sides, the Bill, however,
1848

15th January, 1914

The Under Secretary of State for the Colonies,

Colonial Office,

Downing Street, W.C.

Sir,

We beg to refer to arrangements which had recently passed between the Crown Agents for the Colonies and ourselves with respect to the Red Burgoyne on cargo for East African ports, and the question of local connection with China, as well as to the correspondence we have had from time to time with you relative to the East African Service.

In view of the very full explanations we have afforded in regard to the difficulty of conducting this Service owing to the present exceptional position of affairs, and of the very heavy additional expenditure is going on both directly and indirectly to the War, we must express our regret at the lack of recognition of our efforts, and we have felt compelled under these circumstances to review our position under the Agreement entered into between the Crown Agents for the Colonies and ourselves, dated 15th August 1910.

When that Agreement was made, the unfavourable nature of the prospects for undertaking the proposed service was recognized, the preamble stating that "very great difficulties" existed "in the way of the establishment of such a service", while the terms of the Agreement provided that the Crown Agents would "do all in their power to support"

the service of steamers then to be established by us, a condition which we certainly felt justified in assuming would have included a generous recognition of the almost insuperable difficulties imposed upon us of late by the present state of War which has so seriously affected communication with East Africa.

We have throughout done our utmost, under very adverse conditions, to carry on the service with regularity and efficiency, notwithstanding the heavy expenses involved and the want of adequate facilities for the handling of cargo at the East African ports; and we have built for the trade two costly vessels of the highest possible type, in order to secure and maintain the prestige of the British flag in those waters.

As regards China, we wrote to the Crown Agents for the Colonies on the 28th instant in this connection that, as the result of our endeavours to obtain suitable sailing steamers, - a matter of great difficulty at the present time, - we had in view the despatch of a small steamer, which should be available in East Africa early in 1914, for temporary employment experimentally in the Coast, and we may add that meanwhile we have resumed the route of through bills of lading for China, as we understand that the local service of the Express National at Batavia has been restored, and now appears to be the product of local, essentially we give as before that Company's vessels were lately suspended temporarily by the Portuguese Government.

You are no doubt aware that the German Line, which has for many years past run steamers in this trade, has only earned a moderate profit on its capital by means of a subsidy from the Imperial German Government of 257,000

per annum for their circum-African services, a substantial portion of which amount is applicable to their East African line, in view of the heavy cost of Suez Canal dues on vessels in this trade. For the 10 years, 1890/1900, an annual subsidy of £100,000 was paid to the Deutsche Ost-Afrika Linie for their East African services exclusively, and, under the Contract concluded in 1900 for 25 years, the subsidy was increased to £125,000 on account of the Company's services being extended to include voyages by the Western as well as the Eastern route round Africa.

On the other hand, beyond the very limited payment for carrying mail matter as ship letters or parcels, we have received nothing in the shape of the "special subsidy" for this service referred to in Clause 5 of the Agreement of 28th August 1910.

The East African service had from the first involved a very substantial annual loss to this Company, amounting indeed to more than the total German subsidy above referred to.

In regard to providing communication with East Africa by means of steamers by the Western route, via the Cape and Natal, even this alternative means of communication which, as you are aware, we have provided as a stopgap expedient of great additional expense and inconvenience has been rendered difficult by the fact that the greater number of our suitable steamers have been requisitioned for Government service since the outbreak of War.

In short, the difficulties which at present impede the efficient conduct of our East African service are so great that we are reluctantly compelled to say that it is no longer in our power to continue to maintain this service in accordance with the terms of the Agreement of August 1910

- 4 -

made with the Crown Agents for the Colonies, to whom we
have sent a copy of this letter for their information.

We have the honour to be, Sir,

Your obedient Servant,

For the ~~United Kingdom~~ ~~and Colonies~~ ~~and India~~

W. Mathew

Secretary

1817

DRAFT

MINUTE

- Mr. [Name]
- Mr. [Name]
- Mr. [Name] 18
- Mr. [Name]
- Mr. G. Fisher
- Mr. E. [Name]
- Mr. Anderson
- Lord [Name]
- Mr. [Name]

18

Amend

Vertical handwritten notes on the left side of the page.

Main body of handwritten text, including a list of names and several paragraphs of notes.

1817

346

U.C. 1911 would be the best
arrangement. It fully
satisfies the parallelism
and he would be glad if
you would furnish a detailed
statement of the position
created by the termination
of the agreement, showing
to definitely the parties what
facilities will be for the
purpose of East of water
and cap/ between the U.K.
and the P.O. Partly by the
U.C. B.S. to be or other
to be...
I don't suggest that
you should also consider
with the U.C. 1911 whether
the position which is usually
taken by a baggage claimant
concerning the Lander to
be made can be extended
to apply to a certain extent
facilities for the emergency
of cases.

Antony
Re: S.P. 1911
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20 10 10

Sir,

I have the honor to acknowledge your
 letter of the 10th inst. and in reply
 to inform you that the
 same has been forwarded to the
 interested parties for their
 consideration and they are
 endeavoring to settle the
 same as soon as possible. I
 am sorry that I cannot give you
 a more definite answer at this
 time but I will be glad to
 advise you again as soon as
 the matter is settled. I am,
 Sir, very respectfully,
 Yours truly,
 W.S. 1006/P. 2/100

March 16/18
 16/18
 18

W.S.