

1924

KENYA

C.O.
46130
29 SEP 24

From: Gov. Gwynne
Date: 29th Aug 1924

FOR CIRCULATION:-
Mr. [Handwritten]
Mr. [Handwritten]
Mr. [Handwritten]
Asst. U.S. of S.
Perm. U.S. of S.
Part U.S. of S.
Secretary of State.

Passages of European Officials

Submits above, an enclosed memo regarding enclosed in B. despatch of 14 May

MINUTES

Section II
b. Note (A) 1

We are bound to the Conference
in so long as the agreement exists
we cannot allow officers to travel by
other lines unless in exceptional circumstances
We have had a few such cases, in which
we have asked the C.A. to explain the
circumstances to the British in India
or U.S. Co. The Gov's assumption is
therefore correct.

The Secretary for a clear definition
of what constitutes private convenience
If as proposed we have not attempted to
define it and only set out steps to be taken

Previous Paper
CA 2498
25 NOV 1924
20 FEB 1925
4 MAR 1925
copy (copy of copy) to Mr. Gwynne
(8 copies) -
x enclosed copy (3)
copy reply to Gov. Gwynne
copy to Mr. Gwynne
copy to Mr. Gwynne
copy to Mr. Gwynne
copy to Mr. Gwynne

Subsequent Paper
J.M. 60523

24 MAR 1925
6 copies to
6 copies to
6 copies to

embodied in the passage name
732
Passage via South Africa

Permission has hitherto been
restricted, under the confidential name,
to officers whose homes and relatives are
South Africa. I can see no objection,
however, to general permission being
granted subject to the restrictions
proposed by the Governor, that is,
the limit of period to the 30 days
& of work to that by the Suez route.

Huf

7/10/24

on receipt of this I made
a tentative draft of a reply
& sent it to Mr. Bood,
who returned it saying
that he had no objection to
make. I then discussed
with Mr. Dornie, who had
received 472/44/24, & we
thought that it would be
a good plan to wait and

is necessary to say any more to T.T.
in reply to 47246/24

11.2.25

I have added a dft to S.I.

T.T.

JFD

13.2.25

320
47249/24

WCS, 14.2.25

at end

J. M. G.
14.2.25

I have distributed copies of the
memo. to S.A. & T.T. Depts.
Revis. for sending to C.A.

JFD 28/2/25

at once

BROWN AGENTS
RECEIVED
25 NOV 1924

Mr. Boosé

Crown Agents.

Would you be good enough to look at the enclosed copy of a despatch from the Governor of Kenya and at the draft reply which I have sketched out, and let me know if you have any suggestions to make?

27th August

Please return the draft with your reply.

Jeffries

DOWNING STREET

25 November, 1924.

Mr. Jeffries

*above mentioned papers
returned herewith. I have no
suggestions to make.*

11/2

KENYA

No. 1114.



46130
29 SEP 24

GOVERNMENT HOUSE,
NAIROBI,
KENYA

27th. August, 1924.

Sir,

C.A.
16002
EA

With reference to Colonial Office despatch no. 479, of the 14th May, respecting the rulings in force with regard to the provision of passages for European Officials, I have the honour to state that the memorandum submitted will be of great assistance.

2. The only points upon which I desire to comment are as follows:-

1. Section II. Assistance towards Officers' families passages.- 6. Notes.

(d) 1. An Officer travelling by a cheaper route than the normal route to suit his own convenience.

A cheaper route in this case for instance is by the French Line via Marseilles.

To permit officials, however, to travel by this Line except in special circumstances would appear to conflict with the spirit of the Agreement with the Conference Lines. The fares by the French and other Lines are cheaper than by the Conference Lines and it would be to the convenience of the majority of married Officials to travel by the French Line via Marseilles. It would be desirable, therefore, to have a clearer definition of what constitutes private convenience. I

assume

THE RIGHT HONOURABLE

J. H. THOMAS, P. C., M. P.,

SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET - LONDON, S. W.

assume it is not the intention to permit Officials to travel by the French Line except in special circumstances and that should they wish to land in France it is necessary for them to secure accommodation by a steamer of the Conference Lines calling at Marseilles, even though this might entail a postponement of leave.

(d) 2. The fares by the French Line differ according to whether the steamer is a Mail or Intermediate. In the case of a married Officer who is permitted to travel by this Line to suit his own convenience and who elects to travel by a lower class than that to which he is entitled in order to utilise the saving towards family passages, it is assumed that he should be granted the equivalent of the relative mail fare.

(e) In terms of Colonial Office despatch ^{24^h} ₁₆₉₀₆₁ No. 598 of the 10th June, a new paragraph as under is necessary:

" 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."

(f) A ruling is desired on the following cases:-

The wife of an Official proceeds to England for health reasons in advance of her husband and the usual 50% is paid towards the passage. When the Official's leave, however, is due he elects to spend his leave in South Africa and proceeds to South Africa where his wife joins him from England.

England. Is the Officer entitled as ~~the~~ family passage concession to 50% of a passage to England and 50% of a passage from England irrespective of where he himself proceeds. Cases are also likely to occur in which leave is spent in South Africa where the Officer is booked to Durban but the wife and family travel to Capetown. In such circumstances, I assume the Official is entitled to the cost of the passages for his wife and family up to the maximum of 50% of the cost of the passages to and from England to which he would have been entitled had he proceeded to England.

2. Section VII. Grant of passages to locally engaged European Officials on retirement.

1. This question is at present the subject of correspondence vide Kenya despatch No. 542 of the 3rd May, 1924.

3. Passages via South Africa.

It has hitherto been the practice to permit Officials who have relatives in South Africa to travel by that route. I am of opinion that permission generally should be accorded in this direction. In many cases Officials who have no relatives in South Africa desire to travel via the Cape for health reasons or for the purpose of spending a portion of their leave there. In addition during the months of March, April and May, it is sometimes difficult to obtain accommodation by the northern route. I, therefore, recommend that Officials should be permitted to travel via the Cape should they so desire, subject to the provisions of paragraphs (c) and (d) of

Notes to Section II and subject to a maximum of
30 days being allowed for the period of the voyage.

I have the honour to be,

Sir,

Your most obedient, humble servant.

R. T. Courtenay

G O V E R N O R .



Gov/46130/24

739

Kenya.

25 NOV 1924

DRAFT. Minute

Mr. Boose ^{Amid}

Crown Agents

MINUTE.

Mr. J. P. ...

Mr.

Mr.

Sir C. Davis.

Sir G. Grindle.

Sir H. ...

Sir J. Masterton Smith.

Lord Arnold.

Mr. Thomas

11/6/24
27 Aug 24

Dt. ...
(...)

would you be
good enough to
look at the enclosed

copy of a draft from
the Gov of Kenya.

& at the draft reply
which I have sketched

out, & let me

know if you have
any suggestions to
make?

Please return
the

the draft with your

reply.

(52) ~~100.0~~ L. J. Jeffries.

Gov 4630/24
Kenya.

~~for draft~~

for fair draft

NW. 1924

Sir,

I have n. to ack. the receipt of your des. No. 444 of the 27th of Aug., in which you comment on the memo. regarding passage arrangements for European officers, copies of which were enclosed in my des. No. 479 of the 14th of May.

(16002/24)

2. I have the following observations to offer on the points raised in para. 2 of your des.

1. Section II (b) Notes.

(d) 1. Under the terms of the confidential agreement with the

DRAFT.

Kenya

No.

Gov. Compton

MINUTE.

Mr.

Mr.

Mr.

Sir O. Davis.

Sir G. Grindle.

Sir H. Head.

Sir J. Masterton Smith.

Lord Arnold.

Mr. Thomas.

what can be considered
 reasonable grounds, but it
 may assist you to know
 that consent was recently
 obtained in a case where
 an officer wished to return
 to Kenya with his wife at
 a time not too close to
 the expected date of her
 confinement, ~~but the other~~
~~hand consent~~ and
 the sailing dates of the
 conference steamers were
 not convenient. On the
 other hand consent has
 been refused in the case
 of one or two officers who
 were spending their latter
 part

DRAFT.

MINUTE.

Mr.
 Mr.
 Mr.
 Sir G. Davis.
 Sir G. Grindle.
 Sir H. Read.
 Sir J. Masterton Smith.
 Lord Arnold.
 Mr. Thomas.

to and from England. In
the second case I agree
~~it~~ with the suggestion which
you make.

2. Section VII Asseparate

desp. ~~with~~ ^{is being} sent on the

subject of the eligibility of
locally engaged officials
for free passages to England
on the completion of their
engagements.

3. Passages via South Africa.

The only objection to a free
use of this route is that
if too many officers are
diverted from the normal
route

DRAFT.

MINUTE.

Mr.
Mr.
Mr.
Sir J. Shuckburgh.
Sir O. Duns.
Sir G. Grindley.
Sir J. Masterton Smith.
Lord Arnold.
Mr. Thomas.

route there is a risk of
the service being withdrawn,
in any case any representations
which may be made to
the Companies for
improvement of the service
would carry less weight
if alternative routes were
in frequent use. So far as
officers returning to E. A. are
concerned, however, it is
not the practice to refuse
permission when the sailing
dates are convenient, ~~the~~
~~allocation of berths of the~~
~~normal service is being fully~~
~~used~~ and the officer has
some reasonable ground for
wishing to travel via the
Cape.

I have on.

C. D.
G.F.E.
11/25

Ind
Kenya

D R A F T

DOWNING STREET,
20 1925.
~~November, 1924.~~

KENYA

~~Confidential.~~ (3)

Governor.

OK

MAR 1925

Sir,

I have the honour to acknowledge
Sir Robert Compton
the receipt of ~~your~~ despatch No. 1114 of
the 27th of August, in which ~~you~~ ^{he} commented
on the memorandum regarding passage
arrangements for European officers, copies
of which were enclosed in my ^{predecessor's} despatch No.
479 of the 14th of May.

2. I have the following observations
to offer on the points raised in paragraph
Sir Robert Compton
2 of ~~your~~ despatch.

1. Section II (c) Notes

(d) 1. Under the terms of the
confidential agreement with the Union
Castle Mail Steamship Company, it is
necessary for all passages between England
and East Africa which are paid for by the
Government to be offered in the first
instance to the Conference Lines. The
procedure

Apples 11.2.25
Downie 13.2.25
Bolton 16.2.25
Green 14/3
for carbon
please see minutes

look at (f) in 46120
copy made based on
minutes. Issue has
been made.
OK

sent memo
10/11/25. 50 copies
to be made + 3 sent
to Kenya.

Kenya

B. - OK has revised
the 10/11/25 memo
based by on copy
of 10/11/25

10/11/25

copy to Gov
by 10/11/25
of 10/11/25
copy to Gov

(d) 2. When for private reasons an officer obtains permission to travel by a cheaper route than the normal route, I consider that the Government should not do more than pay the actual cost of his passage by whatever class he travels, plus ^{the} usual family passage allowance if he is entitled to such allowance.

(f). In the first case cited I consider that the officer may reasonably be granted the usual family passage allowance in respect of his wife's journey to and from England. In the second case

Sir Robert Curzon
I agree with the suggestion ~~which you make~~

2. Section VII. A separate despatch is being sent on the subject of the eligibility of locally engaged officials for free passages to England on the completion of their engagements.

3. Passages via South Africa. The only objection to a free use of this route is that if too many officers are diverted

From the normal route there is a risk of the service being withdrawn; in any case any representations which may be made to the Companies for an improvement of the service would carry less weight if alternative routes were in frequent use. So far as officers returning to East Africa are concerned, however, it is not the practice to refuse permission when the sailing dates are convenient, and the officer has some reasonable ground for wishing to travel via the Cape.

I have, etc.

3. I enclose ~~a copy~~ copies of a revised edition of the memorandum ~~concerning the~~ ~~change of~~ ~~you~~

J. S. AME

Mr. Seel 27.2.25

746

Mr. Jeffries 28/2/25
Mr. [unclear]
Mr. [unclear]

46/30 [unclear]

Sir J. Shackburgh.
Sir C. Davis.
Sir G. Grindle.
Sir J. Masterion Smith.
Mr. Ormsby-Gore.
Mr. Amery.

Recd.

O. D.
18 FEB
1925

DRAFT.

4 March 1925

unda
No. 42

Sir,

reference

with ref: to my dispatch No

(1600/24)

65
150
176
385
237
75
67
167
of the 14th of May, 1924,
of the 22nd of December, 1924,

No. 29
High Comm

(addressed to the British Resident)

aland
No. 29
B.A.

~~I have etc. and to present~~

aland
No. 51.

~~comes on the subject of the passage~~

. Board)

~~arrangements for officers' expenses~~

*
[unclear]

~~to be for East Africa. I have~~

[unclear]

~~all. I am, for your information~~

~~of and find same. Three copies of a~~

[unclear]

revised edition of the memorandum
regarding the passage arrangements
on this subject, which was
for European officials.
(Signed) L. S. AMERY

enclosed with my predecessor's despatch

No 237

75

67

151

of the 14th of May, 1924.

16002/24

I enclose also copies of
correspondence with the Governor of Kenya
on certain points which he submitted
in connection with the memorandum.

C. D.
6 MAR
71

Ad

No 46130/24 Kenya

S2

DRAFT.

6 March 1925

Gentlemen

Crown Agents

MINUTE.

With reference to
the letter from this Dep^t

No 16002/24 of the 13th of
May, 1924, I am etc to
be to you, for your inf^r
and guidance. ~~the~~

Six copies of a revised
edition of the memorandum
regarding the transport
arrangements of
European officers in the
service

Mr. Suez 5/3.25

Mr. Jaffier 5/3

Mr.

Sir J. Shackburgh.

Sir C. Davis.

Sir G. Grindle.

Sir J. ~~Shackburgh~~
Shackburgh-Smith

Lord Arnold.

Mr. Thomas.

(6 copies)

Series of the East African
Dependencies.

(Signed) W. O. BOTTOMLEY.

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

Passage arrangements for European Officers.

748

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.

(i) 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.

(i) 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. 2	D. 3
On Union Castle Intermediate and Best Coast steamers	B. 3	B. 6.
On British India or P & O steamers	A. 2	2nd class.

4. 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.

9211
20 Feb 15
4-4-15
6 Mar 1915
C. A.

9025
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.

A note is attached documenting on the various points raised in this letter. Most of them are of a trivial nature but the following require ~~consideration~~

(A) ^{Section 1} para 3 (c) accommodation for "second class" ~~service~~ officers serving in Somaliland.

(B) Section 2 paragraph 4

relating to officer service in Uganda & MIL that payment of £9 is contingent upon fare being booked to Antler ship.

(C) Paragraphs 8 (b) & (c)

meaning of term "more expensive route" and "cheaper route"

The difficulty is that the survey route is covered by two steamship lines, Union & ...

A note is attached commenting on the various points raised in this letter. Most of them are of a trivial nature unless are required or but of the following: ~~issues~~
~~concern~~

(A) Section 1 para 3 (c) accommodation for "second class" ~~service~~ officers serving in Somaliland.

(B) Section 2 paragraph 4
- Meaning to Officers serving in Uganda & MIL that payment of \$9 is contrivance upon for manager being booked to British ships.

(C) Paragraphs 8 (b) & (c)
meaning of term "more expensive route" and "cheaper route"

The difficulty is that the sea route is more expensive than steamship lines. ~~There is a~~ ~~route~~ ~~with~~ ~~reference~~ ~~to~~ ~~Paragraph~~

Notes.

(a) An officer's family travelling independently 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 [entitled to family passage allowance] 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 is not affected. ~~And he~~ 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, if 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

(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.

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(above) H
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assage.
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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.

in lowest
regarded for this purpose
as travelling in a lower
class, and not by
a cheaper
which could
be covered
in this case

* 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.

he travels by
over class than
at by which
is entitled
travel, he
may apply the
savings towards
the cost of his
family's passages,
provided that his
family actually
accompany him
by the more expensive
route. If an officer
entitled to family
passage allowance

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 passage 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. 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.

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 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 embarking at Marseilles is regarded as having sailed from England on the day prior to his embarkation. An officer disembarking at Marseilles begins his leave on the day following his disembarkation.

4. The rules in this section apply, *mutatis mutandis* to officers embarking or disembarking at Continental ports other than Marseilles. 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 of 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.

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

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This grant is at present fixed at £110 or £80, 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 50 cubic feet of baggage by sea at Government expense. The family baggage 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.

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.

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END

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

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Kenya

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