

1934

1934

23001

KENYA
C0533/440

23001

Nairobi Aerodrome.

Previous			
	Mr. Stewart	15/2	
	Mr. Flood		
	R. 297	10/4	
	Room 209	12/4	
	Mr. Seal	12/4	
Subsequent	Mr. Stewart	13	
	Mr. Flood	13	
	Room 209	16	
	Mr. Seal		
	297	19/4	
	311	20/4	
	Mr. Seal	25/4	
	R. 297	24/4	
	297		
	5.1.34		
	6.1.34		
	R. 209	9/11	
	298	11/11	
	297	30/11	
	Mr. Stewart	2	
	Mr. Seal	6.3	
	Mr. Flood	12	
	Room 209	6	
	299	15/2	
	297	15/2	

1. Gov. Deputy Moore 692 (A. Mail) _____ 15 Dec 33

Submit application for an interest free capital grant of £10,000 from C.D.F. for the purpose of erecting an aircraft hangar on the Nairobi aerodrome. It is requested that Air Council may be approached with the view to provision for the amount being made on the Civil Aviation Vote in the event of C.D.F. grant not being approved.

Dub. to C.D.A.C.
on 400 EA

This is not so straightforward as it looks.

(a) The Secretary of State's despatch of (No. 69) the 21st November (sent after discussion with the Treasury and Air Ministry) said "It was agreed that the normal procedure should be for Imperial Airways to approach H.M.G. in the U.K. in connection with proposals for any major changes in the existing arrangements; but that there would be no objection, and indeed much advantage, in their sounding the individual E. African Govts. beforehand". This (Enc. to No. 73) arrangement was communicated to Imperial Airways. But, so far as we know, in the present case Imperial Airways have not observed the ^{normal} ~~usual~~ procedure, and we should be quite justified in taking no action until they have approached H.M.G. In any case, it would be quite premature to put the application before the C.D.A.C. until we know the Air Ministry's views.

§ 5 of Questionnaire

(b) The application itself is framed with the ineptitude which we have come to associate with Kenya's requests for C.D.F. assistance. The sum applied for is £10,000; of this £4,500 is ^{to be} absorbed by the cost (C.I.F. Mombasa) of the building. The contractor's estimate, however, quotes four prices £5,495, £6,850, £4,455 and £5,695 for different specifications. These tenders have been obtained through a Nairobi firm from a single contractor in this country. No details are given of the remaining expenditure

expenditure of £5,500. Slipshod estimating of this kind will certainly not satisfy the C.D.A.C. and the Govts. procedure is not in accordance with Colonial Regulations.

(c) Under 8 of the questionnaire no estimate is given of the additional revenue to be derived from the expenditure. According to the Blue Book, the annual fee for housing a multi-engined aeroplane on the Govt. aerodrome is £432; and the hangar is to be capable of accommodating three such machines besides smaller ones. It is, of course, conceivable that all the revenue derived from these fees will be absorbed in maintenance of the hangar, but if this is the case, Kenya Govt. should have said so.

(Clause 8(2) of the Agreement of October 1920 does not, of course, apply to facilities not included in the first Schedule).

Simultaneous action might be taken on the following lines:-

(1) Send the copy of this despatch and enclosures to the Air Ministry with reference to 73 on 4001 E.A., saying that before taking any steps in the matter the Secretary of State will be glad to learn whether the Air Council have been approached by Imperial Airways. If so, ask for an expression of the Air Council's views, and, in particular, for any observations which they may wish to offer on the suitability for the purpose in view of a hangar constructed in accordance with the specification referred to in

the letter of the 20th of June from the Horseley Bridge and Engineering Co. Ltd.

(2) Enclose a copy of the above letter in an air mail despatch to the Governor, which should also request him to communicate with the Crown Agents for the Colonies with a view to obtaining alternative tenders for the hangar in accordance with the procedure laid down in Colonial Regulations. Say also that the Secretary of State observes that substantial fees are chargeable for housing facilities afforded to aircraft on Govt. aerodromes, and ask to be furnished with an estimate of the net revenue accruing to the Kenya Govt. from this source if the hangar is constructed. A copy of the despatch might go to the Crown Agents, l.f. for information.

C. Frisley
4/1

There is a good deal of presumption and understanding about this in para 2 of the despatch. But Airways are said "apparently" to desire a hangar at Nairobi, but there is no definite statement that it is necessary for the efficient conduct of the service. I doubt if such a statement if made, could be substantiated.

After discussion with Mr. Preston, I am inclined to suggest that a meeting proposed to the A.C. we draw that the provision of a hangar at NRS is not one of the obligations undertaken by the Govt. under the Agreement 1920; that it does not

1932 Blue Book,
page 17.

The charge per diem
is 30/-

(It is hardly to be
expected that I.A. will
keep a machine there
every night in the year!)
S.F.

clearly emerge from this corner - that it is necessary for the efficient conduct of the service, though it may well be that by enabling the permanent change-over to be made at ~~the~~ instead of Kisumu, the ~~company~~ ^{company} will it will secure greater convenience & economy to the operating company; but that if a hangar is to be built on these grounds it will appear that the Gov. might well be asked to accept liability for the necessary capital charges: especially if, as seems possible, certain of the expenditure on hangar accommodation at Kisumu is to be rendered obligatory upon ^{the} ~~the~~ ^{Government}.

S.S. Seal
5/1/34

This is a curious show. The despatch gives no hint as to why the proposal is made at all, and it is only in the enclosure that we learn that Imperial Airways have "urged" the provision of accommodation at Nairobi in order to make the change from the 'H' to the 'A' type of plane at Nairobi.

It must be fairly obvious that it is desirable from the Co's point of view to make Nairobi the junction. It is central and I should lay long odds that the passengers would all prefer to go on to Nairobi without having to change - not that it matters much because if a plane stops it is only natural to get out and walk about. However the removal of the terminus to Nairobi would probably enable Kisumu to be cut out altogether. In that case what would become of the ~~service~~ ^{service} at Kisumu and ~~the~~ ^{the} ~~company~~ ^{company}.

Sq. I agree that we must write to the Air Ministry as

proposed by Mr. Pieslin & Mr. Seal.

With regard to the cost Kenya has sent us an estimate for a shed to hold one H & two A planes. The estimate was got out locally from a reputable firm here. The price quoted e.g. Hombura was £5495 or £6,850 for better material. If doors were only provided at one end it would be £4455 or £5,695. This is for one shed 130' wide. Kisumu has two 110' sheds. It is not stated whether one shed would suit Imperial Airways or not (It is long odds they would soon want more of the same develops) and we should ask A/M. to let us know on this point.

I would not say anything yet to Kenya about asking for other estimates (not tenders yet) but would send a copy of our letter to A/M.

S.S. Seal
5.1.

(Much as I should like to encourage it, the scheme is far too 'woolly' for the C.D.A.C. get-a-whiles)

This is presented in a most unsatisfactory manner. So far as the papers go, there is no certainty that the I. Airways really want this accommodation--they "apparently" desire it, and may possibly have "urged" it.

2. If we send on the correspondence, the A.M. will presumably leap at the suggestion that the C D A C should provide "an interest free capital grant of £10,000". Incidentally, does Kenya intend to repay this, and if so within what period? I expect they want an out-and-out grant: I'd clear up this point when writing to Kenya. I'd be inclined, therefore, not to send the papers, but to

I think they mean
a free grant.

say that a comm: had been recd: from the G of Kenya which suggested that-----
 We'd like to know what the facts were as regards any request which may have been made to the G of Kenya by I Airways, and to have the views of the A M. This was not an obligation of the G of Kenya, under the agreement; and the infm: recd: did not suggest that the provision of a hangar was essential for the efficient conduct of the service. The responsibility would in these circs: seem to be upon the Co: to provide the hangar, if they considered that it was required. The main point--I agree generally with the criticisms in the previous minutes--is that it would seem undesirable to let the A.M. know at this stage that Kenya was prepared to approach the C D A C for a grant covering the sum required for construction.
 3. When we got the A M's views--and knew what position had actually been assumed by the Co: in the matter--it would then be time to clear up the details:--specification of the hangar reqrd: probable cost (as to which the C Ags: would naturally be consulted: exact aid requested: probable revenue: etc. The matter does not appear in any way urgent. The 6-1-34.

Handwritten: I agree with Sir J. Campbell. The
Handwritten: 6.1.34

Handwritten: To am. 11/1/34 1/2

3. The Ministry _____ 30th Jan. 34
 State they have received no intimation from Imperial Airways Ltd that the use of Handical instead of A Talents type aircraft is contemplated & suggest it would suffice if cover were provided to enable work on the engines of aircraft to be carried out under protection from rain & sun.

? Now write to Harro, saying that in pursuance of the understanding as to procedure of which you were informed in N^o 75 on 4001/33, S.G.S. before submitting the applicⁿ to C.D.A.C. thought it well to enquire from A.M. as in 2 hereon (enclosing copy). In view of A.M.'s reply (copy enclosed) S.G.S. will await your further orders before taking any action.

Handwritten: and ask what they mean by an interest free capital grant, whether a loan free of interest but repayable or an out-of-pocket grant.

[There is a ruling, now largely ignored, that C.D.A.C. must be informed of all applications which S.G.S. decide not to submit to them. Mr. Williams is going to ascertain at next week's meeting whether the C.D.A.C. will wish this practice to be still observed. This paper should be re-circulated in a fortnight.]

Handwritten: J.E.W. Hunt 1.2
Handwritten: 1/2
Handwritten: 11/1/34

H 20 Range 97 (W/CO 223) W
(N) - Arrived

46
8 FEB 1934

Mr. Flood.

With reference to the last part of my minute of the 1st February overleaf, I am now informed that the C.D.A.C. wish the practice to be continued. I submit a note for the purpose which Mr. Williams agrees will be sufficient; spare copies of the first enclosure are at the back of this paper and may be sent to the Secretary to the C.D.A.C.

A. Brewster
13/4

5 C.D.A.C. 1426 — 20 Feb. '34

6. Lt. Col. Deputy Comm. 130 — 18 March 34
Encls. a copy of a letter, Imperial Airways (Africa) etc. advising the use of Hannibal instead of A. Banta type aircraft, & states a price quote from G. B. F. is only required if Imperial Airways do not propose to erect a large hangar.

(See No. 2)

Apparently the type of shelter suggested by the Air Ministry instead of a hangar, has already been provided by Imperial Airways. It has not yet been established that the provision of a hangar is essential to the efficient conduct of the service. It is agreed that there is no obligation on the part of Kenya to provide the hangar.

and in accordance with the agreement on procedure it would be for Imperial Airways to approach the A.C. in this matter. Until such time as they do, it would not appear necessary for us to take the initiative.

? Write to Air. Ref. 5 giving the substance of para 142, omitting reference to C.D.F., & enclose a copy of the letter accompanying the Governor's despatch. Say that in pursuance of the understanding regarding the procedure to be followed when major alterations in the air service are contemplated, the S.G.S. would propose, subject to the A.C.'s views not to take any action in this matter until such time as he is informed that I.A. have approached the A.C. in the matter.

A. Brewster
12/4/34

I agree except that instead of by it sh. be sufficient to say that as matters stand the S.G.S. does not propose to take any action.

J. DeL
12-4

And send to Gov. L.F. a copy of this letter to A/H

A. Brewster
13/4

In the 1933 despatch which the Gov. refers, the Hannibal suggestion appeared only as a suggestion from the Airways. S. Africa section 9 was turned down. It was tentative & probably not pursued further.

J. DeL
12-4

7 To am. (at night) 19/4/34

Alfalfa, regina v. 7.

8
WY

To Kenya, 20/4 (at night) A/I 21 APR 1934
Lansdown

C. O.

20001/34.

C. D.
R 17 APR
D 17

407
GA
7

Mr. Grossmith *16/4/34*
Mr. Seal *17/4*
Mr. *17/4*

Mr. Parkinson
Mr. Tomlinson
Sir C. Balfour
Mr. J. Shackleton
Messrs. U.S. of S.
Messrs. U.S. of S.
Secretary of State

DRAFT.

... reference to the letter
No. 17600/34, dated 17th April 1934, in which
January regarding the question of the
operation of a proposed route of the
airline between Kisumu and Nairobi to
be operated by Imperial Airways Limited
and the Government of Kenya
... the Government of Kenya
... the Government of Kenya
... the Government of Kenya

3

*15th March, 1933
(Encl. 15 (6))*

copy to Kenya

FURTHER ACTION.

Copy to Gov. Kenya.

... the Government has now realized
... *then* -
... Imperial Airways Limited
... contemplated *was* the use of the Handley
... instead of "atalanta" type of aircraft
... for the operation of the Kisumu-Nairobi
... section of the African air route **as long**
... ago

C. O.

2001/34.

G.D.
R 17 APR
D 17

407
5A
7

- Mr. Grosmith.
- Mr. *Leal* *n/p.*
- Mr.
- Mr. Parkinson.
- Mr. Tomlinson.
- Sir C. Bottomley.
- Sir J. Shuckburgh.
- Permt. U.S. of S.
- Parly. U.S. of S.
- Secretary of State.

DOWNING STREET.

10 April, 1934.

DRAFT

THE SECRETARY,
AIR MINISTRY.

Sir,

I am, etc. to refer to your letter No. 276372/33/D.D.C.A., of the 30th of January regarding the question of the erection of an aircraft hangar on the Nairobi Aerodrome, and to request you to inform the Air Council that the information and suggestions contained therein were duly communicated to the Governor of Kenya.

(3)

*As in memo, 1933
(Enc. to G)*

copy to Kenya

2. The Governor has now replied pointing out that ^{the} Imperial Airways Limited contemplated the use of the "Hannibal" instead of "italante" type of aircraft for the operation of the Kisumu-Nairobi section of the African air route, as long

FURTHER ACTION.

Copy to Gov. L.F.

ago as March, 1933, as will be seen from a letter from the Manager of the Southern Division of the Imperial Airways African air route, dated the 15th of March, 1933, a copy of which is enclosed. Attention is invited ^(para. 7-8) to Sir Joseph Byrne's despatch of the 4th of April, 1933, in this connexion a copy of which accompanied Mr. Flood's letter to Mr. Bertram of the 14th of September last.

7
No 52
3/5/33

3. As regards ~~the view of the Air Council expressed~~ in paragraph 3 of your letter of the 30th of January, the Governor states that a shelter of the nature suggested was built by Imperial Airways Limited upon a plot of land leased from the Government of Kenya on Nairobi Aerodrome when the African air service was first extended to Nairobi, but that in practice the shelter is seldom used; aircraft being pegged down in the open near it.

I am to add that
4. ~~As matters stand the Secretary of State does not~~ propose to take any ^{further} action.

I am, Etc.,

(Signed) J. E. W. FLOOD

T 520

KENYA
No. 130



GOVERNMENT HOUSE,
NAIROBI,
KENYA.

RECEIVED
- 9 APR 1934
C. O. REGY

13th MARCH, 1934.

Sir,

No 4

Kenya (8)

*No 4
3158/33*

With reference to your despatch No. 97 of the 8th February, regarding an application by this Government for a grant from the Colonial Development Fund for the purposes of erecting an aircraft hangar on the Nairobi aerodrome, I have the honour to state that it is learned with surprise that the Air Council has received no intimation from Imperial Airways Limited that the Company has contemplated the use of the "Hannibal" instead of "Atalanta" type of aircraft for the operation of the Kisumu - Nairobi section of the African air route. It will be remembered that the change of policy was referred to in paragraph 7 of my despatch No. 211 of the 4th April, 1933, and a copy of a letter from the Manager of the Southern Division of the Imperial Airways African air route, dated the 15th March, 1933, advising the change is now enclosed for information.

Copy of a/c to am. 7

2. As regards the view of the Air Council expressed in paragraph 3 of Air Ministry letter of the 30th January, 1934, I would state that a cover of the nature suggested was built by Imperial Airways Limited upon a plot of land leased from Government on Nairobi aerodrome when the African Air Service was first extended to Nairobi. In practice the shelter is seldom used, aircraft being pegged down in the open near it.

3./

THE RIGHT HONOURABLE
SIR PHILIP GUNLIFFE-LISTER, P.C., G.B.E., M.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, LONDON S.W.1.

Nor

3. It is regretted that the term "interest free capital grant" was used in my despatch No. 692 of the 15th December in place of the more usual term "free grant". The application of this Government for a free grant from the Colonial Development Fund was made only in the event of Imperial Airways Limited not themselves erecting a large hangar to accommodate their own aircraft and any other privately owned aircraft which may require housing accommodation on Nairobi aerodrome on payment of fees.

4. In the circumstances you will no doubt ascertain from the Air Council what are the intentions of Imperial Airways Limited in the matter before approaching the Colonial Development Fund/Advisory Committee.

I have the honour to be,

Sir,

Your most obedient, humble servant,



GOVERNOR'S DEPUTY.

Copy.

IMPERIAL AIRWAYS (AFRICA) LIMITED,

RAND AIR PORT,

GERMISTON, JOHANNESBURG.

FM/MB/757.

15th March, 1933.

The Colonial Secretary,
The Secretariat,
NAIROBI, KENYA.

Sir,

Owing to the rapid increase of traffic on the African Air Route, particularly from Nairobi northwards, we are faced with the problem of how to deal with this now that we are using the Hannibal type aircraft on the northern section.

At the present moment there is no hangar accommodation at Nairobi, which in view of the traffic has become the obvious change-over station, from the Atalanta aircraft operating the southern section to the Hannibal aircraft operating the northern section, but owing to the fact that there is no hangarage, also that machines will be there from three days or more on end, little or no maintenance work can be done, particularly in the rains. We are also not very keen on leaving our aircraft out in the open for longer than absolutely necessary.

In the event of our deciding to make Nairobi our change-over station, in which case most of our staff from Kisumu would be moved there, would you consider dismantling and transferring half the present large hangar at Kisumu to Nairobi? This would require lengthening by approximately 30 feet in order to accommodate both Hannibal and Atalanta machines, but this should not cost an excessive amount.

I have the honour to be,
Sir,
Your obedient servant,

IMPERIAL AIRWAYS (AFRICA) LTD.

Sd. F.R. WALKER.
Manager, Southern Division.

11
5

C.D.A.C. 1436.

COLONIAL DEVELOPMENT ADVISORY COMMITTEE.

From the annexed correspondence it will be observed that the Secretary of State, with the concurrence of the Air Ministry, has decided for the present not to submit to the Colonial Development Advisory Committee an application from the Government of Kenya for assistance in providing hangars at Nairobi aerodrome.

J. B. Williams.

Secretary to the Committee.

Colonial Office.

20th February, 1934.

12
KENYA.

No. 692.

Government House,

Nairobi,

Kenya.

15th December, 1933.

Sir,

With reference to your despatch No 880 of the 21st November, 1933, on the subject of the African Air mail route, I have the honour to forward, for transmission to the Colonial Development Advisory Committee provided you see no objection, an application for an interest free capital grant of £10,000 from the Colonial Development Fund to the Government of this Colony for the purpose of erecting an aircraft hangar on the Nairobi aerodrome.

Copies of replies to the questionnaire forwarded under cover of Lord Passfield's Circular despatch of the 13th August, 1929, are enclosed for the information of the Committee.

2. It is presumed that Messrs. Imperial Airways are taking no steps to provide the hangar which apparently, they desire at Nairobi. There is no obligation on this Government to provide this hangar neither has it the necessary funds available. In the circumstances, and assuming that the Air Ministry has approved the change in flying policy which renders a hangar at Nairobi necessary, I trust the application

The Right honourable,
Major Sir Philip Cunliffe-Lister, F.C., G.B.E., M.C., M.P.
Secretary of State for the Colonies,
Downing Street,
S.W.1.

now made will receive your support. It is unnecessary for me to stress the importance of Nairobi aerodrome as a vital link in the central portion of the Imperial air route to the Cape.

3. In the event of no interest free grant being forthcoming from the Colonial Development Fund I should be glad, provided you see no objection, if the Air Council could be approached with a view to provision for the service being made on the Civil Aviation Vote in the United Kingdom, an alternative which is suggested in paragraph 3 of your despatch under reference.

4. The contents of your despatch supports the view previously held by this Government that there is no obligation on Kenya to provide flood lighting at Nairobi aerodrome in the event of Messrs. Imperial Airways desiring to accelerate the service and to undertake night flying. The Nairobi aerodrome is not at present served by any power or lighting system and I regret that the financial position of the Colony would not allow of this Government providing any facilities referred to in clause 8(3) (B) of the agreement of October, 1930, which are not, incidentally, necessary for local aviation purposes.

5. Whilst your despatch makes it clear that there is no obligation on this Government to provide the emergency landing grounds at Sotik and Narok which were mentioned in paragraph 7 of my despatch No. 211 of the 4th April I have to inform you that it is hoped to provide an emergency landing ground controlled by Government at Narok

14

and to licence a private landing ground at Sotik. The provision will be made with little expenditure of public funds and both grounds will encourage local civil aviation.

6. In this connection I would refer to the conclusions on pages 7 and 8 of the record of proceedings at the last Conference of East African Governors held at Dar-es-Salaam in October, 1933, when it was unanimously agreed that there should be established an East African Transport Policy Board to advise on question of aerial as well as on other forms of transport.

I have, etc.

(Sgd) H.M.M. Moore.

Governor's Deputy.

Colonial Office,

11th January, 1934.

Sir,

I am directed to refer to the correspondence, terminating with Mr. Bertram's semi-official letter to Mr. Flood of the 17th of November, in which agreement was reached as to the procedure to be adopted by Imperial Airways in connection with any proposals for major changes in the facilities provided at the various stations on the African air mail route.

2. It is now learned, from a despatch which has been received from the Governor of Kenya that Imperial Airways have expressed a desire for the erection of an aircraft hangar at Nairobi. It would appear that the Company have urged upon the Government of Kenya the desirability of providing at the aerodrome at Nairobi accommodation suitable for housing aircraft of the "Hannibal" type, so that the change-over from the "Hannibal" to the "Atalanta" type of aircraft may in future be made at Nairobi, instead of at Kisumu, as at present. The Governor further states that he understands that Imperial Airways have decided upon this change of policy with the approval of the Air Council and that, although it frequently happens that large aircraft of the "Hercules" type do in practice remain in the open on Nairobi aerodromes for days on end when employed on a shuttle service between Kisumu and Nairobi, the latter place will not be made the permanent change-over station until suitable accommodation is available.

The Secretary,
Air Ministry.

3. It would be appreciated if information could be made available as to the facts regarding any such request by Imperial Airways, and as to the views of the Air Council on the subject. It is clear that there is, under the agreement of October, 1930, no obligation on the Government of Kenya to provide hangar accommodation at Nairobi, and the information received does not suggest that the provision of a hangar is essential for the efficient conduct of the air service. In the circumstances the responsibility for providing the accommodation suggested would appear to rest with the Company if they consider that it is required.

I am,

Sir,

Your obedient servant,

(Sgd) J. E. W. Flood

17

Air Ministry,

London. W.C.2.

276372/33/D. D.C.A.

30th January, 1934.

Sir,

With reference to Colonial Office letter of the 11th January No. 23001/34 I am commanded by the Air Council to request you to inform the Secretary of State for the Colonies that they have received no intimation from Imperial Airways Ltd. that the company have in contemplation the use of "Hannibal" instead of "Atalanta" type aircraft for the operation of the Kisumu-Nairobi section of the African air route. The Council are, however, interested to learn of the proposal, since it is an indication of an increasing demand for passenger accommodation on this section.

2. The Council agree with the view expressed in the third paragraph of the Colonial Office letter under reply that, under the agreement of the 22nd October, 1930, with Imperial Airways Ltd., there is no obligation on the Government of Kenya to provide hangar accommodation at Nairobi. The financial terms on which such accommodation can be provided for the company is a matter for settlement between them and the Colonial Administration.

3. The erection of a hangar at Nairobi is not, however, in the view of the Council, a "sine qua non" as regards the adoption of the proposal referred to in paragraph 1 above. It would, the Council think, suffice if cover were provided to enable work on the engines of the aircraft to be carried out under protection from rain and sun.

4. It is suggested that the Governor may be disposed to consider the question of meeting the company's requirements to this extent on as favourable terms as

The Under Secretary of State,
COLONIAL OFFICE,
S.W.1.

18

possible, in return for the advantages which may
be expected to accrue to the travelling public
from the provision of improved facilities for
passengers proceeding to and from Nairobi.

I am, etc.

(Sgd) C.R. Brigstock.

PUBLIC RECORD OFFICE

CONTINUED ON NEXT FILM

TOTAL EXPOSURES →

the
part
ent
Apr
90
fore
basi
res
is:
eas
ep
ran
e l
he
Brit
ases
ossi
"

My body finger and
to sign for parts of
of Cambridge, my
number 125 St. John
of legal name
and called many

of not that paper you can sign

this direction would
tions and with the

made implicit of your general

gypt, the question
nually. His re
me, he forwarded
Rough Notes to
e System of L
is rough not

not meant
to sign
at Cambridge
of legal name
and called many
my
area
ly disc
nim consisted
be elected from
inated in various
ated by the Eg
ality was to be
rovide for the reg
ected represent

PUBLIC

RECORD

OFFICE

As app
ifficult
and
which

their control over
ul to deal
at
And according
is also conseq
of
already
of
And according
in the
NOTE
ion ult
officials, 7
a limited nu
unofficial mer
members of t
ended espe
have secu
him
stan
of
the direction of
was
into attention not
high as first
seen as name
Callinor
ink,
aper.
as int

qualified opti
in 1900, but ab
ulation which finis