

EAST AFR. PROT.
Agenda Zanzibar
16995

C. O.
16995

Field 321

1914

11 Apr.

Previous Paper.

9363/ber.

E. African Protectorates (Court of Appeal)
Amend. on C. 1914

Requests ruling as to respective seniority of the Judges who will become members of the reconstituted Court. Sends memo. by Atty Genl. suggesting that the names of the members of Zanzibar Court sh. appear below those of members of East African Court.

Mr. Ridley.

What do you say?

A. J. R.

12/5/14

Mr. Lead
Sir C. J. J. J.

I assume from para 3 of this despatch that Mr. Griffin has accepted the A. G. ship of Gibraltar.

Yes J.R.

If this is so, the judges to be appointed for New Zealand will come below the Zanzibar judges, some or all of whom have not yet been on the bench longer than Mr. King, Farlow. This will be a bit of a sop to them perhaps.

As I believe, Mr. Shorlandt was appointed before 20 April when the Ordinance came into force. He sh. come after Mr. King, Farlow, then the Zanzibar judges in their order.

Copy sent to Sir N. 136 20 May 14
H.C. 3/24/8

Subsequent Paper.

863

Gov. 13389/14/14

172

E.A.P.

sent 12.50 p.m.

17 April

amorcera

DRAFT Telegram

Governor
Nairobi

Your telegram of 17 April
uncohesive

MINUTE.

Mr. Harper 17/4/14

Mr. Robinson 17.4.14 ✓

Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Emmott.

Mr. Harcourt.

130 considered desirable that
deployment

cost of survey
crispates

should be paid from
papabile

annual expenditure
eumolpus

see Fiddes letter

8 April
amorcera

Harcourt

doubtless give consideration to the point.

No doubt Taylor is technically right in sticking out for a detailed survey before estimating the cost, but the consequent delay may have an unfortunate effect on negotiations, seeing that if it takes eighteen months or so to get out the figures, the financiers may have cooled off in the meantime. I fear, however, that there is no remedy for this. I suppose I am right in thinking that Taylor's idea of surveying three routes only relates to the comparatively small section from Nakuru to Ravine, and that for the rest of the distance to Mumias he will only survey one line on the general trace of the old survey.

You will no doubt be getting despatches on this subject before long, but I thought you would be glad to have this intimation of how things stand up to date.

Yours sincerely,

G. V. F.

safety adopt a forward railway policy, I feel sure that he will support you. It seems to me that the first thing you will want to know is the cost of the line, in order that you may judge whether or not you can afford it, and this apparently you will not know until the survey is complete. You realise, no doubt, that a loan raised in the open market by your Protectorate would not be a Trustee Stock, and therefore you would have to pay more than a Colony with equal credit.

Moreover, any such loan would rank behind the advances to be made under the Loans Bill. If you wish to go on with the scheme, I think the best thing for you to do, after getting an estimate of the cost of the line, will probably be to give us an idea of what sum annually you could afford to pay, and then leave it to us to see if we can obtain the money either from Lloyd's friends or elsewhere within that amount. Lloyd has suggested that the burden would be lighter for you if the line were built in sections, the money for each section only being advanced as wanted. I am not sure whether Taylor would concur in this, or whether he would think it cheaper to begin at both ends. But you will

doubtless

the projected line is this :- I have had numerous conversations on the subject with George Lloyd. He, of course, as an M.P. can have no pecuniary interest in it, direct or indirect, without forfeiting his seat; but he is keen on doing something to advance the interests of the Protectorate, and he professes himself able to find financiers who, for their own reasons, will advance money for the Railway on quite reasonable terms. At the present moment I have not got so far as to find out what those terms will be. A good deal depends on the conditions of the Money Market at the time when the money will be lent, if lent at all. Your relation with the people in question will simply be that of borrower and lender, and there will be no interference with your ownership or control of the line. But you will clearly understand that it is up to you, in the first instance, to say whether or not the Protectorate can afford it. If you are of opinion that it cannot, or that for other reasons it is not expedient to push on the project at present, the Secretary of State will certainly not press you to adopt a course which you are not prepared to recommend. On the other hand, if you feel that the Protectorate can, with reasonable

safety

out of capital. This, of course, is on the assumption that your revenue would not be equal to the burden of paying interest on the whole amount from the start.

I gather that in some quarters there is an impression that the Uashingishu Railway would be built by the Government out of this loan. You, of course, know from the telegram which we sent you in February last, that this is not the case. If the line is to be built, it must be out of funds raised otherwise.

To a certain extent the two things dovetail. The loan will enable you to re-lay a section of the Uganda Railway, provided you can dispose of the old rails. ~~The~~ projected line would provide such an opportunity, and could hardly be built unless the old rails were available. We have invited you to make a survey of this line from general revenue, partly because we understood that you would be glad to have the line if it could possibly be made, and without such survey negotiations for raising the necessary funds could hardly proceed very far; and partly because it seems inevitable that the line must be made sooner or later; therefore money spent on a survey would not in any case be thrown away. The present position with regard to
the

Downing Street,

167

D & A April, 1914.

My dear Belfield,

I have been going to write to you for some time with regard to the East African Loans Bill and the Uashingishu Railway, but have been unable to find leisure till now.

I enclose a copy of the Bill as introduced into the Commons. It passed its second reading yesterday without a division and we may therefore assume that it will go through. I notice that some of your people jumped to the conclusion that the whole of the £3,000,000 was intended for the East Africa Protectorate alone. You will see from the Schedule how the matter really stands, and I think you know that the £1,855,000 allotted to you will not be entirely available for Public Works, inasmuch as it is contemplated that interest for the first three years shall be paid out.

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APR 19 1916

No. _____ 19

The following TELEGRAM Received at

From _____ via "Eastern."

Foreign No. } No. of Words } Dated _____ Time _____ m.

38 Chapuis

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* *annuntiati-*
annuntiati = as yet.

** *ovicator*
ovicator = out of

REPLIES SHOULD BE ORDERED *Via Eastern*

Doubtful words should be OFFICIALLY repeated. See Rule Book.
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RECEIVED
SECRET MANSION OFFICE
11 APR 1914
19

No.

The following TELEGRAM Received at

From Karachi
Foreign }
No. } No. of
Words } 40/39

41 & 42, S.W.
3:37 p.m.
via "Eastern."
Time 1:30 p.m.

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REPLIES SHOULD BE ORDERED Via Eastern

Caution! words should be OFFICIALLY repeated. See Rule Book.

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3389

C.O.
13389
APR 14 1914

164
1219



Telegram

The Governor of the East Africa Protectorate to
the Secretary of State for the Colonies

(Received, Colonial Office, 5.45 P.M. 11th APRIL 1914)

7578

[Answered by No. 13389]

No. 130. Your confidential despatch of 4th March ^{* As yet}
unaware (as to the) how funds will be provided for
branch line, but it appears to me that cost of survey
should be defrayed from the same source as the cost
of construction and not provided (2) out of annual
expenditure. Therefore do not propose for the
present to suggest any reallocations to provide for
£7,000.

BELFIELD

* No 7578

Concessions

there have since been 2 to 3 months
operations which are certain to be
costly. We should in the case of these
operations be expressed in Dept. 127578
& report to a Lt. G. Fiddes letter
("we have invited you to make a
survey of this line from general revenue")
and require the cost to be met
within the Estimates?

? Telegraph

Yours till: of 11 April 130

Consider it deniable that cost of
Navy should be met from annual
Expenditure see Fiddes letter of
8 April

G. A. S.
16.4.14

at once
Ch. 16.4.14