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B. & A  
Compan Ltd

1917

13 Aug.

See previous Paper.  
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SHIPPING FACILITIES FOR EAST AFRICAN PRODUCE

Memo by Major Lockett as to past arrangements and recommending Shippers should ask Ministry of Shipping to allow s/s "LAN TRAKER" to be loaded as a special boat and that special priority instructions may apply.

Mr Porter

The main purpose of this memo is, I think it, was to correct the B.C. & A. of misreading the Ministry of Shipping as to this please see <sup>enc.</sup> 40587 herewith.

On the general question I have circulated a letter for the M/S which says that 500 tons for steamer will be allotted to sundries (i.e. other than priority cargo & usual) until further notice.

? Party was 10/8/17

See  
22 Nov 17  
B.M. Shipping - 22 Nov 17  
per 3.

See subsequent Paper

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Rob

*With the Compliments of the*  
British East Africa Corporation, Limited.

GRESHAM HOUSE,

LONDON, E.C.

*With the Compliments of the*  
British East Africa Corporation, Limited.

## British East Africa Corporation, Limited.

Secretary  
 F. T. PREBLAND  
 LEHNSON LONDON WALL 117/2  
 18 LINES  
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 WESTERN UNION AND BIDDINGHAM'S  
 COMBINATION  
 AND AT  
 MOMBASA, NAIROBI, KILIM. &  
 THE EAST AFRICA PROTECTORATE  
 AND  
 KAMPALA, JINJA, MABINDI &  
 UGANDA PROTECTORATE

90, GRESHAM HOUSE,

LONDON

13th August, 1917

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Ref. 1 7

IN YOUR LETTER PLEASE REFER  
 TO NO.

## EAST AFRICAN PRODUCE.

## HOMEWARD SHIPPING FACILITIES FROM MOMBASA.

MEMORANDUM by MAJOR E. H. M. LEGGETT,

Managing Director,

British East Africa Corporation, Limited.

It will be recalled that while s/s "Berwick Castle" and s/s "Spectator" were on the berths at Kilindini, trading for United Kingdom, early June, 1917, the Ministry of Shipping issued orders that the South Africa Cargo Priority List was to apply to East Africa.

That List did not include any British East African produce except hides and foodstuffs. The latter (beans and maize) are prohibited from export by the British East African Government.

On representations being made, the Ministry of Shipping sanctioned an amendment to the Priority List, to allow 1,000 tons weight of sisal hemp to be shipped in each homeward steamer from Mombasa, i.e., roughly every six weeks, say equals 8,000 tons of sisal in a 12 months' period. This was applied to s/s "Berwick Castle," but the s/s "Spectator" had sailed before the decision in question reach the other side. A small participation in the "Sundry Produce Space" for each boat was also sanctioned.

Further representations were made as to the effect of the South African Priority List in completely shutting out cotton, cottonseed, simsim, ground nuts, wool, flax, beeswax, rubber, tanning bark (wattle and mangrove), chillies, &c.

In particular, it was pointed out that as most of these articles are grown or produced by the natives for sale, the effect of shutting them out must be that exporting houses could no longer buy from the natives. The latter would resent the loss of market, and might readily ascribe it to the wish of the Government to force them into service as Military Carriers in German East Africa, where mortality is high, and the Carrier Service (by compulsory recruiting) is deeply feared by all Uganda and British East Africa tribes. Some native unrest among the two British Protectorate natives might easily follow. Economic results of a character serious to the East African Government revenue, to the banks, and to planters and traders, were also mentioned.

The case was presented to the Shipping Ministry by, among others, the British Cotton Growing Association, in a letter of 15th June, in which they stated that 25,000 bales of Uganda cotton were waiting shipment. Unfortunately that Association had not consulted the leading East African shippers as to where the cotton was lying, nor how soon it could be delivered by rail at the Shipping Port. The Ministry of Shipping was thus, it would seem, somewhat misled, for it kindly allotted two special steamers, but sent both almost at same time, viz., during second half July, to load at Mombasa. The first special boat, s/s "Rockpool," loaded a full cargo of cotton, sisal, hides, oilseeds, etc., but the limited capacity of the railway for delivering at coast resulted in the second special boat, s/s "Barthampton," loading 850 tons cargo only, after 14 days on the berth, and she sailed thus almost empty.

A third special boat, s/s "Polvena," kindly arranged by the Shipping Ministry to load about end August, to complete clearing the cotton, etc., was very naturally cancelled by the Ministry through inability to depend on cargo readiness and to avoid risk of loss of ship's time.

East African shippers are now dependent on the space available, and such as is permitted to be loaded at Mombasa, in the ordinary boats discharging at that port.

The next such boat is s/s "Clan Fraser," due Mombasa August 25th and ready to load home about September 1st. If the Priority List applies, as it does unless special arrangements are allowed, s/s "Clan Fraser" is allowed to load only 1,000 tons sisal and about 350 tons hides (weight tons) plus some small space for sundries.

I have caused careful enquiry to be made what produce can, and is likely to, be actually at coast ready for shipment by August 31st and this information is now before the Shipping Ministry as follows:—

Sisal—about 500 tons weight only.

Hides—about 350 tons weight only.

Cotton—about 3,000 bales, say 1,200 tons ~~weight~~ *measurement (tons) of 400 each bale*

Ground nuts—about 500 tons weight.

Cotton seed—up to 2,500 tons weight.

Beeswax—about 10 tons weight.

Coffee—about 1,000 tons weight (the Director of Import Restrictions has granted licence up to 3,000 tons if and when space available).

Flax, wool, etc.—small quantities.

I recommend that Shippers should ask the Ministry of Shipping to allow s/s "Clan Fraser" to be loaded as a special boat (in place of s/s "Polvena" cancelled) and that special priority instructions may apply, so that cotton and oilseeds in particular may be lifted in addition to the sisal and hides. It will be noted that whereas 1,000 tons sisal (equals 2,000 tons measurement) is approved for "Clan Fraser," only 500 tons of that article will be available. Thus 1,000 tons space allotted for sisal may perhaps be kindly allotted for cotton, etc., in addition to the 500 tons of "sundry" space probably allotted to the port outside of the priority specified articles.

*See counter attached*

The next boat home after "Clan Fraser" may be s/s "Engineer" about end September and after her none in sight until s/s "Clan Maclaren," now loading outward, not due to load home at Mombasa till about end November.

(Signed) E. H. M. LEGGETT,  
Managing Director.

Copies of this Memo. are sent to:—

Ministry of Shipping, London.  
Under Secretary of State, Colonial Office.  
National Bank of India, Limited, London.  
Uganda Co., Ltd., London.  
Uganda Cotton Buying & Ginning Co., Ltd., London.  
British Cotton Growing Association, Manchester.  
Messrs. Hindley & Co. London (fibre).  
Messrs. Wigglesworth & Co. London (fibre).  
Messrs. Lewis & Peat, London (coffee, etc).  
East Africa Estates, Limited, London (General Sir Owen Thomas).  
East Africa Lands & Development Co., Ltd., London (Lord Verulam).  
Hindlip Fawcus Estates Co., Ltd., London (Lord Hindlip).

# British East Africa Corporation, Limited.

F. T. PREBLAND  
 TELEPHONE LONDON WALL 5176.  
 (2 LINES)  
 45, MARK LANE, LONDON  
 E.C. 3.  
 LINES: INCREASE, LONDON  
 CODES:  
 WESTERN UNION AND BRIDGEMAN'S  
 COMBINATION  
 AND AT  
 MOMBASA, NAIROBI, KISUMU, &c.  
 IN THE EAST AFRICA PROTECTORATE,  
 AND  
 KAMPALA, JINJA, MASERU, &c.  
 IN THE SOUTHERN PROTECTORATE.

90, GRESHAM HOUSE,

LONDON. 15th August, 1917.

**RECEIVED**  
 11 AUG 1917  
**COL OFFICE**

*In your reply please refer  
 to No.*

## EAST AFRICAN PRODUCE.

Homeward Shipping Facilities from Mombasa.

In the Memorandum by Major Leggett dated 13th inst., under  
 above heading, on the second page, for:-

"Cotton, about 3,000 bales, say 1,200 tons weight"

use read:-

COTTON, ABOUT 3,000 BALES, SAY 1,200 TONS MEASUREMENT (tons of 40 cub. ft.

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*Mr. Bottomley*