

EAST AFR. PROT

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1917

14 Sept

Shipping facilities to AA

at previous Paper

M.O.
43707
440697

2. The statement would be

~~useful~~

W. Butler

The statement would be
useful, apart from its cost I
do not think we need send
it to the O.A.G., when we can
inform sufficiently on outstanding
points when we get the reply to
our letter to the O.A.G. on En/43358.

? Partly West 6.9.17

Lab.
6.9.17
at me

at subsequent Paper

44509

British East Africa Corporation, Limited.

209

Secretary.

P. O. PRESSLAND.

TELEPHONE: LONDON WALL 8176
(8 LINES.)

TELEGRAMS: TAN. AVE. LONDON

CABLES: INDEBER. LONDON

WESTERN UNION AND BRIDGEMAN'S
COMBINATIONAND BY
MOMBASA, NAIBOI, KISUMU &
WEST EAST AFRICA PROTECTORATE
AND
KAMPALA, JINJA, MABINDI &
UGANDA PROTECTORATE

90, GRESHAM HOUSE.

LONDON September 4th, 1917.

In your reply please refer

to No. E. A. PRODUCE—MEMO NO. 2

44047

EAST AFRICAN PRODUCE

HOMEWARD SHIPPING FACILITIES FROM MOMBASA

MEMORANDUM by MAJOR E. H. M. LEGGETT.

Managing Director,

British East Africa Corporation Limited

In continuation of my Memo of August 13th 1917, under above heading, I beg to inform those interested that the Director of Commercial Services, Ministry of Shipping, has been good enough to confirm the following decisions, to operate for s.s. "CLAN FRASER", now loading homewards at Mombasa, and for subsequent steamers loading homewards thence till further notice, viz., each boat may load—

- (a) 1,000 tons weight of sisal hemp; any shortfall of sisal to that total may be made up by equivalent weight of baled cotton.
- (b) 500 tons weight of sundry cargo, this to be allocated among homeward shippers under local arrangements.
- (c) Cargo as per South African Priority list. This includes hides and wattle bark, but no other East African products. The capacity for hides would appear likely to be about 400 tons weight per steamer.
- (d) Foodstuffs, viz., maize millet, beans and peas, but groundnuts, simsim and coffee are not accepted under the "Foodstuff" heading, and it follows that those items can only be accepted by obtaining a share in the local allocation of the "Sundry Cargo" allowance.

HOMEWARD OPPORTUNITIES IN SIGHT. In regard to s.s. "ENGINEER", mentioned in my previous memo, as the ordinary boat next to arrive at Mombasa after s.s. "CLAN FRASER", the Ministry of Shipping writes that "It is feared that s.s. 'ENGINEER' must not be considered as available for the East African homeward berth as she is required for other urgent needs".

The next ordinary boat due at Mombasa would thus be s.s. "CLAN MACLAREN". She can hardly be on the Mombasa homeward berth much before end October or early November.

Following s.s. "CLAN MACLAREN", next opportunity should be s.s. "HISTORIAN", due to clear outwards from U.K. during September, and not possibly on homeward berth Mombasa before December.

These forecasts are subject to no accident or diversion occurring, and to the availability of the boats for homeward loading at Mombasa, to be decided in each case by Ministry of Shipping. I am informed that the possibility of some other boat being placed specially on the homeward berth during the last quarter of the year is not definitely ruled out.

The disappointment to East African shippers, and poor loading of s.s. "BARTHAMPTON", due in some part to the short notice to Shippers of that steamer's availability, has been represented to the Ministry, with reply that the advisability of giving shippers adequate notice of tonnage facilities is fully appreciated, and all possible will be done in that respect.

The cargo congestion at Kilindini and Mombasa, while awaiting shipping opportunity, along with the risks of deterioration and fire, has been mentioned to the Ministry, resulting in an informal recommendation that E.A. shippers would be well advised to hold their produce up-country and not rail to coast until shipping opportunity is assured. It is understood that the East African Government Railway Administration (Uganda Railway) has taken action in this direction by declining traffic of export produce from interior to coast except such as is consigned to definite shipping opportunity. I venture to recommend that E.A. shippers support the action of the Railway Authorities in that step, which leaves the Port more clear for produce that can actually be accepted homewards.

HOMeward REQUIREMENTS in 1918. I beg to recommend that E.A. Shippers and Produce Associations take steps to accumulate by mid November 1917, the most reliable figures possible of the probable East African outputs of Sisal, Cotton, Hides and indeed all kinds of E.A. produce, for at least the first quarter of 1918, along with best estimate of the likely accumulation of 1917 produce left over after, say, s.s. "CLAN MACLAREN" and s.s. "HISTORIAN" have loaded as per Shipping Ministry allowances, with a view to concerted representation some time during November.

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

BRITISH EAST AFRICA CORPORATION LIMITED.

Copies of this Memo. are sent to:—

- Director of Commercial Services, Ministry of Shipping.
- Under Secretary of State, Colonial Office.
- Royal Commission on Wheat Supplies.
- Secretary, East African Steamship Conference Lines, London.
- National Bank of India Limited, London.
- National Bank of South Africa Limited, London.
- Standard Bank of South Africa Limited, London.
- Uganda Company Limited, London.
- Uganda Cotton Buying & Ginning Company Limited, London.
- East African Estates Limited, London.
- East Africa Lands & Development Company Limited, London.
- Hindlip Fawcus Estates Limited, London.
- British Cotton Growing Association, Manchester.
- The London Chamber of Commerce—East African Section.
- The London Coffee Association.
- Messrs. Wolstenholme & Holland, Liverpool.
- Messrs. Lewis & Peat, London.
- Messrs. Hindley & Company, London.
- Messrs. Wigglesworth & Company, London.
- Messrs. LeLacheur & Company, London.
- Messrs. Gilliatt & Company, London.
- The African Produce Company Limited, London.
- Henry Portlock Esq., The Atlas Securities Company Limited, London.
- Campbell Hausberg Esq., (the E.A. Sisal Association), Cowden, Kent.

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