



concur in their opinion that it is  
impracticable to enter into a new con-  
tract for the conveyance of cargo until  
the war is over in their suggestion that  
they sh<sup>d</sup>. make the  
best arrangements they  
can.

H.F.D. 19-2-16

SUS 20/2/15

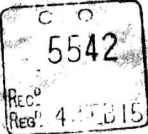
Copy of 1206 + off. to CA.  
Copy of 5342 + our reply.  
to for? for inf? L.T.  
- + copy of 5342 + our reply  
to W.O. & written of our  
l<sup>r</sup> of 20th of Jan<sup>y</sup> in  
m.s. L.T.  
1206

H. J. R.  
20/II/15

S.  
75.

ALL COMMUNICATIONS  
TO BE ADDRESSED TO THE  
CROWN AGENTS FOR THE COLONIES,  
THE ABOVE REFERENCE AND THE  
DATE OF THIS LETTER BEING QUOTED.

TELEGRAMS "CROWN, LONDON"  
TELEPHONE 7780 "INDIA" (8 LINES)



WHITENALL GARDENS.

LONDON, S.W.

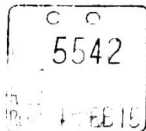
3rd February, 1916.

\* Sir,

I have the honour to acknowledge the receipt of your letter of the 20th ultimo, No. 1206/1916, enclosing a copy of a letter from the Union Castle Mail Steamship Co. and asking for information respecting Steamship lines trading or likely to trade with East Africa.

2. The British India and Union Castle Mail Steamship Co. are at present loading steamers irregularly from London and will not send boats to Middlesbrough unless sufficient cargo offers. They are both unable to furnish a programme of future sailings. The Clan-Edlerman-Harrison Lines propose to continue their four-weekly service from Glasgow and Liverpool, though in prevailing circumstances they have been delayed in their sailings. The Messageries Maritimes de France have a four-weekly mail service sailing from Marseilles, and London cargo to a limited extent is shipped by steamers connecting with this service and leaving 10 to 14 days in advance. As the steamers running between London and Marseilles take cargo for all the ports served by the Messageries Maritimes de France steamers, it is doubtful whether

Under Secretary of State,  
Ad., &c., &c.,  
Colonial Office.



whether satisfactory arrangements could be made for the shipment of large parcels of cargo such as the Uganda Railway, East Africa and Uganda Protectorates often require.

3. At the present moment the demand for steamers is so greatly in excess of the supply, that we fear it would be almost impossible to induce any Steamship owner to institute a regular service to East Africa, which at the inception might entail a loss, unless a subsidy is provided and abnormal rates of freight paid.

4. We would suggest that during the continuation of the war we should make the best arrangements we can for the shipment of stores and later on it may be considered on what terms a new contract could be entered into. It is certain that a considerable increase in the rates of freight will be demanded compared with those provided for in the Contract which has just been terminated.

I have the honour to be,

Sir,

Your obedient servant,

*W. H. Murray*

for Crown Agents.

CA 5342/1915

Edfrica

50  
27 Febry 1915

Gentlemen

I am directed by Mr

Secretary Harcourt to

acknowledge the receipt of

your letter of the 3<sup>rd</sup> of

Febry (S 75) and to

inform you that he

concurs in your

opinion that it is

impracticable to

enter into a

new contract for

the conveyance of

Edfrica to Edfrica

until the termination  
of the war, and in

DRAFT.

The Agents

MINUTE.

Mr. Harper 22/2/15

Mr. Bottomley 22.2.15

Mr. Read 22

Mr.

Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Islington.

Mr. Harcourt.

CA  
27 Feb 1915 - 7924:16

Copy for Sir 65  
Copy for Mr 7924:16

Copy for Mr 7924:16  
Copy for Mr 7924:16  
Copy for Mr 7924:16

Read  
not attend - I would be  
Harper has proposed LFR  
also read to Mr (small)  
7924:16  
J.R.

your suggestion that  
you should make the  
best arrangements you  
can for the shipment of goat  
stores.

(Signed) H. C. ROAD  
for the Under Secretary of State

your suggestion that  
you should make the  
best arrangements you  
can for the shipment of post-  
stores.

(Signed) W. C. CROSBY  
for the Under Secretary of State