E. AFRICA

7924

Crown Agents

1915

17 Feb.

Last previous Paper.
6 A
5542

Steamer service - Passengers.

Sends statement showing routes now available with respective fares. also letter from Union Castle S. S. Co. relative to E. Africa as at present arranged & letter from Harrison-Broadley Co. with handbook giving particulars of their service to Chinde & which others

Mr Bloomfield Sir, I enclose herewith 5542 & 5577 (For the cargo question see CA 5341 &c)

The letter is mainly on the question of passenger lines to P.E.A.

Chinde. Here the service is very bad but, fortunately, the passengers are few.

(a) England to Durban. Weekly service by U.S.A.R.

(b) Durban to Beira. Two conferences are (i) Castle Line & others
(ii) " B.I.
(iii) " Service Harrison steamers
(iv) Rangoon to Beira (50 or 60 days)

(c) Beira to Chinde. Bad service, only the flag "Manica" which makes the voyage about 3 times a month.

Proposed Quelimane Railway to Beira would probably be cheapest in the long run.

Copy correspondence with Mr Bloomfield & Co. 25-2-15

Copy correspondence with Ab 27.2.15

Copy letter to Ab Copy letter for Ref 65 4/

Ab 8077

All subsequent Papers

(2) Mombasa, Zanzibar.

(a) Fortnightly regular (so far) & usually secured by the M M line. Sailings on
4 March 29 April
1 April 27 May } see 8077/15
24 June

(b) Occasional P & O and B. I steamers via Cape or via Suez Canal are very unreliable and make no pretence to adhering to dates originally fixed.

Regular fortnightly service by far the most convenient for us. We would like to work with the P & O on arrangements and I think that in the case of E. A. P. Uganda and Nyasaland officials would look on the M M as the special line for the purpose of regulating extensions of leave. The M M line is now more expensive than the U O but as a main travelling up U C. via the Cape (there are few Sing boats now) would probably be hung up at Natal and we should have to pay for his assistance. There would probably not be much difference in cost in the long run.

The M M fares are 1st class (single) £59.11.8

1st class (single) £ 69 11 8
1st class (return) £ 92 14 10
2nd (single) £ 49 12 11 5



The Union Castle fares are

1st class (single) £ 50 1 9
" (return) £ 90 3 2

It may be possible to get the M.M. line to allow a rebate for our Officials if we undertake to give them our support. They would probably require us to give them all our traffic, and that would mean making the M.M. line compulsory for our men and I am not sure that we wish to prevent an Officer experimenting on his own responsibility with the U.C. or B.I. provided that so far as leave goes he would get no better terms than if he had taken the M.M. boat.

We had better ask CA. to see what can be got out of the Company before we go further, as on this will depend the nature of the instructions which we are to give to Officers on leave and Governors.

H.F.D. 19.2.15

As regards Chinde, I am inclined to think that the Cape Town, Beira route would be adopted. We must allow at least £3 for subsistence with train, I expect, but we avoid,

[Quotation of [illegible] in dried spaces 4726/15-P.A. still wait]

an difficulty about Barbados and, possibly, the Cape could call on earlier East at Bilbao.

But one doesn't like to condemn men unnecessarily to a few days journey in S. Lifes boats & I am not sure that, except in cases of company, it ought not to let one drift round by sea.

For the other Prot^n, I think that inasmuch as it is of such great importance that we ought to adopt the M M as the regular line — 80 per at least as 1st class men are concerned (I agree with C A as to 2nd class), but I would probably be better to pay the full fares than to give any pledge to any Company

pp W

The A can call for the whole in Govt. or Post Office packets & can say that we further, if this arrangement adopted, to make the M.M. the regular service for E.A.P. (Ceylon & Calcutta), & class over for the present, though as we may regard the employment of other lines on occasion as a pledge of all our passages can be given.

Bdl. 20/2/15

We may try this on with the M.M., but our lines are so doubtful & tied with such other & I doubt if we get any concession...

M
Misc.1307

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 7750 VICTORIA (6 LINES)

30

C O
7924

113

5C

WHITEHALL GARDENS,
LONDON, S.W.

17th February, 1915.

Sir,

In continuation of our letter of the 3rd of February, I have the honour to enclose a statement showing the routes now available for passengers wishing to proceed to the East African Protectorate, with their respective fares. I also enclose a copy of a letter from the Union Castle Company giving the sailings of their steamers to the East African ports as at present arranged. The Company are charging Mail steamer fares for their steamer of the 6th of March to which they refer, but these fares are lower than those charged by the Messageries Maritimes Company, as the latter have withdrawn the Government rebate of 15% and are charging a surtax of 20%. The route by rail to Marseilles and thence by steamer of the Messageries Maritimes de France does not appear to us very suitable for men of the mechanic class who, in existing circumstances would probably have considerable difficulty in making their way across France, and we are therefore

15.2.15.

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

therefore as far as possible arranging for such men to embark at some port in England although it may involve delay.

10. 2. 15

2. I also enclose a copy of a letter from the Harrison-Rennie Company and one of their handbooks giving particulars of their service to Chinde.

3. The British India Company inform us that at present they have no steamer fixed for East African Ports but hope to despatch one going as far as Zanzibar at the end of March.

I have the honour to be,

Sir,

Your obedient Servant,

Wrahal

for Crown Agents.

PASSENGER SERVICES TO EAST AFRICAN PORTS

**Chinde.**

1. By Union Castle Mail Steamer to Durban (weekly sailings) and from thence to Beira by the steamers of the Harrison-Rennie Line or the British India Line. From Beira to Chinde by the s.s. "Manica". Through fares:- first class £54.12s.0d.
2nd class £36.15s.0d.

2. It is also possible to disembark at Cape Town and travel to Beira by train; the journey takes 5 or 6 days. Fares:- To Cape Town, first class £44. 2s.0d.
2nd class £28. 7s.0d.

Rail to Beira, first class £16.15s.6d.
2nd class £12. 1s.6d.

Trains leave Cape Town Tuesdays and Saturdays.

3. Direct from English port to Chinde by steamers of the Harrison-Rennie or Union Castle Lines. Steamers of the first of these lines usually go at intervals of about three weeks. Union Castle sailings are fixed for 17th February and 19th March but beyond that nothing is known. Fares:- Harrison-Rennie 1st class £33 & £36
2nd class £27.

Union Castle 1st class £40.19s.0d.
2nd class £32.11s.0d.

Note. There will be delays at ports where passengers tranship and they will have to pay their own expenses.

**Mombasa and Zanzibar**

1. By rail to Marseilles and thence by steamers of the Messageries Maritimes de France.

Sailings four-weekly.

Fares:- 1st class fare including rail to Marseilles £59.11s. 5d.

2nd class fare including rail to Marseilles £40.12s.11d.

2. By steamers of the Union Castle and British India Lines, as when opportunity offers. The only sailing at present in prospect is the Union Castle boat due to leave 6th March.

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THE UNION CASTLE COMPANY TO CROWN AGENTS

3 & 4 Fenchurch Street,
London, E.C.

15th February, 1915.

Gentlemen,

We have duly received your letter M Misc. 1307 of 12th instant, and in reply beg to inform you that as at present arranged, our R.M.S. "Llandovery Castle" which will take the Mail Steamer sailing of 8th March from London, will continue her voyage from Natal direct to Zanzibar and Mombasa, where she will arrive about the 11th and 12th April respectively. Passengers booked by this steamer for Delagoa Bay, Beira, and Chinde will require to tranship at Natal and provide their own hotel accommodation whilst awaiting the connecting steamer. At present we are unable to say when we shall despatch our next steamer to East African ports, but we are prepared to give passengers the benefit of a through rate to any such port, as shown on pages 26-31 of the enclosed Passenger Handbook, when travelling by our Mail Steamers (which usually take about twenty two days on the voyage from England to Natal) and transhipping at Natal. Owing to the present exceptional conditions, however, we are unable to provide hotel accommodation whilst awaiting a connecting steamer. With regard to sailings thence to Beira, the following will be our next two steamers calling at that port:-

| Steamer | Leave London | Arrive Natal | Arrive Beira |
|---|---|---|---|
| "Comrie Castle" | 17th Feb. | 27 March | 2nd April |
| "Durham Castle" | 19th March. | 16 April | 26th April |

and

and in addition we are advised by our Natal Agency there are occasional sailings by the Rennie Line, Messrs King and Son, the British India Steam Navigation Company, and the Indian African Line. They, however, also inform us these sailings are not at all dependable and through passengers should be prepared for delays.

The only connection of which we have information between Beira and Chinde is that made by the sailings of the s.s. "Manica", a small coaster, which we understand makes about three voyages per month between these two ports.

We regret we are unable to give you more definite information with regard to connections at Natal, and shall be pleased to advise you immediately our next steamer is fixed to take passengers through to East Coast ports.

We are &c.,

THE UNION CASTLE MAIL STEAMSHIP CO LD

Sd) R. Mind

Joint Manager

P.S. The dates mentioned above and the ports of call are of course subject to alteration as the exigencies of the situation may demand.

Messrs J.T.Rennie Son & Co. to Crown Agents

4 East India Avenue,

10th February,

Gentlemen,

Agreeably with our conversation on the [illegible] this afternoon, we have pleasure in handing you [illegible] passenger handbook herewith which will give you full particulars as to fares by our Line.

In the present dislocated state of matters our sailing list is in abeyance, but we hope to despatch our steamers approximately as follows:-

s.s. "Inanda" About February 28th

s.s. "Inkosi" " April 1st

s.s. "Ingoma" " April 15th

We can issue a through ticket to Chinde but passengers have to tranship at Beira and, in the present state of matters, they would have to pay their own hotel expenses at that port while waiting for the connecting steamer.

Trusting we may have the pleasure of booking some passengers through your good services.

Yours &c.,

Sd) John Rennie Son & Co.

cp.

A DESCRIPTIVE
HANDBOOK

SOUTH AFRICA,
NATAL, Etc.

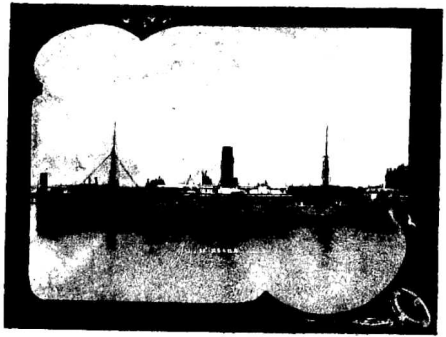
The
"Plimsol"
Series

# HARRISON-
# RENNIE
# LINE

THOS. & JAS. HARRISON
DOCK HOUSE
BILLITER STREET
LONDON, E.C.

Head Agents:
JOHN T. RENNIE, SON & CO.
4 East India Avenue,
London, E.C.

Photographs of South Africa by kind permission of the High Commissioner for the Union of South Africa.



S.S. "Ingoma"

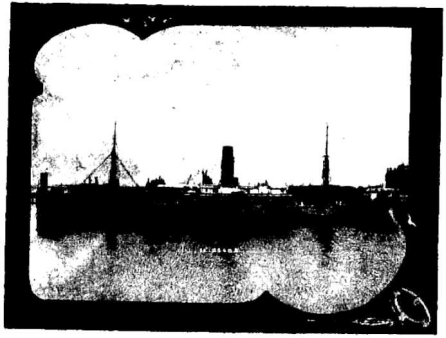


# THE HARRISON RENNIE LINE

## A RETROSPECT

[illegible] is stimulating to the imagination than the comparison of a map [illegible] with one of sixty years ago. Up to [illegible] of knowledge of this vast peninsula, the southernmost prolongation of the Old World, was as yet as inchoate as is our present knowledge of [illegible]. Yet the echo to surmise was still "mystery, mystery." Discovery had indeed led beyond the fantastic decoration of the map with "Dean Swift put it, "savage pictures and "elephants [illegible]." James Bruce had in 1770 given, as it were, the initial [illegible] to the key. Mungo Park in the late eighteenth and the early nineteenth century had solved the problem of the Niger. A few years after Laing and Caille had penetrated to Timbuctu and about the middle of the century Speke and Grant had traced the Nile from Lake Victoria.

But up to the time when the intrepid Livingstone performed his three prodigious journeys Africa was still the "Dark Continent." With his exploits commenced the ultimate delineation of the geographical



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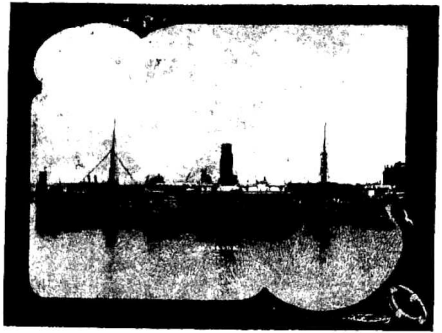

S.S. "Ingonia"



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## A RETROSPECT

No theme can be more stimulating to the imagination than the comparison of a map of Africa as it stands to-day with one of sixty years ago. Up to then, our knowledge of this vast peninsula, the southernmost prolongation of the Old World, was almost as inchoate as is our present knowledge of the antarctic continent. And the echo to surmise was still "mystery, mystery!" Discovery had, indeed, led beyond the fantastic decoration of the map with, as Dean Swift put it, "savage pictures" and "elephants for want of towns". James Bruce had in 1770 given, as it were, the initial turn to the key, Mungo Park, in the late eighteenth and the early nineteenth century, had solved the problem of the Niger; a few years after Laing and Caillé had penetrated to Timbuktu, and about the middle of the century Speke and Grant had traced the Nile from Lake Victoria.

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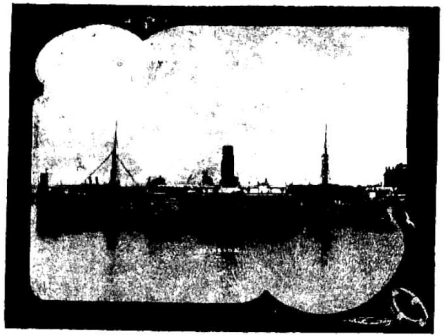

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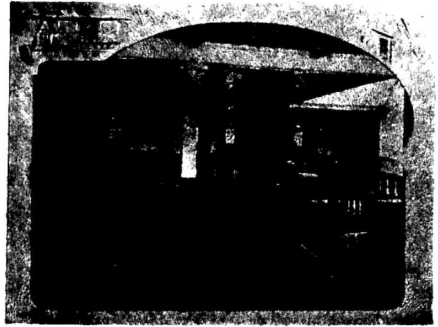


Music Room — S S "Ingoma"

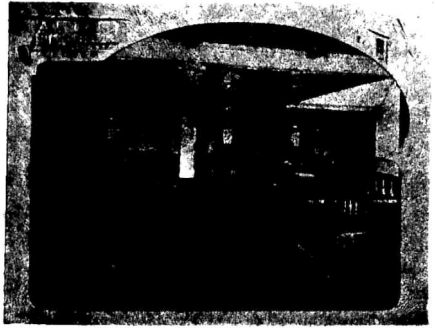




mystery enveloping the greater part of a country the size of which is equal to that of three Europes. Livingstone discovered the lakes Ngami, Nyasa, Shirwa, Bangweolo and Mweru, all of which are situate in the regions now denominated Rhodesia and the Nyasaland Protectorate; he explored the Zambesi and its tributaries, and followed the Lualaba through what is the Belgian Congo to the upper course of the Congo river.

"Dawn's left hand was in the sky." Livingstone had blazed a trail for the forces of Christianity and colonisation, and his great example stimulated others to pursue the work of discovery, and so extend the sphere of our knowledge and foreign influence. Stanley, Emin Pascha, Thomson, Johnstone, Wissmann, Baumann: these are a few of the names which symbolise the elucidation of Africa during the last quarter of the nineteenth century.

But the achievement of Livingstone did more than provide knowledge and an incentive to knowledge; it provided an effective solution to a clamant problem. Congestion was being felt by the Powers, alike in matters of population and of trade. Relief was not to be looked for in the direction of South America, the entrance thereto being blocked by the Monroe Doctrine; and so the "Dark Continent" offered itself as an op-



Music Room

S.S. "Ingoma"





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Upper Promenade Deck

S.S. "Ingoma"





portions and ample outlet for the surplus of population and trade. Going a little further than a generation [illegible] European settlements formed but intermittent patches on the African coast. To-day, in the whole Continent, there are but three independent states—Abyssinia, Morocco, and the Negro Republic of Liberia.

In the present instance we are considering particularly the regions [illegible] British Colonies, Natal, and Portuguese East Africa. These are to be considered in two aspects which we may be permitted to characterise as the obvious and the unobvious. The obvious aspect is the commercial; [illegible] East Coast is the gateway to the British [illegible] the Transvaal, [illegible] of Swaziland. The other aspect is more esoteric. But before [illegible] geographical details [illegible] under review, the [illegible] afforded travellers by the Harrison-Reunie Line.

## THE ROUTE.

To Durban and even to points further up the coast the route which the Harrison-Reunie steamers take [illegible] the Canary Islands and thence by the South Atlantic Ocean, is much shorter than the Eastern route

Upper Promenade Deck

S.S. "Ingoma"



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[illegible] South and South East Coast [illegible] belonging to the British [illegible] Rhodesia and Nyasaland. [illegible] the Portuguese [illegible] Rhodesia and Nyasaland. [illegible] Africa [illegible] Mozambique.

## THE ROUTE

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Passing the Bluff
Durban

S S "Inkosi"



through the Mediterranean and the Suez Canal and round by Guardafui. The line affords a direct service to and from Cape Town, Durban (Port Natal), Delagoa Bay, and Beira. Through-bookings can be taken to Chinde, passengers being transhipped at Beira. The outward passage takes from 23 to 25 days by the passenger steamers, and about 28 by cargo steamers. It is to be noted that the fares are less expensive than those on other lines. Thus to Durban the fares in the first-class and second-class respectively are £28 and £21; whilst the increment to Beira or the intervening ports is fractionary. A large reduction in this rate is made in the price of return tickets. In cases of transhipment the company takes every means to ensure the comfort and convenience of its "parting guests" by allowing them to remain on board, if at all possible, until the connecting steamer is ready to receive them. Also it is to be noted that by making intimation at London passengers to ports north of Natal may break their journey there and proceed to their destination by a subsequent steamer.

## THE GATE TO CENTRAL AFRICA

The mechanical, not to mention the pecuniary, advantages offered by the Eastern ports as means of reaching the interior by rail have been al-

Ladysmith General View



luded to already. A few figures will serve to show how marked these advantages are. The distance to Johannesburg from Durban is 484 miles, as compared with 957 from Cape Town; to Pretoria from Durban 511 miles, as compared with 1903 from Cape Town; to Maritsburg 71 miles, as compared with 1367. From Delagoa Bay to Barberton is 152 miles, whereas from Cape Town it is 1343. For Rhodesia the most convenient port is Beira, the distance from there to Bulawayo being 675 miles, as opposed to 1362 from Cape Town; to Umtali 224, as opposed to 1713; to Salisbury 374, as opposed to 1663; and to the Victoria Falls 955, as opposed to 1642. The reader scarcely needs to be reminded that from all these ports there is a regular service of trains, under efficient management, and fitted out in the most up-to-date fashion.

## THE SETTLER ASPECT.

Of the commercial attributes of these portions of Southern, Eastern and Central Africa which are under the British aegis, it is almost superfluous at this time of day to speak. The enormous mineral wealth, the suitability of the soil for vegetables and crops of many descriptions, are matters of

Ladysmith General View



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Durban Beach



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## THE TOURIST ASPECT.

To turn now to the consideration of East Africa as a field for tourists: its historical associations, its ethnological interest, the opportunity it offers for big game hunting, its sunny yet temperate climate, its luxuriant

Durban Beach



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To turn now to the consideration of East Africa as a field for tourists: its historical associations, its ethnological interest, the opportunity it offers for big game hunting, its sunny yet temperate climate, its luxuriant

Lower Tugela Bridge.



vegetation, above all, its scenery, grand and possessed of a character quite its own, make it a region the delights of which for an extended holiday can scarcely be over-estimated. In Natal we have the scenes of the Zulu War of '79, and of Buller's historic advance to the relief of Ladysmith. Here are the Tugela River, and Spion Kop, celebrated as the site of one of the most dramatic battles in the whole extent of the South African War. Natal contains some of the finest mountain scenery in the Continent.

## VICTORIA FALLS.

Of the scenery of Rhodesia it will suffice to mention the Zimbabwe ruins and (Mecca of all African tourists) the wonderful Victoria Falls, discovered by Livingstone. These Falls constitute, indeed, the "Eighth Wonder," being twice as broad and two and a half times as high as Niagara. Such is their grandeur that even the most exuberant writer must needs quail before the task of describing them. Nothing, perhaps, is so eloquent of the effect they produce on the mind as the native name, Mosi-oa-tunya — "smoke that sounds" — sound that can be heard fifteen miles away and smoke, or spindrift, that can be descried at an even greater

Lower Tugela Bridge.



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Town Hall — Johannesburg



distance. Special arrangements have been made by the Harrison-Rennie Line with the Rhodesian and South African Railways, whereby they are enabled to quote for circular tours by the Victoria Falls at much reduced rates. The land-travel portion of these tours starts at Beira and concludes at Cape Town or Durban, or vice-versa, the rate being from £50 upwards (including, of course, the journey by sea). As addenda, it may be mentioned that arrangements have been made with other lines whereby travellers can tranship at Beira and return to London via the Red Sea and Marseilles.

Town Hall — Johannesburg



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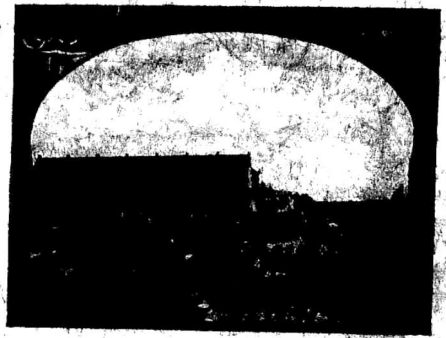


Pretoria Market



# The Harrison-Rennie Line of Steamers.

**London to Cape Town, Durban, Delagoa Bay and Beira and vice versa.**

Loading Berth: No. 11 West India Import Dock, London.

## FLEET.

| Passenger Steamers: | Tons Burthen. | Cargo Steamers: | Tons Burthen. |
|---|---|---|---|
| S.S. "INSIZWA" | 5645 | S.S. "INYONI" | 2589 |
| S.S. "INYANA" | 4651 | S.S. "IKONEA" | 3439 |
| S.S. "IBANDA" | 4189 | S.S. "LOUGAN" | 4875 |
| S.S. "INGOLI" | 3575 | S.S. "WANDERER" | 2025 |

Owners:

THOS. & JAS. HARRISON, Mersey Chambers, LIVERPOOL, and Dock House, Billiter Street, LONDON, E.C.

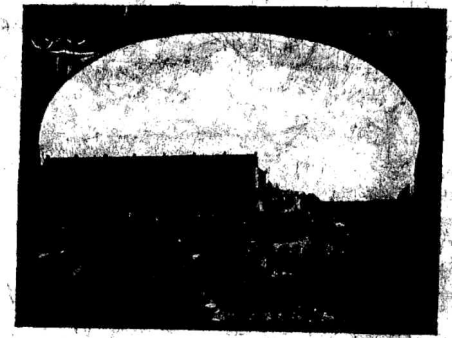
Head Agents in England:

JOHN T. RENNIE, SON & CO., 4 East India Avenue, LONDON, E.C.

Head Agents in South Africa:

JOHN T. RENNIE & SONS, 20 Commercial Road, DURBAN, NATAL.

Telegraphic Address: "Reniform," London and Durban.



Pretoria Market



# The Harrison-Rennie Line of Steamers.

**London to Cape Town, Durban, Delagoa Bay and Beira and vice versa.**

Loading Berth: No. 11 West India Import Dock, London.

## FLEET.

| Passenger Steamers. | Tons Burthen. | Cargo Steamers. | Tons Burthen. |
|---|---|---|---|
| S.S. "INSIZWA" | 5685 | S.S. "INYONI" | 3889 |
| S.S. "INYATI" | 9851 | S.S. "IKONEA" | 3429 |
| S.S. "ISANDI" | 4069 | S.S. "LOGICIAN" | 4878 |
| S.S. "INKOSI" | 3575 | S.S. "WANDERER" | 4085 |

Owners:

THOS. & JAS HARRISON, Mersey Chambers, LIVERPOOL, and Dock House, Billiter Street, LONDON, E.C.

Head Agents in England:

JOHN T. RENNIE, SON & CO., 4 East India Avenue, LONDON, E.C.

Head Agents in South Africa:

JOHN T. RENNIE & SONS, 20 Commercial Road, DURBAN, NATAL

Telegraphic Address: "Reniform," London and Durban.

# FARES.

| PORT. | S.S. "Ingoma" "Intaba" "Inanda" 1st Class. | | S.S. "Inkosi" 1st Class. | | S.S. "Intaba" "Inanda" "Ikwen" 2nd Class. | |
|---|---|---|---|---|---|---|
| | Single £ | Return £ | Single £ | Return £ | Single £ | Return £ |
| CAPE TOWN .. | 26 | 47 | 24 | 44 | 20 | 36 |
| DURBAN .. | 28 | 51 | 25 | 46 | 21 | 38 |
| DELAGOA BAY .. | 30 | 54 | 27 | 49 | 22 | 40 |
| BEIRA .. | 32 | 58 | 29 | 53 | 24 | 44 |
| CHINDE .. | 36 | 66 | 33 | 61 | 27 | 50 |

£2 extra charged for berths in special positions on "INTABA" AND "INANDA."
£5 extra for single berth cabins per s.s. "INGOMA" Single Fare.
£9 " " " " Return Fare.
Children under 15 years of age are charged One-Sixteenth of the full fare for each year of their age next birthday.







**Servants.**—For Servants travelling with their employers, special rates will be quoted on application.

**Through Fares** to East African Ports will be quoted on application.

**Tours in South Africa** in conjunction with the South African and Rhodesian Railways can be arranged. Fares for the inclusive voyage and tour will be quoted on application to the agents.

**Round Africa Trips**, in conjunction with the Union-Castle Mail Coast Service are also issued. Special fares quoted on application to the agents.

## GENERAL CONDITIONS.

**Passage Money.**—The rates of passage money include a fourth table, Stewards' and Stewardesses' fees, bedding, linen, and all requisite cabin furniture; but do not include wines, spirits, or beer. Passengers are booked only on the express condition that no liability attaches to the shipowners by reason of any detention or delay in the sailing of the steamer, and in the event of any such detention or delay passengers are required to defray their own expenses.

**Sailing Dates.**—While every effort is made to adhere to the advertised sailing dates the shipowners reserve the right to make any alterations or omit any port of call they may deem necessary. The advertised dates are approximate and no responsibility is accepted in the event of delay.

**Quarantine.**—In the event of a steamer being detained in quarantine, passengers will be charged at the rate of £6s per day First Class, and 7s 6d per day Second Class for their maintenance during their detention.

**Payment of Fares.**—All passage money is payable in advance. No berth can be considered engaged until half passage money is paid, and the whole of the passage money must be paid before passengers can embark. The shipowners to have a lien on the baggage of passengers for any amounts due to or disbursed by the shipowners or their agents on behalf of passengers.

Passengers not embarking after having secured a passage, will forfeit the passage money deposited. In the event, however, of a passenger being unavoidably detained, the passage will be transferred to a subsequent steamer of the Line, provided sufficient notice be given of inability to proceed in the first intended steamer.

# FARES.

| PORT. | S.S. "Ingoma" "Intara" "Inanda" 1st Class. | | S.S. "Inkosi" 1st Class. | | S.S. "Intara" "Inanda" "Inkosi" 2nd Class. | |
|---|---|---|---|---|---|---|
| | Single £ | Return £ | Single £ | Return £ | Single £ | Return £ |
| CAPE TOWN .. | 26 | 47 | 24 | 44 | 20 | 36 |
| DURBAN .. | 28 | 51 | 25 | 46 | 21 | 38 |
| DELAGOA BAY .. | 30 | 54 | 27 | 49 | 22 | 40 |
| BEIRA .. | 32 | 58 | 29 | 53 | 24 | 44 |
| CHINDE .. | 36 | 66 | 33 | 61 | 27 | 50 |

£2 extra charged for berths in special positions on "INTARA" AND "INANDA."
£5 extra for single berth cabins per s.s. "INGOMA" Single Fare.
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**Round Africa Trips**, in conjunction with the Union-Castle, East Coast Service, are also issued. Special fares quoted on application to the agents.

## GENERAL CONDITIONS.

**Passage Money.**—The rates of passage money include a first table, Stewards' and Stewardesses' fees, bedding, linen, and all requisite cabin furniture; but do not include wines, spirits, or beer. Passages are booked only on the express condition that no liability attaches to the shipowners by reason of any detention or delay in the sailing of the steamer, and in the event of any such detention or delay passengers are required to defray their own expenses.

**Sailing Dates.**—While every effort is made to adhere to the advertised sailing dates the shipowners reserve the right to make any alterations or omit any port of call they may deem necessary. The advertised dates are approximate and no responsibility is accepted in the event of delay.

**Quarantine.**—In the event of a steamer being detained in quarantine, passengers will be charged at the rate of 10s per day First Class, and 7s 6d per day Second Class for their maintenance during their detention.

**Payment of Fare.**—All passage money is payable in advance. No berth can be considered engaged until half passage money is paid, and the whole of the passage money must be paid before passengers can embark. The shipowners to have a lien on the baggage of passengers for any amounts due to or disbursed by the shipowners or their agents on behalf of passengers.

Passengers not embarking after having engaged a passage, will forfeit the passage money deposited. In the event, however, of a passenger being unavoidably detained, the passage will be transferred to a subsequent steamer of the Line, provided sufficient notice be given of inability to proceed in the first-intended steamer.

**Sole Use of Cabin.**—Any passenger wishing to reserve for himself the sole use of any cabin can do so by paying an amount equal to half-fare for each unoccupied berth. When the passenger of children establishes sole use of a four-berth cabin, the amount paid must be not less than two-and-half full fares. Where the extra fare has not been paid for the sole use of a cabin the shipowners reserve the right of filling the unoccupied berth or berths at any time during the voyage.

**Second Class.**—The shipowners will as far as possible allot passengers the berths selected, but if absolutely necessary to enable the vessel to carry her full complement of second class passengers, they reserve the right to rearrange the berthing when passengers join the steamer. Meals in the vessel of a return ticket being taken, and the return portion not used, a refund will be made of the difference between the amount paid and the single fare, less commission charged.

**Re-Booking.**—Passengers having taken passage tickets and re-booking within twelve months will be allowed a reduction of 10 per cent. off the single fare on their producing evidence as to their previous journey to the agents of the Line.

**Children under fifteen years of age** are carried at one-sixteenth of the adult fare for each year or part of a year of their age. Separate berths are not guaranteed for children paying less than half the adult fare.

**Infants under twelve months** are carried free, but any milk or special patent food required for them must be supplied by their parents.

**Children** under twelve years of age will be carried except in the charge of an adult passenger.

**Children** are not entitled to a seat at the saloon table at ordinary meal times. Separate meals are provided for them at different hours, particulars of which will be intimated by the stewardess at the beginning of the voyage.

**Servants.**—Fares for servants travelling with their employers will be quoted on application. Servants travelling Second Class are allowed to wait on their masters or mistresses during the day, but such servants may take their meals at the First Class Children's Table at the same time as the children.

**Waiting at Ports of Call.**—Passengers proceeding from England to East Coast Ports may live on board the ocean steamer while in Durban, or, if they wish, they may live ashore at their own expense. Passengers waiting at any Port of Call to embark on any connecting steamer must bear







their own expenses on shore. Passengers may break their journey at Durban or Cape Town and proceed by a subsequent steamer, provided arrangements are made at the time of booking the passage.

**Passengers** for Ports at which the steamers do not call must bear their own expenses while waiting at the Port of destination.

**Infectious Diseases.**—Passengers' attention is particularly called to the following regulations:—The shipowners reserve the right of isolating any passenger found to have contracted infectious disease from a communicable disease, and in such case will require payment of Passage Money for the sole use of a cabin, in addition to all expenses entailed by extra attendance, &c. In default of such payment, each passenger will be put ashore before the steamer sails, or, if detained, at the first port of call. In the event of extra accommodation not being available, the shipowners reserve the right of landing such passengers at the first or any port of call, all extra expense thereby entailed to be paid by the passenger.

**Particulars** can be had on application to the principal agents or to John T. Rennie, Son & Co., London.

## GENERAL INFORMATION.

**Winding Telegraph.**—The steamers "Ingoma," "Intaba," "Insuda," and "Tokoti" are fitted with Marconi's Wireless Telegraphy. The "Ingoma," "Intaba," and "Tokoti" are the first passenger steamers calling at South African ports to be fitted, the installations being made in 1907.

**Passengers** by these steamers can communicate with their friends on shore some time after leaving port. The rates are:—

| | |
|---|---|
| Between steamer and shore, United Kingdom, | Before arrival at destination, 10/6 per word |
| Between steamer and shore, South Africa, | 1/6 per word |

**Table.**—An excellent table is provided, the menu being liberal and of the very best quality. The steamer provides every requisite for the Saloon table, exclusive of wines, spirits, beer, etc., which can, however, be purchased on board at moderate prices.

**Sole Use of Cabin.**—Any passenger wishing to reserve for himself the sole use of any cabin can do so by paying an amount equal to half-fare for each unoccupied berth.—Where the occupant is half fare. Where the extra fare has not been less than four-fare, the owners reserve the right of filling the unoccupied berth or berths at any time during the voyage, but if absolutely necessary to obtain the room to carry a full complement of second class passengers, they reserve the right to rearrange the berthing when passengers join the steamer.

**Meals.**—The shipowners will, as far as possible, allot passengers the berths selected. Meals are served at reduced rates, and are available for one year.

In the event of a return ticket being taken, and the return portion not used, a refund will be made of the difference between the amount paid and the single fare, less commission charges.

**Re-Booking.**—Passengers having taken single tickets and re-booking within twelve months will be allowed a reduction of 10 per cent. of the single fare on their producing evidence as to their previous journey to the agents of the Line.

**Children.**—Children under fifteen years of age are carried at one-sixteenth of the adult fare for each year of their age. Separate berths are not guaranteed for children paying less than half the adult fare.

Infants under twelve months are carried free, but any milk or special patent food required for them must be supplied by their parents.

No child under twelve years of age will be carried except in the charge of an adult passenger.

Children are not entitled to a seat at the saloon table at ordinary meal times. Separate meals are provided for them at different hours, particulars of which will be intimated by the stewardesses at the beginning of the voyage.

**Servants.**—Fares for servants travelling with their employers will be quoted on application.

Servants travelling Second Class are allowed to wait on their masters or mistresses during the day, and nurse-maids may take their meals at the First Class Children's Table at the same time as the children.

**Waiting at Ports of Call.**—Passengers proceeding from England to East Coast Ports may live on board the ocean steamer while in Durban, or, if they wish, they may live ashore at their own expense. Passengers waiting at any Port of Call to embark on any connecting steamer must bear







their own expenses on shore. Passengers may break their journey at Durban or Cape Town and proceed by a subsequent steamer, provided arrangements are made at the time of booking the passage.

Passengers for Ports at which the steamers do not call must bear their own expenses while waiting at the Port of transhipment.

**Infectious Diseases.**—Passengers' attention is particularly called to the following regulations: The shipowners reserve the right of isolating any passenger found to have contracted infectious disease, and in such case with respite payment of the extra fare required for such purpose, each passenger will be put ashore before the steamer sails, or at the next port of call. In the event of insufficient accommodation not being available, the shipowners reserve the right of landing such passengers at the first or any port of call, all extra expenses thereby entailed to be paid by the passenger.

**Concessions.**—Particulars can be had on application to the principal agents or to John T. Rennie, Son & Co., London.

## GENERAL INFORMATION.

**Wireless Telegraphy.**—The steamers "Ingoma," "Intaba," "Inanda," and "Inkosi" are fitted with Marconi's Wireless Telegraphy. The "Inanda" and "Inkosi" were the first passenger steamers calling at South African ports to be fitted, the installation being made in 1907.

Passengers by these steamers can communicate with their friends on shore some time after leaving port. The rates are:—

| | Before arrival at destination. |
|---|---|
| Between steamer and shore, United Kingdom, | 10½d per word |
| Between steamer and shore, South Africa, | 11d per word. |

**Table.**—An excellent table is provided, the menu being liberal and of the very best quality, which can, however, be purchased on board at moderate prices.

The steamer provides every requisite for the Saloon table, exclusive of wines, spirits, beer, etc.,

**Sole Use of Cabin.**—Any passenger wishing to reserve for himself the sole use of any cabin can do so by paying an amount equal to half-fare for each unoccupied berth. When the presence of children entails the sole use of a four-berth cabin the amount paid must be not less than two-and-a-half full fares. Where the extra fare has not been paid for the sole use of a cabin the shipowners reserve the right of filling the unoccupied berth or berths at any time during the voyage.

**Second Class.**—The shipowners will, as far as possible, allot passengers the berths selected, but if absolutely necessary to enable the vessel to carry her full complement of second class passengers, they reserve the right to rearrange the berthing with passengers joint the steamer. Return Tickets are issued at reduced rates, and are available for one year.

In the event of a return ticket being taken, and the return portion not used, a refund will be made of the difference between the amount paid and the single fare, less commission charges.

**Re-Booking.**—Passengers having taken single tickets and re-booking within twelve months will be allowed a reduction of 10 per cent. off the single fare on their producing evidence as to their previous journey to the agents of the Line.

**Children** under fifteen years of age are carried at one-sixteenth of the adult fare for each year or part of a year of their age. Separate berths are not guaranteed for children paying less than half the adult fare.

**Infants** under twelve months are carried free, but any milk or special patent food required for them must be supplied by their parents.

No child under twelve years of age will be carried except in the charge of an adult passenger.

Children are not entitled to a seat at the saloon table at ordinary meal times. Separate meals are provided for them at different hours, particulars of which will be intimated by the stewardesses at the beginning of the voyage.

**Servants.**—Fares for servants travelling with their employers will be quoted on application. Servants travelling Second Class are allowed to wait on their masters or mistresses during the day, and nurse-maids may take their meals at the First Class Children's Table at the same time as the children.

**Waiting at Ports of Call.**—Passengers proceeding from England to East Coast Ports may live on board the ocean steamer while in Durban, or, if they wish, they may live ashore at their own expense. Passengers waiting at any Port of Call to embark on any connecting steamer must bear





their own expenses on shore. Passengers may break their journey at Durban or Cape Town and proceed by a subsequent steamer, provided arrangements are made at the time of booking the passage.

**Passengers** for Ports at which the steamers do not call must bear their own expenses while waiting at the Port of transhipment.

**Infectious Diseases.**—Passengers' attention is particularly called to the following regulations:—The shipowners reserve the right of isolating any passenger found to have embarked suffering from a communicable disease, and in such case will require payment of the extra fare required for the sole use of a cabin, in addition to all expenses entailed by extra attendance etc. In default of such payment, such passenger will be put ashore before the steamer sails, or at the next port of call. In the event of extra accommodation not being available, the shipowners reserve the right of landing such passengers at the first or any port of call, all extra expense thereby entailed to be paid by the passenger.

**Concessions.**—Particulars can be had on application to the principal agents, or to John T. Rennie, Son & Co., London.

## GENERAL INFORMATION.

**Wireless Telegraphy.**—The steamers "Ingoma," "Intsila," "Inanda," and "Inkosi" are fitted with Marconi's Wireless Telegraphy. The "Inanda" and "Inkosi" were the first passenger steamers calling at South African ports to be fitted, the installation being made in 1902.

Passengers by these steamers can communicate with their friends on shore some time after leaving port. The rates are:—

| | |
|---|---|
| Between steamer and shore, United Kingdom. .. .. .. | Before arrival at destination. |
| Between steamer and shore, South Africa. .. .. .. | 10½d per word |
| | 11d per word |

**Table.**—An excellent table is provided, the menu being liberal and of the very best quality. The steamer provides every requisite for the saloon table, exclusive of wines, spirits, beer, etc., which can, however, be purchased on board at moderate prices.

The following are examples of menus, which will give a fair idea of the style of table provided:—

## FIRST SALOON.

### BREAKFAST.

Quaker Oats
Kippered Herrings
Mutton Chops and Chips
Bacon or Toast Eggs to Order
Grumbed Sausages
Tomato Brady
Bengal Curry and Rice
Cold Roast Beef York Ham
Soda Scones Preserve
Tea Coffee Cocoa

### LUNCHEON.

**Hot.**

Clermont Soup
Filets of Mutton Paysanne
Beef Olives
Prawn Curry and Rice
Saratoga Chips and Mashed Potatoes

**Cold.**

Salmon Mayonnaise
Roast Beef
Roast Lamb and Mint Sauce
Galtoni Brawn Grogan Sausage
Galantine of Chicken
Potted Meat and Fish
Rice Custard Assorted Pastry
Cheese Salad Biscuits Dessert

### DINNER.

Olives-Caviare on Toast
Consomme Brunoise
Filets of Plaice Tyrolienne
Compote of Pigeons
Vegetable Marrow au Gratin
Corned Ox Tongue Bretonne
Haunch of Lamb and Mint Sauce
Roast Chicken and Bread Sauce
Cauliflower
Baked and Boiled Potatoes
Fruit Pudding and Cream
Gateau Vienna Mirlitons
Soufflé au Fromage
Dessert Cheese Coffee

## SECOND SALOON.

### BREAKFAST.

Porridge
Kippered Herrings
Grilled Steak and Onions
Lyonnaise of Tripe
Sheep's Liver Cutlets with Bacon
Egg Curry and Rice
Buckwheat Cakes
Tea Coffee Cocoa

### LUNCHEON.

Cream St Germain
Noisettes of Mutton
Ox Tail Jardinière
Macaroni au Gratin

**Cold.**

Sardines
Roast Lamb and Mint Sauce
Leicester Pie Corned Beef
Snow and Baked Potatoes
Compote of Apricots
Assorted Pastry
Cheese Salad Biscuits Dessert

### DINNER.

Solferino Soup
Boiled Halibut and Hollandaise Sauce
Escalope of Beef and Chips
Haricot Pancakes
Boiled Mutton and Caper Sauce
Roast Duck and Green Peas
Cabbage and Potatoes
Chancellor Pudding
Assorted Pastries
Dessert Cheese Coffee





**Cabins.**—The new steamer "Ingoma," carrying only First Class passengers, has single-berth, two-berth, three-berth, and four-berth rooms all fitted with wardrobes, lockers etc., also electric fans for the use of which no extra charge is made.

The First Class Cabins on the "Intaba," "Inanda," and "Inkosi" are fitted for two persons, and are unusually large and spacious, being elegantly fitted up with all requisites, and are on the spar and bridge decks amid-ships.

The "Intaba" and "Inanda" also have large four-berth cabins, suitable for families.

The "Intaba's" First Class Cabins are fitted with chests of drawers and wardrobes.

Second Class, there are two and four-berth rooms on the "Intaba," "Inanda," and "Inkosi."

**Saloons, Etc.**—The First Class Dining Saloons are all situated amidships, and the Second Class aft.

The steamers also have handsome and comfortable music and smoking rooms.

The "Ingoma" in addition, has a children's room, conveniently situated.

**Baggage.**—All adult First Class Passengers are allowed 40 cubic feet of baggage free, and Second Class Passengers 20 cubic feet. The allowance for children is in proportion to the fare paid, while Servants are allowed 20 cubic feet only.

**Excess Rates.**—Excess baggage is charged for at the rate of 1s 6d per cubic foot to Cape Town, Durban, Delagoa Bay, Beira, and Quelimane from London. All dues on excess baggage are payable by the Passenger, and must be settled on embarkation. All baggage, whether in the cabin or hold, is included in the allowance, except deck chairs, small handbags, and bundles of rugs.

**Every Package** for the hold must have the Passenger's name and destination distinctly painted or otherwise permanently marked on it, in addition to the steamer's labels which can be obtained through any of the agents.

**Shipowners' Responsibility.**—Whilst every care is taken of baggage in no circumstances will the shipowners be responsible for loss, theft, damage or detention. Passengers should, therefore, personally look after the shipment and landing of their baggage themselves.

The following are examples of menus, which will give a fair idea of the style of table provided:—

## FIRST SALOON.

### BREAKFAST.

Quaker Oats
Kippered Herrings
Mutton Chops and Chips
Bacon and Toast Eggs to Order
Grumbed Sausages
Tomato Ready
Bengal Curry and Rice
Cold Roast Beef York Ham
Soda Scones Preserves
Tea Coffee Cocoa

### LUNCHEON.

Hot.
Clermont Soup
Fillets of Mutton Payssane
Beef Olives
Prawn Curry and Rice
Saratoga Chips and Mashed Potatoes

Cold.
Salmon Mayonnaise
Roast Beef
Roast Lamb and Mint Sauce
Oxford Brawn German Sausage
Galantine of Chicken
Potted Meat and Fish
Rice Custard Assorted Pastry
Cheese Salad Biscuits Dessert

### DINNER.

Olives-Caviare on Toast
Consommé Brunoisi
Filets of Plaice Tyrolienne
Compote of Pigeons
Vegetable Marrow au Gratin
Corned Ox Tongue Bretonne
Hautch of Lamb and Mint Sauce
Roast Chicken and Bread Sauce
Cauliflower
Baked and Boiled Potatoes
Fruit Pudding and Cream
Gateau Vienna Mirlitons
Soufle au Fromage
Dessert Cheese Coffee

## SECOND SALOON.

### BREAKFAST.

Porridge
Kippered Herrings
Grilled Steak and Onions
Lyonnaise of Tripe
Steph's Liver Cutlets with Bacon
Egg Curry and Rice
Buckwheat Cakes
Tea Coffee Cocoa

### LUNCHEON.

Cream St. Germain
Noisettes of Mutton
Ox Tail Jardiniere
Macaroni au Gratin

Cold.
Sardines
Roast Lamb and Mint Sauce
Leicester Pie Corned Beef
Snow and Baked Potatoes
Compote of Apricots
Assorted Pastry
Cheese Salad Biscuits Dessert

### DINNER.

Solferino Soup
Boiled Halibut and Hollandaise Sauce
Escalope of Beef and Chips
Haricot Pancakes
Boiled Mutton and Caper Sauce
Roast Duck and Green Peas
Cabbage and Potatoes
Chancellor Pudding
Assorted Pastries
Dessert Cheese Coffee







**Cabins.**—The new steamer "Ingoma," carrying only First Class passengers, has single-berth, two-berth, three-berth, and four-berth rooms, all fitted with wardrobes, heaters etc., also electric fans for the use of which no extra charge is made.

The First Class Cabins on the "Intaba," "Inanda," and "Inkosi" are fitted for two persons, and are unusually large and spacious, being elegantly fitted up with all requisites, and are on the upper and bridge decks amidships.

The "Intaba" and "Inanda" also have large four-berth cabins, suitable for families.

The "Intaba's" First Class Cabins are fitted with chests of drawers and wardrobes.

Second Class, there are two and four-berth rooms on the "Intaba," "Inanda," and "Inkosi."

**Saloons, Etc.**—The First Class Dining Saloons are all situated amidships, and the Second Class all.

The steamers also have handsome and comfortable music and smoking rooms.

The "Ingoma" in addition, has a children's room, conveniently situated.

**Baggage.**—All adult First Class Passengers are allowed 40 cubic feet of baggage free, and Second Class Passengers 30 cubic feet. The allowance for children is in proportion to the fare paid, while servants are allowed 20 cubic feet only.

**Excess Rates.**—Excess baggage is charged for at the rate of 1s 6d per cubic foot to Cape Town, Durban, Delagoa Bay, Beira, and Chinde from London. All dues on excess baggage, are payable by the Passenger, and must be settled on embarkation. All baggage, whether in the cabin or hold, is included in the allowance, except deck chairs, small handbags, and bundles of rugs.

**Every Package** for the hold must have the Passenger's name and destination distinctly painted or otherwise permanently marked on it, in addition to the steamer's label which can be obtained through any of the agents.

**Shipowners Responsibility.**—Whilst every care is taken of baggage in no circumstances will the shipowners be responsible for loss, theft, damage or detention. Passengers should, therefore, personally look after the shipment and landing of their baggage themselves.

The shipowners undertake no responsibility with regard to any property passengers may carry in their cabins, and cannot be responsible for the safety of jewellery, plate, or other valuables. The Captain will, if requested, place such articles in the ship's safe, making a charge of 4s per cent. on the declared value (minimum charge 2s 6d), and the steamer will not be responsible for more than the declared value in the event of the articles going astray. This charge, however, does not cover the loss of the articles, except through theft or negligence. Sea risks should be insured against, in addition, in the ordinary manner.

**Labels.**—Every package which is not to be shipped as cargo must bear the steamer's labels—"Wanted on the Voyage." Not wanted on the Voyage," or "Cabin" as the case may be. Cargo, however, must not be labelled, but must bear a distinctive mark, stencilled or cut into the case.

Every package not absolutely necessary in the cabin should be sent to the Hold, when it can be had up once a week if necessary.

**Access to Hold Baggage.**—Baggage labelled "Wanted on the Voyage," and carried in the Hold can be got at each Friday during the voyage, at stated hours, particulars of which can be obtained from the Second Officer of the steamer.

**Cabin Trunks.**—Cabin trunks should not measure more than 32 in. x 18 in. x 14 in. in order that they may be kept under the berths, and each passenger is allowed one such box in the cabin.

**Tobacco, Wines, Etc.**—Ample stocks of the best wines, beers, spirits, etc., are kept on board the steamers and can be purchased at moderate prices. No wines, etc., can be taken on board by passengers for use on the voyage without special permission. In such cases a charge will be made for Corkage accordingly.

Tobacco, cigars, and cigarettes of the best qualities may also be had on board.

Wine accounts must be settled weekly in cash.—British Sterling.

South African Bank Notes can only be accepted in payment at a small discount, and Transvaal or Foreign Coinage cannot be accepted.

**Surgeon.**—An experienced Surgeon is carried by each passenger steamer, and he will, if desired, render his services free of charge to passengers for any complaint or illness contracted on board. The cargo steamers do not carry Surgeons.





**Letters and Telegrams** can be addressed to the care of any of the agents of the Line at Ports at which the steamer is to call, and it is very necessary that the name of the steamer should be distinctly written on all communications.

A list of these agents will be found at the end of this book.

**Caution to Passengers.**—Goods of a dangerous nature.—Any person taking articles of a dangerous nature on board, incurs a penalty of at least £100, and in case of fatal results is liable to a criminal prosecution.

**Passengers** are specially cautioned against bringing matches or other dangerous articles in their baggage.

**Drafts.**—Passengers can obtain drafts on John T. Rennie & Sons, Durban, for amounts not exceeding £50, at par, payable at sight, on application at the London office.

**Bicycles.**—If packed in crates or cases Bicycles are accepted as Passenger's Baggage. They cannot, however, be carried unless so packed.

**Firearms and Ammunition.**—Firearms and cartridges can only be shipped by special arrangement.

**Dogs.**—Very stringent restrictions are placed on the importation of dogs into South Africa, and a permit must be obtained from the Agricultural Department before they will be allowed to land.

**Special arrangements** must be made with the agents about their passage, rates for which will be quoted on application to the London agents. Passengers must provide kennels, chains and food for the voyage.

The shipowners undertake no responsibility with regard to any property passengers may carry in their cabins, and cannot be responsible for the safety of jewellery, plate, or other valuables. The Captain will, if requested, place such articles in the ship's safe, making a charge of 6 per cent. on the declared value (minimum charge 5s 6d), and the steamer will not be responsible for more than the declared value in the event of the articles going astray. This charge, however, does not cover the loss of the articles, except through theft or negligence. Sea risks should be insured against, in addition, in the ordinary manner.

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**Tobacco, Wines, Etc.**—Ample stocks of the best wines, beers, spirits, etc., are kept on board the steamers and can be purchased at moderate prices. No wines, etc., can be taken on board by passengers for use on the voyage without special permission. In such cases a charge will be made for Corkage accordingly.

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The annexed List of Firms is specially selected, and may be confidently recommended for business.







# HOTEL AND HYDRO DIRECTORY.

| | |
|---|---|
| Bexhill-on-Sea | Royal Spilthead Hotel |
| BIRMINGHAM | Midland Hotel |
| Bournemouth | Burlington Hotel |
| Brighton | Grand Hotel |
| Buxton | Crescent Hotel |
| Cambridge | Bull Hotel |
| CARDIFF | Park Hotel |
| Carnarvon | The Royal Hotel. |
| CASTLE ROCK | Golf Hotel |
| Colerraine | Corporation Arms Hotel |
| DORNOCH | Royal County Hotel |
| Durham | Royal County Hotel |
| EDINBURGH | George Hotel |
| Elgin | Panmure Arms Hotel |
| FORRES | Cluny Hill Hydro |
| GLASGOW | Windsor Hotel |
| | George Hotel |
| HARROGATE | Grand Hotel |
| HULL | Grosvenor Hotel |
| INVERNESS | Royal Hotel |
| KINGSTON-on-Dublin | Royal Marine Hotel |
| LLANDUDNO | Imperial Hotel |
| LAS PALMAS | Hotel Continental |
| LAS PALMAS | Hotel Santa Brigida |
| Leicester | Grand Hotel |
| LONDON | Waldorf Hotel |
| LONDONDERRY | North Counties Hotel |
| MADEIRA | Hotel Bella Vista |
| MANCHESTER | Albion Hotel |
| NEW BRIGHTON | Hotel Victoria |
| NEWCASTLE-ON-TYNE | County Hotel |
| ORAN | Columbia Hotel |
| | Caledonian Hotel |
| PEEBLES | The Hydropathic |
| PERTH | Station Hotel |
| Ryde | Royal Esplanade Hotel |
| St Andrews | Russacks Hotel |
| SCARBOROUGH | Royal Hotel |
| | Crown Hotel |
| SHEFFIELD | King's Head Hotel |
| SOUTHPORT | Victoria Hotel |
| | Sandley Hydropathic |
| Southsea | Queen's Hotel |
| STRABANE | Abercorn Arms |
| Swansea | Grand Hotel |
| Torquay | Grand Hotel |

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# HOTEL AND HYDRO DIRECTORY.

| | |
|---|---|
| Bembridge | Royal Spithead Hotel |
| BIRMINGHAM | Midland Hotel |
| Bexcombe | Burlington Hotel |
| Brighton | Grand Hotel |
| Bexley | Crescent Hotel |
| Cambridge | Bull Hotel |
| Cardiff | Park Hotel |
| Carnarvon | The Royal Hotel. |
| CASTLE ROCK | Golf Hotel |
| Coleraine | Corporation Arms Hotel |
| DERBY | Royal Hotel |
| Durham | Royal County Hotel |
| EDINBURGH | George Hotel |
| Ilkeston | Panmure Arms Hotel |
| FORFAR | Chny Hill Hydro |
| GLASGOW | Windsor Hotel |
| | George Hotel |
| HARROGATE | Grand Hotel |
| HULL | Grosvenor Hotel |
| INVERNESS | Royal Hotel |
| KINGSTON-on-Thames | Royal Marine Hotel |
| LLANDUDNO | Imperial Hotel |
| LAS PALMAS | Hotel Continental |
| LAS PALMAS | Hotel Santa Brigida |
| Leicester | Grand Hotel |
| LONDON | Waldorf Hotel |
| LONDONDERRY | North Counties Hotel |
| MADEIRA | Hotel Bella Vista |
| MANCHESTER | Albion Hotel |
| NEW BRIGHTON | Hotel Victoria |
| NEWCASTLE-ON-TYNE | County Hotel |
| OBAN | Columba Hotel |
| | Caledonian Hotel |
| PEEBLES | The Hydropathic |
| PERTH | Station Hotel |
| Ryde | Royal Pier Hotel |
| St Andrews | Russacks Hotel |
| SCARBOROUGH | Royal Hotel |
| | Crown Hotel |
| SHEFFIELD | King's Head Hotel |
| SOUTHPORT | Victoria Hotel |
| | Scarsdale Hydropathic |
| Southsea | Queen's Hotel |
| STRABANE | Abercorn Arms |
| Swansea | Grand Hotel |
| Torquay | Grand Hotel |

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# HOTEL AND HYDRO DIRECTORY.

| | |
|---|---|
| **Bembridge** | Royal Spithead Hotel |
| **BIRMINGHAM** | Midland Hotel |
| **Bournemouth** | Burlington Hotel |
| **Brighton** | Grand Hotel |
| **Buxton** | Crescent Hotel |
| **Cambridge** | Bull Hotel |
| **CARDIFF** | Park Hotel |
| **Carnarvon** | The Royal Hotel |
| **CASTLE ROCK** | Golf Hotel |
| **Coleraine** | Corporation Arms Hotel |
| **DUNDEE** | Royal Hotel |
| **Durham** | Royal County Hotel |
| **EDINBURGH** | George Hotel |
| **Ednaf** | Fannure Arms Hotel |
| **FORBES** | Cluny Hill Hydro |
| **GLASGOW** | Windsor Hotel |
| | George Hotel |
| **HARROGATE** | Grand Hotel |
| **HULL** | Grosvenor Hotel |
| **INVERNESS** | Royal Hotel |
| **KINGSTON** | |
| Co. Dublin | Royal Marine Hotel |
| **LLANDUDNO** | Imperial Hotel |
| **LAS PALMAS** | Hotel Continental |
| **LAS PALMAS** | Hotel Santa Brigida |
| **Leicester** | Grand Hotel |
| **LONDON** | Waldorf Hotel |
| **LONDONDERRY** | North Counties Hotel |
| **MADEIRA** | Hotel Bella Vista |
| **MARGATE** | Albion Hotel |
| **NEW BRIGHTON** | Hotel Victoria |
| **NEWCASTLE-ON-TYNE** | |
| | County Hotel |
| **OBAN** | Columba Hotel |
| | Caledonian Hotel |
| **PEEBLES** | The Hydropathic |
| **PERTH** | Station Hotel |
| **Ryde** | Royal Pier Hotel |
| **St Andrews** | Russacks Hotel |
| **SCARBOROUGH** | Royal Hotel |
| | Crown Hotel |
| **SHEFFIELD** | King's Head Hotel |
| **SOUTHPORT** | Victoria Hotel |
| | Smedley Hydropathic |
| **Southsea** | Queen's Hotel |
| **STRABANE** | Abercorn Arms |
| **Swansea** | Grand Hotel |
| **Torquay** | Grand Hotel |

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# HOTEL AND HYDRO DIRECTORY.

| | |
|---|---|
| **Bankridge** | Royal Spithead Hotel |
| **BIRMINGHAM** | Midland Hotel |
| **Bascombe** | Burlington Hotel |
| **Brighton** | Grand Hotel |
| **Buxton** | Crescent Hotel |
| **Cambridge** | Bull Hotel |
| **Cardiff** | Park Hotel |
| **Carnarvon** | The Royal Hotel |
| **CASTLE ROCK** | Golf Hotel |
| **Colerains** | Corporation Arms Hotel |
| **DUNDEE** | Royal Hotel |
| **Durham** | Royal County Hotel |
| **EDINBURGH** | George Hotel |
| **Elsell** | Panmure Arms Hotel |
| **FORRES** | Chuny Hill Hydro |
| **GLASGOW** | Windsor Hotel |
| | George Hotel |
| **HARROGATE** | Grand Hotel |
| **HULL** | Grosvenor Hotel |
| **INVERNESS** | Royal Hotel |
| **KINGSTON** | |
| **Co. Dublin** | Royal Marine Hotel |
| **LLANDUDNO** | Imperial Hotel |
| **LAS PALMAS** | Hotel Continental |
| **LAS PALMAS** | Hotel Santa Brigida |
| **Leicester** | Grand Hotel |
| **LONDON** | Waldorf Hotel |
| **LONDONDERRY** | North Counties Hotel |
| **MADEIRA** | Hotel Bella Vista |
| **MANCHESTER** | Albion Hotel |
| **NEW BRIGHTON** | Hotel Victoria |
| **NEWCASTLE-OR-TYNE** | |
| | County Hotel |
| **ORAN** | Columbia Hotel |
| | Caledonian Hotel |
| **PEEBLES** | The Hydropathic |
| **PERTH** | Station Hotel |
| **Ryde** | Royal Pier Hotel |
| **St Andrews** | Russacks Hotel |
| **SCARBOROUGH** | Royal Hotel |
| | Crown Hotel |
| **SHEFFIELD** | King's Head Hotel |
| **SOUTHPORT** | Victoria Hotel |
| | Smedley Hydropathic |
| **Swindon** | Queen's Hotel |
| **STRABANE** | Abercorn Arms |
| **Swansea** | Grand Hotel |
| **Torquay** | Grand Hotel |

# PRINCIPAL AGENTS.

## EUROPE.

*London*—John T. Rennie, Sons & Co., 4 East India [illegible]

*Edinburgh*—J. H. Lindsay & Co., [illegible] South St Andrew Street

*Glasgow*—[illegible] H. [illegible]gmann & Co., [illegible] Renfield Street

Thos. Cook & Son, Mackay Bros., Pickfords, Dean & Dawson, and Passenger Agents in all towns in the United Kingdom, Continent, and South Africa.

## SOUTH AFRICA.

*Durban*—John T. Rennie & Sons, 20 Commercial Road

*Cape Town*—Thomson, Watson & Co.

*Delagoa Bay*—John T. Rennie & Sons

*Beira*—Beira Boating Co., Ltd.

*Chinde*—African Lakes Corporation, Ltd

*Pretoria*—F. T. Hayes, 1 Tudor Chambers

*Johannesburg*—Parker, Wood & Co., Eloff and Market Streets.

Thos. Cook & Son's Agencies throughout South Africa.

*Las Palmas*—Miller & Co.

*Tenerife*—Hamilton & Co.

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C.A. 7924/1915

Eapr. 30

POSTED. 27 FEB. 1701

~~fjc~~ 27 Feby 1915.

Answ 11650

DRAFT.

The Br. Agents.

~~Gentlemen,~~

I am directed by Mr Secretary Harcourt to acknowledge the receipt of your letter of the 17th of Feb (M. Misc. 1307) and to ~~inform you that~~ request ~~that you will ascertain whether the Monopolies Association Ltd. will be prepared to make any rebate on Govt. or Govt. Officials passages to East~~

MINUTE.

Mr. Hopper Feb 22/1915

Mr. Bottomley 22.2.15

Mr. Read 22

Mr.

Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Islington.

Mr. Harcourt.

Copy Sec Tel 65 27.2.15 M.

Copy Ind 27.2.15 M.

Copy Insert 25 to Ind 1/3

Africa. You may inform the boy that it is proposed to make the boy's service the regular service for ~~finding~~ the present for first class officers of the E.A.R., Uganda and B'ish Brotte., although as circumstances may require the employment of other lines on occasion no pledge of all official passages passages can be given.

2

(Signed) H. J. READ.
for the Under Secretary of State.

Africa. You may inform the Foy that it is proposed to make the boys service the regular service for ~~finite~~ the present for first class officers of the East, Uganda and British East Afr., although as circumstances may require the employment of other lines on occasion no pledge of all official passages ~~passages~~ can be given.

2

(Signed) H. J. READ.
for the Under Secretary of State.