

1933

1933

3015/2

KENYA
C0533/430

3015/2

The Abyssinian Kenya & Abyssinia-Sudan Frontiers
Trans-Frontier Trade

Previous

18065/1/32.

Muslams

26

S. C. Hindu

8/6

R 237

13/1

From 309

17/3

No Trade

17

Balance

297

Kugy 1 12/1

Kugy 2 12/1

Kugy 3 12/1

Kugy 4 12/1

Kugy 5 12/1

Kugy 6 12/1

Kugy 7 12/1

Kugy 8 12/1

Kugy 9 12/1

Kugy 10 12/1

Kugy 11 12/1

Kugy 12 12/1

Kugy 13 12/1

Kugy 14 12/1

Kugy 15 12/1

Kugy 16 12/1

Kugy 17 12/1

In any further communication on this subject, please quote
No. 111 (3)
and address - not to my person by name, but to
"The Under-Secretary of State," Foreign Office, London, S.W.1.

RECEIVED
12 JAN 1933
COL OFFICE

21

THE Under-Secretary of State for Foreign Affairs presents his
compliments to his Under Secretary of State Mr
his Colonel and, by direction of the Secretary of State,
transmits herewith copy of the under-mentioned paper.

Foreign Office,
January 11th 1933

Reference to previous correspondence

Foreign Office letter No J2089/1029/1 of September 30th

Description of Enclosure.

No 1 18965/1/32

Name and Date.	Subject.
Handwritten notes	Trade between
Full notes	Singapore and Kenya
6185 of March 7 th (enclosure in printed copy only)	

Similar letter sent to -

3

Aids-Monetary.

The proposal made by the Minister for Foreign Affairs at the end of August with regard to the development of trade between Ethiopia and Kenya has received the careful consideration of the Kenya authorities. Although the actual amount of Ethiopian produce which would be consumed in Kenya would be probably be small and would be confined to grain and coffee the possibilities of developing transit trade are by no means insignificant. Such transit trade would find its outlet on the coast either from Lamu or else from Mombasa; in the latter case goods would be sent by rail from Nairobi.

In either of the above cases the question of road transport is of primary consideration. Mombasa is connected both with Lamu and Nairobi by dry weather roads, 541 and 408 miles in length respectively. There is already a certain amount of commercial motor transport on both of these roads and on their journey south ward the vehicles are usually unladen. Such vehicles would probably suffice at first for the transport of available commodities from Ethiopia. When trade is developed the Kenya Government would doubtless find it worth their while to increase expenditure on whichever of the routes was found to be the more used and it is to be hoped that as a consequence of this the rates which are at present heavy would be able to be reduced. The present charges are approximately one shilling and two cents per ton mile.

As regards tariffs the provisions of the International Convention regarding the Congo Basin signed

at St. Germain-en-Laye on 10 September 1915 would render it impossible for any specially favorable terms to be granted to Ethiopian produce. If, on the other hand, the Ethiopian authorities were to grant any special fiscal facilities it might be possible to make a general reduction in charges levied on goods in transit through Kenya to or from Ethiopia. This question could, however, only be decided after consultation with the Governments of Uganda and Tanganyika.

British Legation,
Addis Ababa,
December 5, 1906.

Extract from Somaliland Intelligence Report 57
~~Secret~~ Secret despatch from Commissioner,
Somaliland Protectorate, dated 27th July, 1933.
regd. no. 2862/33 Somaliland.

X X X
There is a railway that runs from
Mogadiscio to Lugh, which it is thought has been built
with the idea of encouraging the Abyssinian to export
his trade through Lugh and Mogadiscio as opposed to
Moyale and Kambasa. This is merely conjecture.
(Possibly the Consul at Mege might know something of
the value of this railway, and whether the conjecture
is correct).

They intend to continue the construction
next year up the Juba valley, across Southern
Abyssinia and eventually to join up with Eritrea. This,
the Italians say, was agreed to by the British Minister
in the Tsana Agreement - it is not quite clear who is
meant by the British Minister.

X X X

In any further communication on this subject, please quote
No. T1904/31/1
and address—not to any person by name, but to—
"The Under-Secretary of State," Foreign Office, London, W. 1.

RECEIVED

13 JUL 1933

C. O. REGY

6

THE Under-Secretary of State for Foreign Affairs presents his
compliments to the Under-Secretary of State for the
Colonies and, by direction of the Secretary of State,
transmits herewith copy of the under-mentioned paper.

Foreign Office,

12 July 1933.

T1904

Reference to previous correspondence

Foreign Office letter No. T1904/31/1 of 21 May 1933

Nos

Description of Enclosure.

Name and Date.	Subject.
<p>From H. H. Representative, Cable to no 25. 10 June, 1933.</p>	<p>Responsibilities of State between Oceania and Regy</p>

Similar letter sent to "C. O. T."

10 June 1935

No. 85 (TV/4/35)

Sir,

With reference to paragraph 8 of my despatch No. 85 of 29th April, I have the honour to inform you that M. Seferian is now leaving Addis Ababa for Mombassa en route for Moyale in order to investigate trade conditions not only on his own behalf but also on that of Messrs. Mohamedally, the leading British Indian firm in this country.

2. His Excellency, the Governor of Horana, who is now on a visit to Addis Ababa, called on me a few days ago and we discussed the state of the Horana province and the possibilities of the development of trade between Abyssinia and Kenya. The His admitted that a large part of the trade from Sidamo, which does not come to Addis Ababa, finds an exit through Italian Somaliland and Mogadiscio, but he quoted as a reason for this the fact that the Italians paid as much as 750 per francula of coffee, a price in excess of what could be obtained at Moyale. Apart from this, however, he considered that the greatest drawback to trade via Moyale was the fact that in present circumstances Abyssinian traders would not obtain cash for any sales they made: any transaction took the form of barter, the Abyssinian receiving shoujidd in return

The Right Honourable Sir John Simon, /for

G.C.S.I., K.C.V.O., M.P.,

etc., etc., etc.

10 June 1935

No. 88 (TV/6/35)

Sir,

With reference to paragraph 8 of my despatch No. 88 of 29th April, I have the honour to inform you that M. Seferian is now leaving Addis Ababa for Harar on route for Moyale in order to investigate trade conditions not only on his own behalf but also on that of Messrs. Mohammadi, the leading British Indian firm in this country.

2. His Excellency, the Governor of Harar, who is now on a visit to Addis Ababa, called on me a few days ago and we discussed the state of the Harar province and the possibilities of the development of trade between Abyssinia and Harar. The Gov admitted that a large part of the trade from Sidamo, which does not come to Addis Ababa, finds an exit through Italian Somaliland and Mogadiscio, but he quoted as a reason for this the fact that the Italians paid as much as 750 per francs of coffee, a price in excess of what could be obtained at Moyale. Apart from this, however, he considered that the greatest drawback to trade via Moyale was the fact that in present circumstances Abyssinian traders could not obtain cash for any sales they made: any transaction took the form of barter, the Abyssinian receiving shoujidi in return

The Right Honourable Sir John Simon,

S.G.S.I., K.C.V.O., M.P.,

etc., etc., etc.

/for

for his coffee. The Ras enquired whether it would not be possible for some form of banking agency to be opened at Moyale and he even expressed his willingness to transport dollars to such an agency if one could be started.

3. In further conversation Ras Desta Dantu stated that he hoped that a motorable track would soon be available for traffic between Sidamo, Mega and Moyale and he hinted that it was also his intention to prolong the road parallel to the frontier. I took occasion of this remark to remind him that parts of the frontier East of Moyale were not properly defined by Treaty.

4. Lastly I enquired of the Ras when he intended to proceed to the frontier to carry on discussions with the Kenya authorities in regard to a number of matters that have been outstanding for some time. He stated in reply that he saw no possibility of proceeding to Mega before the end of the rains.

5. In general Ras Desta Dantu's attitude was not unsatisfactory and he claimed to have already taken steps to deal with some of the worst phases of tribal unrest. I hope that when he is able to visit the frontier some suitable arrangements over outstanding questions may be reached.

6. I am sending a copy of this despatch to Nairobi and Mega.

I have the honour to be, with the highest respect,

Sir,

Your most obedient, humble servant,

(for H.M. Minister)

59

In any further communication on this subject, please quote
No. J/240/31/1
and address—not to any person by name, but to—
"The Under-Secretary of State," Foreign Office, London, S.W. 1.

RECEIVED
- 7 JUN 1933
C. O. REGY

THE Under-Secretary of State for Foreign Affairs presents his
compliments to *The Under Secretary of State for the Colonies*
and, by direction of the Secretary of State,
transmits herewith cop^y of the under-mentioned paper.

Foreign Office,

May 31, 1933.

Reference to previous correspondence:

Colonial office letter no 301572/33 of Jan 17

Description of Enclosure.

No 3

Name and Date.	Subject.
<i>Wm. Representative Addis Ababa No 52 29th April</i>	<i>Possibilities of trade between Abyssinia and Kenya.</i>

Similar letter sent to

D.O. T.

British Legation,
Addis Ababa.

10

29 April 1933

No. 53 (VV/3/33)

Sir,

With reference to my telegram No. 54 of 11 October 1932, I have the honour to enclose herewith copy of the report furnished to me by Major A. Santinck on the possibilities of trade between this country and Kenya which is based on the observations made by him during his recent journey from Addis Ababa to Nairobi via Moyale.

1. The report confirms the views expressed by the Acting British Consul at Moga (see enclosure in Nairobi despatch S.HIS.25-5-1-33 of 9th December 1932 to me, of which a copy was sent to the Colonial Office) to the effect that possibilities of developing transit trade undoubtedly exist, but that keen Italian competition is likely to be encountered. It also shows that the new Governor of Somalia, Ras Desta Danta, is endeavouring to carry out the Ethiopian Government's programme of providing motor communication between various provinces and Moyale.

2. I recently received a visit from the head of the Italian firm of Teferian and Co, who at present operate at Hararua, Gambella and Addis Ababa. M. Teferian stated that he had heard from Ras Desta of the possibilities of trade development via Kenya frontier and

/proposed

The Right Honourable Sir John Simon,

S.O.S.I., K.O.V.O., K.P.,

etc., etc., etc.

encl. 1
No. 2

29 April 1938

10

No. 22 (VT/5/38)

Sir,

With reference to my telegram No. 24 of 11 October 1938, I have the honour to enclose herewith copy of the report furnished to me by Major A. Bentinck on the possibilities of trade between this country and Kenya which is based on the observations made by him during his recent journey from Addis Ababa to Nairobi via Moyale.

1. The report confirms the views expressed by the Acting British Consul at Moga (see enclosure in Nairobi Despatch E.HIS.22-5-1-38 of 9th December 1938 to me, of which a copy was sent to the Colonial Office) to the effect that possibilities of developing transit trade undoubtedly exist, but that keen Italian competition is likely to be encountered. It also shows that the new Governor of Somalia, Ras Desta Desta, is endeavouring to carry out the Ethiopian Government's programme of providing motor communication between various provinces and towns.

2. I recently received a visit from the head of the rubber firm of Geferian and Co, who at present operate at Harar, Gambella and Addis Ababa. M. Geferian stated that he had heard from Ras Desta of the possibility of trade development via Kenya frontier and

/proposed

The Right Honourable Sir John Simon,

S.S.S.L., K.C.V.O., M.P.,

etc., etc., etc.

11

proposed to send a representative of his firm to make enquiries on the spot. I gave him such information as was available and promised his letters of introduction to the Governor and to the Consulate at Hega in the event of this intention being carried out.

4. As evidence of the continued interest taken by the Italian authorities in the trade of Southern Abyssinia I may mention that Count Roberto di San Marzano, to whom reference is made in Mr. Reese's report above mentioned, arrived here this month after a journey from Dolo by the caravan route to Hegalé through the province of Ball and thence by Northern Sidamo and Kambata to the capital. My Italian colleagues inform me that this journey was made for the purpose of studying trade possibilities.

5. The Count in conversation describes the caravan route from Dolo to Hegalé as barren and unhealthy, but he proposes to return shortly to Mogadishu, where he owns plantations, by the same route. Incidentally he spoke in glowing terms of Mr. Reese, whom he had met on the Kanya frontier in 1909.

6. I venture to suggest that a letter of thanks might be addressed by your department to Major Bentinck for his report.

7. I am sending copies of this despatch to Haizohi and Hega.

I have the honour to be, with the highest respect,

Sir,

Your most obedient, humble servant,

(Sd.) S. BARTON.

en route for

55 Green Street,

London, W. 1.

22 March 1908

Dear Sir Sidney,

Before I left Addis Ababa you asked me to make some enquiries as to whether any trade was at present carried on between Sidamo and Kenya. The questions you wished me to answer were as follows :-

Nature of caravan route Sidamo - Moyale.

Produce moving in and out.

Volume of trade.

By whom handled and does it go via Italian Somaliland?

When I travelled through Sidamo last January, the caravan route through the Sidamo province was an ordinary mule road which is practicable also for camel transport. Actually on reaching Ager Marim which lies in the south of the province it is better to change over to camels as there is not a great deal of water in the Boran and sometimes the wells lie rather far apart. However I think by the time this report reaches you conditions will have changed considerably. Negi Dasta, when I passed through, was busy making a fair weather road for motor transport. He had already made a passable motor road from Addis Ababa to Leku (which lies to the north of Lake Margarita just above the Sidamo river) and he had sent an Arsenian south to organize work on the road via Negi to Moyale. I saw numbers of the Sidamo people working under Abyssinian direction. The chief town in Sidamo is Ager Salama which lies in the north-east of the province some distance to the east of the caravan

/route.

route. Ras Desta told me that he intended moving the capital to a new position on the left bank of the Gidabo river as he considers the present site unsuitable as it is too far from the main road and further it stands very high and is, he considers, too cold. He is also preparing to build his own house in this new position close to the hot water springs. This change, I understand, is not welcomed by the local traders, as, apart from the inconvenience and expense of moving, they state that the new site is unhealthy.

Until I reached Agar Marian I could find no evidence of trade moving south. I spoke to Ras Desta and he told me that, although he was most anxious to encourage trade between his province and Kenya, none existed at present. I passed some large male caravans laden with Sidamo coffee but they were all moving north.

The products of Sidamo are firstly coffee and I was told that the approximate amount sent north was 250,000 francas per annum and that the local price of coffee was \$ 5.00 per francas. As I travelled south I found that a little coffee does actually reach Moyale. The district round Agar Marian produces honey of three varieties, the white and two of a darker colour; it also, of course, produces wax. A certain amount of tobacco is grown and the day before I reached Agar Marian a small caravan had gone south with tobacco. To the west of Agar Marian in the Amaro district a certain amount of grain is grown in the hill country just to the east of Lake Chamo. Wheat, maize and barley are cultivated and small quantities are sent down to Moyale.

Both in Agar Marian and Waga I found cloth (mercerized, silk) and enamel wags for sale which had been brought from Moyale.

14

The trade of the province is chiefly in the hands of Armenians, Greeks and Syrians but coffee is handled by Abyssinians and there are some Somali traders.

I could find no signs of trade going to Italian Somaliland at present although I was told that an Arab had competitively recently made two journeys to Mogadishu but had now settled on the Gidabo river.

It appears to me, on considering the above, that whereas Abyssinia requires many things from Kenya there is little, if anything, that Kenya wants from Southern Abyssinia. For instance Southern Abyssinia would welcome the increased import of sugar, cloth and crockery. On the other hand the products of Sidamo, i.e. coffee, maize, wheat, barley, honey, wax, onions and hides are all products of Kenya. Moreover the import of coffee from Abyssinia into Kenya is forbidden for fear of introducing coffee disease. Wheat in the ear is taxed at Vajir at three shillings per 100 lbs. plus a suspended duty of one shilling and six-pence per 100 lbs. Barley is taxed at 20 per cent ad valorem and maize is free.

It might therefore appear that at present there is little to be gained by encouraging trade between Southern Abyssinia and Kenya. But I feel that, on the contrary, everything possible should be done to foster trade between the two countries, since there is more to be gained than the advantage attached to buying and selling. I spoke to the District Commissioner at Moyale, the Consul at Negu was unfortunately away, and found that he was only too ready to do everything possible to further this trade. He told me that the Italians were very anxious to capture the trade of Southern Abyssinia and to bring it via Moyale and Vajir to Kisumu. And that whereas the duty on goods imported into Kenya is heavy the Italians on the other hand charge

/no

15

no duty on Abyssinian imports. In view of the above would it not be possible and desirable to allow free import of Abyssinian goods into the Northern Frontier Province and in transit for export from Lamu? The duties on goods from Italian Somaliland into this district would, of course, remain as at present. But since the natural outlet for this trade would appear to be through Kismayu, some definite facilities must be offered to attract it if it is to be deviated to Lamu. At present the road Wajir - Kismayu is much better than the road Wajir - Lamu. If anything on these lines were possible goods would travel by motor lorry from Moyale via Wajir to Lamu and it would be necessary to place both in Moyale and Lamu an efficient agent with sound financial backing to handle the trade. It would, I think, be the greatest pity to allow this trade to slip into Italian hands since, although it is not large at present, the future development of Abyssinia may make it very valuable, but when once it has been attracted to Italian territory I fear that we shall not be able to re-capture it and that the opportunity will be lost.

When I reached Nairobi I spoke to Sir Joseph Byrne on these lines. He had with him the Chief Native Commissioner, Mr. Wade, and another from the Colonial Secretary's office. His Excellency stated that although he was very anxious to promote friendship between the two countries he did not think it possible to make any definite statement at present in regard to any special privileges for Abyssinia. He thought that it might be possible to buy maize from Abyssinia for the N.F.P. but he said that the road from Wajir to Lamu was extremely bad and that the Abyssinians had better push their goods through to rail-head at Hamuki. This will incidentally involve the

15

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Abyssinians in heavy rail expenses. I am therefore very much afraid that when Ras Dasta's road is completed he will start exporting goods to Moyale but will not be able to get them any further and that finding his trade held up he will welcome the facilities that Italy will be ready to offer him.

Ras Dasta told me that he was anxious to buy motor cars from Egypt and asked whether I could find out the price of motor lorries delivered at Moyale. I told him that I thought he would be able to obtain them direct from Nairobi. When I got to Nairobi I consulted the Trade Commissioner, Mr. Kemp, and he took me to see the agents of motor warts, Alvin and Morris. The former showed me the Bedford lorry and said that he could supply five cars immediately. This is an entirely British made car and appeared to be very suitable. He wired particulars to the D.C. at Moyale who had promised to pass the information on to Ras Dasta. I found the two latter representatives rather apathetic. The Alvin is an expensive car and there were none in Nairobi then, the Morris agent said he was not able to supply me with any particulars as he was waiting to hear from England. However he eventually promised to cable home for the necessary information and to wire it on to Moyale.

Ras Dasta told me that as soon as his road was ready he intended paying a visit to Nairobi. Sir Joseph promised to do everything possible to entertain him suitably when he arrived.

Yours sincerely,
(Signed) ARTHUR BENTINCK.

Sir Sidney Barton, K.C.V.O., K.B.E.,
etc., etc., etc.
British Legation,
Addis Ababa.

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Yours sincerely,

(Signed) ARTHUR BESTINCK.

Sir Sidney Barton, K.C.V.O., K.B.E.,
etc., etc., etc.

British Legation,

Addis Ababa.

17

THE Comptroller General of the Department of Overseas Trade
presents his compliments to

The Under Secretary of State Colonial Office
and transmits herewith copy of the undermentioned paper for
information and retention.

Department of Overseas Trade,

35, Old Queen Street, S.W.A.

24. 4, 1933.



Reference to previous letter:

Letter ^{from} to D.O.T. dated 30/1/33

reference 7100/31/1 Conf.
3015/2/33

Description of Enclosure.

Name and Date.	Subject.
H. T. Daniels (07105) 4/1/33	
Dist Reply 15. 4. 33	Demand of Ross Daniels to trade with Kenya

Copy also sent to: — To

DEPARTMENT OF OVERSEAS TRADE,

35, Old Queen Street,
London-S.W.1.

13th April, 1933.

Sir,

With reference to your despatch O.T. No. 125 of the 10th March, respecting the desire of the son-in-law of H.M. The Emperor of Abyssinia to obtain quotations for motor lorries of United Kingdom manufacture, I am directed by the Board of Trade to inform you that there is no objection to your assisting the Motor Mart & Exchange Ltd. in respect of the British Bedford truck. This truck is manufactured by Vauxhall Motors Ltd. of Luton who are eligible for assistance by the Department although General Motors Ltd. of the United States of America hold a controlling interest in the United Kingdom concern. There is, however, no firm of the name of General Motors Ltd. of Luton.

I am,

Sir,

Your obedient servant,
(signed) J.W. Coleby.

20297/1933.

H.M. TRADE COMMISSIONER IN EAST AFRICA,

(Uganda, Kenya, Tanganyika, Zanzibar,
Northern Rhodesia and Nyasaland).

Head Office (P.O. Box 230)

CK/JF.

Memorial Hall,

No. 230, (H.A.)

Nairobi, Kenya.

10th March, 1933.

Sir,

I beg to inform you that Major A.W.D. Bentinck, who up till quite recently was Honorary Attache at H.M. Legation, Addis Ababa, called to see me a few days ago.

2. On his journey across country from Addis Ababa to Nairobi he interviewed Ras Dasta, the son-in-law of H.M. The Emperor, who has recently been appointed Governor of the Southern Province. Both the Emperor and his son-in-law are anxious to open up trade with Kenya Colony as a means of pacifying the Southern Province and one of the concrete steps taken is the present building of a road to connect up the Southern Province with Moyale in the Northern Frontier Province of Kenya Colony. Ras Dasta had bought one or two secondhand American lorries in Addis Ababa, but asked Major Bentinck to obtain quotations from Nairobi. Major Bentinck and I accordingly interviewed Messrs. Gailey & Roberts, Ltd., (representing Messrs. The Albion Motor Co.) Messrs. The Motor Mart & Exchange, Ltd. (representing the British Bedford Truck) and Messrs. The Overseas Motor Transport Co. (agents for the Morris Commercial Company) with the following results.

3. Messrs. Gailey & Roberts, Ltd., and Messrs. The Motor Mart & Exchange, Ltd., were able to give us quotations for the delivery of 30 cwt. trucks at Moyale and the prices have been telegraphed to the District Commissioner at that post asking him to arrange for the communication of the quotations to Ras Dasta. Owing to the new programme which Messrs. The Morris Commercial Co. is undertaking, new prices for the Morris productions are not available locally, and I have accordingly got the local representatives to cable to Birmingham for the necessary details, so that a quotation can be submitted to Ras Dasta in due course for that type of truck.

4. Personally, I think the quotation of Messrs. The Motor Mart & Exchange, Ltd., is likely to be the most attractive and, if business does result, they are likely to secure it.

5. I take it that, although Messrs. General Motors, Ltd., of London, is a subsidiary of the American parent concern, there is no objection to my assisting Messrs. The Motor Mart & Exchange, Ltd. in this particular respect, especially as, in my opinion, they are the most likely people to secure the business if it eventuates.

6. I will report further progress in due course.

I am, Sir,

Your obedient servant,

(Signed)

H.M. Trade Commissioner.

220



GOVERNMENT HOUSE,
NAIROBI,
KENYA.

KENYA.

No.

SECRET.

RECEIVED
- 9 JAN 1933
G. L. OFFICE

7- DECEMBER, 1932.

Sir,

No. 2 18065/1/12

With reference to my Confidential despatch No. 123 of the 26th September, 1932, on the subject of the development of trade with Southern Abyssinia, I have the honour to transmit the accompanying copy of a despatch which I have addressed to His Majesty's Minister at Addis Ababa, together with enclosures.

Copy sent to F.O. 3

I have the honour to be,

Sir,

Your most obedient, humble servant,

BRIGADIER GENERAL,
GOVERNOR.

THE RIGHT HONOURABLE
MAJOR SIR PHILIP GUNLIPPE-LISTER, P.C., G.B.E., M.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET,
LONDON S.W.1.

8
S.M.S. 25/3/38.

SECRET.

92
NOVEMBER, 1932. 2

Sir,

With reference to paragraph 7 of your despatch No. 21 of the 5th September, 1932, I have the honour to transmit a copy of a report by Mr. G. Reese, District Officer at present Acting as His Britannic Majesty's Consul at Negsa, upon the general question of the development of trade with Southern Abyssinia.

I also enclose a copy of a map made by Mr. Reese in illustration of his report.

2. Generally, the subject is linked with that of the aspirations of Italy in Abyssinia, concerning which vide my despatch No. 114/P. 68/6/9 of 24th November, 1932, and, again with reference to paragraph 7 of your despatch under reply, you will no doubt consider what, if any, portions should be communicated to the Abyssinian Government.

So far as the views of this Government are concerned, they are, and I have so informed the Secretary of State, that while no immediate results may accrue from the proposals of the Ethiopian Government, it has been my policy to open up better lines of communication between Vajir and Lamu and that it is my intention to take steps as early/

HIS MAJESTY'S MINISTER,
BRITISH LEGATION,
ADDIS ABABA.

early as possible with this end in view.

3. It will be realized that the physical map of the area demonstrates that the line of exit from Southern Abyssinia must follow the Rift Valley and debouch South Eastwards through the sector Moyale - Gaddisoma to the sea. There is no need for me to emphasize the importance of this sector of the frontier and it is with extreme regret that in other communications I have been forced to ask your repeated representations to the Ethiopian Government to establish some form of orderly Government on their side of the frontier, without which any attempts to foster trade would be vain.

4. I observe that a copy of your despatch under reference has been sent to the Foreign Office, a copy of this reply is being sent to the Secretary of State.

I have the honour to be,

Sir,

Your obedient servant,

J. BYRNE.

BRIGADE GENERAL,
GOVERNMENT.

20th October, 1932.

Sir,

I received your letter No. B.Mis 25/5/1/19 dated 23rd September 1932, and I have the honour to submit the following comments.

2. If one ignores the Provinces west of the Lakes, which are served to some extent from the Sudan via Gambella, and assuming that the Italians already control the trade of the Bale Province from their post at Magalo, we are concerned at present only with Borana and the Sidamo Province. Of these, Sidamo is by far the more hopeful.

Borana.

3. Borana is inhabited almost entirely by nomadic pastoral people, who consume very few trade goods besides common cotton sheeting. Of this a good deal is already sold to them from Moyale.

There is little money in the Province, and since the people do not till the soil, trade in the past has been done mainly in livestock - cattle and horses - and in hides.

4. At present there is not a great demand in Kenya for Boran horses, and owing to quarantine restrictions very few cattle are exported.

5. The cattle trade is fraught with difficulties. Their transport southwards from Moyale through the desert is never easy, and the problems connected with their transmission into our clean settled areas, or of their export from Lasu, or of their utilisation in the proposed local meat factory, are many and complicated.

6. The hide trade is more promising, and there is scope for expansion if and when the markets in Europe and America improve.

7. The Boran people show little inclination to alter their manner of living. They are well organised, very conservative, rich and idle, and they are fond of their own religion. For some time to come our trade with them is likely to be confined mainly to the exchanging of cotton sheeting for hides.

Sidamo.

8. Sidamo on the other hand is quite a different sort of country, and it is inhabited by more industrious agricultural tribes. There are also many Abyssinians living there. Even twenty years ago it was realised that "the rich Sidamo Provinces should be served from the East Africa Protectorate" (1).

THE HON. THE COLONIAL SECRETARY,
THE SECRETARIAT,
NAIROBI.

9. There is already a Government school and an American Mission established there; and Pitsaurari Biru the Governor (at present Minister for War) is one of the best and most enlightened of the higher Ethiopian Officials.

10. At Agera Salaa, the capital, there are now about a dozen Indian, Armenian and Greek shopkeepers, who get their supplies by pack mules from Addis Ababa, but it ought to be possible for us to compete with Addis Ababa if motor transport from Kenya is established.

11. We ought to be able to sell there such things as soap, tea, sugar (and possibly sisal sacks for coffee) - all of which are produced in Kenya, - and also Manchester calico and white duck, Stockport khaki drill and kerosene; as well as the usual trade goods of foreign manufacture such as blankets, hats, cutlery, enamel ware, lamps and mirrors etc.

12. In return we should get coffee, bees wax and hides and skins and possibly also a little grain.

Coffee from Sidamo.

13. As regards the coffee, it should be borne in mind that the Sidamo coffee is not the same as that from the Harrar plantations (which is mixed with Mocha at Aden and sold as 'Long Berry Mocha')

14. Writing on the economic conditions prevailing in 1929-31, Colonel Mackereth E.M. Consul at Addis Ababa stated:- (1)

/with

"Whilst the export of coffee has increased over 400 per cent by weight, by value the increase is but 32 per cent. This remarkable disparity between quantity and value may perhaps be accounted for by the competition met/ from Kenya, where great efforts have been made to standardise and improve the exported product. Although in Ethiopia efforts in this direction have been made by foreign planters and exporting merchants, they have met with little encouragement. This may within a measurable period of time cause Ethiopia to fail adequately to meet the growing standardized produce from more highly developed countries".

/competition of

15. In connection with beeswax Colonel Mackereth wrote:-

Beeswax Hides and Skins.

"Although the quality of Abyssinian wax is esteemed....
..... adulteration is all too common and renders foreign buyers suspicious".

16. Abyssinian hides and skins fetch fairly good prices in normal times, but here again it must be remembered that while in Kenya and elsewhere steps are being taken to improve the standard of the hides and skins exported, nothing of the kind is being done in Abyssinia.

(1) Dept. of Overseas Trade Report on Economic Conditions in Ethiopia 1929-31.

Lack of
Banking
Facilities.

17. Even if the exports from Southern Abyssinia were not wholly satisfactory, traders from Kenya might do a certain amount of business in Sidamo with cash, if there were any banking facilities.

18. Although there are branches of the Bank of Ethiopia at Dessale, (opposite the Eritrean frontier); at Gore on the Sudan frontier, and at Dire Dawa and Harrar near British Somaliland, there is no bank in Southern Abyssinia. Consequently traders on the Kenya frontier are often embarrassed by the possession of Abyssinian currency. Not only is the Maria Theresa dollar heavy and costly to transport, but it continually fluctuates in value.

Transport.

19. The question of transport should not at the outset present any great difficulty. Traders at Moyale and Isjir already own a number of motor lorries which often travel back to Kenya empty. As trade progressed in Sidamo they would naturally increase.

20. I do not think that one could usefully attempt at the present stage to show on paper how the cost of transport to Southern Abyssinia from Kenya is likely to compare with that on the route via Addis Ababa. There are so many factors to consider, that it can only be seen by experiment.

21. The proposed road in Abyssinian territory is not likely to be better than our present roads south from Moyale.

22. If our traders are to benefit, the road should be started at Moyale and be constructed northwards towards Sidamo, and not vice versa.

Minerals.

23. Before leaving the question of imports and exports, something should be said about minerals.

It is a familiar saying that "Abyssinia is a country of great mineral wealth," (1) and it is known to contain amongst other things gold, silver, iron, coal, lignite, copper, nickel, platinum, aluminium, sulphur and petroleum.

24. Flint has been found in Borana, and there is a large salt mine near Kaga. Washing soda is obtained at Hagada near Moyale, and it is taken to the Coast in small quantities.

25. In a notable article published in April last, (2) Mario Pigli gives a depressing account of the various mineral enterprises in Abyssinia (such as the Ballaga gold mines, the Ballal potash mines, the Frazson

platinum/

(1) A Handbook of Abyssinia. Naval Staff Intelligence Division. 1917.

(2) Modern Ethiopia and its International Relations. By Mario Pigli. In *Rassegna Italiana*. Rome. April 1930.

platinum mine, and the Franchetti concession for petroleum) and he states that

"No mineral enterprise in Ethiopia is or has ever been flourishing or active. All have been or are in course of abandonment or bankruptcy".

26. But this is admittedly due mainly to the maladministration of the country, and to the natural tendency of the people to obstruct the doings of all foreigners.

CUSTOMS AND THE CONGO BASIN TREATIES.

Customs.

27. As regards customs, the present position at Moyale is that both imports and exports are charged on the Abyssinian side of the Frontier with a ten per cent duty, (often collected in kind); while we collect no duties at all.

28. Since the Abyssinian post is left in charge of an ordinary soldier, there is naturally a good deal of chicanery. Attempts are often made by various means to get double payment. The result is that many of the things that are taken backwards and forwards by the Moyale traders are smuggled.

29. There is a general tendency on the Frontier to discourage the export of livestock, and sometimes also of grain, from Borana, and every attempt is made to prevent trade from going to our markets since it results in the loss of market fees to the Abyssinian officials.

30. It goes without saying that if the Emperor is genuinely desirous of encouraging trade here, he must ensure not only that the road to Sidamo is kept free from brigands, but also that a responsible and properly supervised officer is in charge of the customs on the Frontier.

Congo Basin Treaties.

31. Although we are still bound by the Congo Basin Treaties to ensure that there is complete commercial equality, and also to forgo duties on goods in transit in the territories therein stipulated, it will be remembered that

- (a) Abyssinia was not a party to the Berlin and Brussels Acts, not to the Convention of St. Germain en Laye of 10th September 1919.
- (b) Only a part of Borana, and none of Sidamo is included in the Congo Basin Area.

32. It would therefore seem to be possible, at any rate so far as Sidamo is concerned, for preference to be given to our goods by the Ethiopian Government, and for us to reciprocate.

33. Presumably if Abyssinia wants to encourage trade with Kenya she will reduce the export duties on her own goods.

34. So far as our duties are concerned it would seem that they would not in any case be of much consequence because the bulk of the traffic would consist of goods in transit. We may eventually be able to dispose of a little local produce such as soap, sugar, tea etc. in Sidamo, and doubt our Northern Frontier Province will continue to consume a certain amount of coffee and a little grain from Sidamo and Borana; but that would be about all.

/no

35. On goods in transit, according to our existing Customs Regulations only very small fees can be imposed. This is already taken advantage of by the one Shopkeeper at Mega, an Italian subject, who brings all his goods from Italian Somaliland through Kenya duty free.

ITALIAN COMPETITION.

Italian Competition.

36. Now if there is one thing of which I am quite certain it is this, namely that if there is any likelihood of doing profitable trade with Borana and Sidamo from the South, we shall meet with the most strenuous competition from the Italians.

37. For some time past they have taken a great interest in this area. When we were making our road along the frontier, they also made a direct road from Lugh to join it at Mandera; and Count Roberto di San Marzano came to survey the frontier as far as Moyale, and the Deau River. He then sought permission to start trading in our territory, and he issued much propaganda to the natives concerning proposed Italian activities in this region in the future. (1)

38. In March last he wrote an article on 'The Igboya and Political Possibilities of Abyssinia'. (2) In this he dealt mainly with a proposal for Italian settlement in Southern Abyssinia which he worked out in considerable detail:-

"Our current of emigration should land
 "At Mogadiscio or at Addis Ababa.
 "Sidamo, Valamo, Gamo, Gardula.....
 "are places where our people would find land
 "to settle on, and could work and prosper".

39. One wonders why in spite of the fact that the Italians have already established themselves in one way or another in the neighbouring provinces of Bale, Jimma, Kaffa and Kaji, they have apparently not yet done anything much as regards Sidamo. (3)

40. The reason probably is that they consider that that trade exists in that region has already been diverted towards Lugh.

41./

(1) Mention is made of Count Roberto's extraordinary behaviour in my Intelligence Reports written from Mandera in February 1929 and from Moyale in October 1929.

(2) Il Popolo d'Italia. Milan. 27th March 1932.

(3) They did in fact once contemplate making a trading post at Suggell in Liban (part of the Borana Province). See my Intelligence Report

from Gush District for November 1928.

41. The following passage is taken from a statement made by the Governor of Italian Somaliland about two years ago:- (1)

"Our roads act from a commercial point of view as great conducting arteries, destined to attract through Italian Somaliland the trade which up to a short time ago was gravitating to the South towards Mandera and Moyale in Kenya".

42. In the journal of the Fascisti Colonial Institute three years ago, Giovanni Zucco illustrated with a map (inter alia) the fact that the natural outlet for the trade of Borena and Sidamo is through Moyale, but he said that our efforts at our "commercial station" at Moyale had "given negative results".

On the other hand, he stated:-

"Given the political and commercial importance of Lugh - much greater than that of any British station on the Abyssinian Frontier - and with the help of the commercial station instituted by us at Hagale, Italy ought now to be in a more favourable position with regard to the Southern and South Eastern Provinces of Abyssinia". (2).

43. This will suffice to indicate that Italy is not unmindful of the commercial possibilities of the area now under consideration. And she has seen to it that her roads are suitable.

Roads in
Italian
Somaliland.

44. We have only two roads to Moyale, namely that from Nanyuki (450 miles) and that from Lamu (541 miles).

45. The Italians have these:-

A. KISAYU TO MOYALE,
(via Wajir).

This is slightly shorter than the Nanyuki-Moyale road, and about 100 miles shorter than that from Lamu.

Kisayu/

(1) 'Le Strade della Somalia italiana'. Rassegna Economica delle Colonie. January - February 1951.

(2) 'Le Potency in Abissinia e la strada Assab - Bessis. 1' Oltremare. December 1929.

Kismayu is regularly served by two Italian shipping lines (1) as well as foreign vessels, while there is now very little shipping at Lamu. At Nanyuki more our goods are put on the road railway freight from Mombasa has been paid.

B. MOGADISCIO TO MOYALE.
(via Baldoa, Lugh and Mandera).

This road is slightly longer than the Lamu-Oystic road, but the remarks above about shipping facilities at Kismayu apply a fortiori to Mogadiscio.

C. KISMAYU, OR MOGADISCIO TO MOYALE.
(via Bardera and Eil Wak).

(I have not with me any more recent map of the roads of Italian Somaliland than that which was published with the Rassegna Economica of January-February 1931, and I do not know whether the projected direct road from Mogadiscio to Eil Wak is yet finished.) The Italians evidently intend to make a big trading post at Eil Wak. (2) The road from Eil Wak to Moyale, via Ramu, is serviceable; but that via Takabba and Buna is not good.

46. It is therefore clear that as regards roads to Moyale, the Italians are in a more favourable position than ourselves. When it is possible to go beyond Moyale to Sidamo, it is likely that they will seek to establish a 'commercial agency' there, more especially since they probably regard Sidamo as being within their 'sphere of influence'. (3).

Italian Spheres of Influence.

47. What are the limits of the Italian spheres of influence in Abyssinia?

In his Intelligence Report for the September quarter of 1931, the British Minister at Addis Ababa, after mentioning Italian enterprise at Gore and Maji, stated:-

Through/

- (1) (Compagnia Italiana Transatlantica from Genoa, and Società di Nav. Libera Triestina from Venice.)
- (2) See King's African Rifles Intelligence summary No. 2 for 1932, para. 45.
- (3) Provision for 'commercial agencies' in the interior of the country was made in the commercial treaty concluded with Abyssinia by Ciccocioppo, the first Italian Minister at Addis Ababa. They have since opened at least four - at Adua, Dessie, Gondar and Magalo.

"Though in the Dangila district the Italians appear to be attempting to open up trade, the general conclusion is that Italy is doing little at present to exploit the exclusive economic sphere recognised to her in the Anglo-Italian exchange of notes of 1925".

48. Now in his note to Signor Mussolini dated 14th December 1925, the British Ambassador at Rome referred to:-

"An exclusive Italian economic influence in the West of Abyssinia, and in the whole of the territory to be crossed by the above mentioned railway" (that is the projected railway from Britrea to Italian Somaliland) and he added -

"They (His Majesty's Government) would far from further promise to support with the Abyssinian Government all Italian requests for economic concessions in the above zone".

49. In a letter to the League of Nations dated 3rd August 1926, our Foreign Office describe the recognition of an exclusive Italian economic influence as imposing no obligation on anyone except the British Government, who ".....engage not to compete or support competition with Italian enterprise in the region specified".

50. What is "the whole of the territory to be crossed" by the proposed railway? According to the Tripartite Agreement of 1906 the railway must pass to the west of Addis Ababa, and it will therefore not be far from Sidamo.

Whether this railway will ever materialise one cannot say, but at any rate it is not being forgotten; and as recently as June last it was being reconsidered by the Italian Colonial Office. (1)

51. As is well known, their 'spheres of influence' in Abyssinia, however little they may have exploited them hitherto, are something very real to the Italians, and they are constantly referring to them. For example in an article about Lugh one reads:- (2).

"It constituted the natural trading centre between Southern Somalia, and the regions in the South of Abyssinia in the sphere of influence assigned to us in Eastern Africa by the international treaties. To its market flowed the rich natural products of Gharra, Sidamo, Arussi, and especially of Boran".

52. Again, in his article on the 'Powers in Abyssinia and the Assab - Dessie Road' Giovanni Zucco writes:- (3)
"if/

- (1) Bulletin du Comité de l'Afrique Française August, 1932. P. 475.
(2) Rivista delle Colonie Italiane, March 1932.
(3) L'Oltremare, December 1929.

"if there were no international agreements fixing the spheres of commercial penetration into Abyssinia by the three European powers, Abyssinia might be divided into six commercial zones".

53. Count Ronerto di San Marzano published in Il Popolo d'Italia on 27th March 1932 a map which was stated to be in accordance with the terms of "the Anglo-Italian Protocols of 24th March 1891, 15th April 1891, and 5th May 1894, which were confirmed by the Tripartite agreement of 1906.

54. In this the Italian sphere of influence is shown to be bounded on the south partly by the 6th line of Latitude, (which cuts Sidamo in half) and partly by the Juba river.

Sources of the Juba and Shebelle.

55. Besides the 'Spheres of Influence', Italy gives a good deal of thought to the question of the upper waters of the Juba and Shebelle Rivers.

56. In December 1929, after the Duke of the Abruzzi had returned from his journey to explore the sources of the Webbe Shebelle, Francesco Bertonelli in an article in L'Oltremare on 'Sudan, Somalia and the Rivers of Abyssinia' described the situation that had arisen between Italy and Abyssinia in connection with the upper waters of the Juba and Shebelle Rivers as being analagous to that existing between Abyssinia and Great Britain in connection with Lake Tsana and the Nile.

57. After mentioning that the Juba River originates in Sidamo, he continued:-

"It is only rights that Italy should see that interests other than Italian are not established in the regions of the upper courses of these rivers..... that are the vital arteries of Somalia."

58. I append a summary of my main points and I also enclose a sketch map.

I have the honour to be,
Sir,
Your most obedient servant,

Sd. GERALD REESE,
His Majesty's Ag. Consul,
Southern Abyssinia.

Postscript. I have not received any communication from His Majesty's Minister at Addis Ababa concerning this matter, but I send you a spare copy of this letter in case you may wish to forward it to him in connection with any thing that I have mentioned.

Intd. G.R.

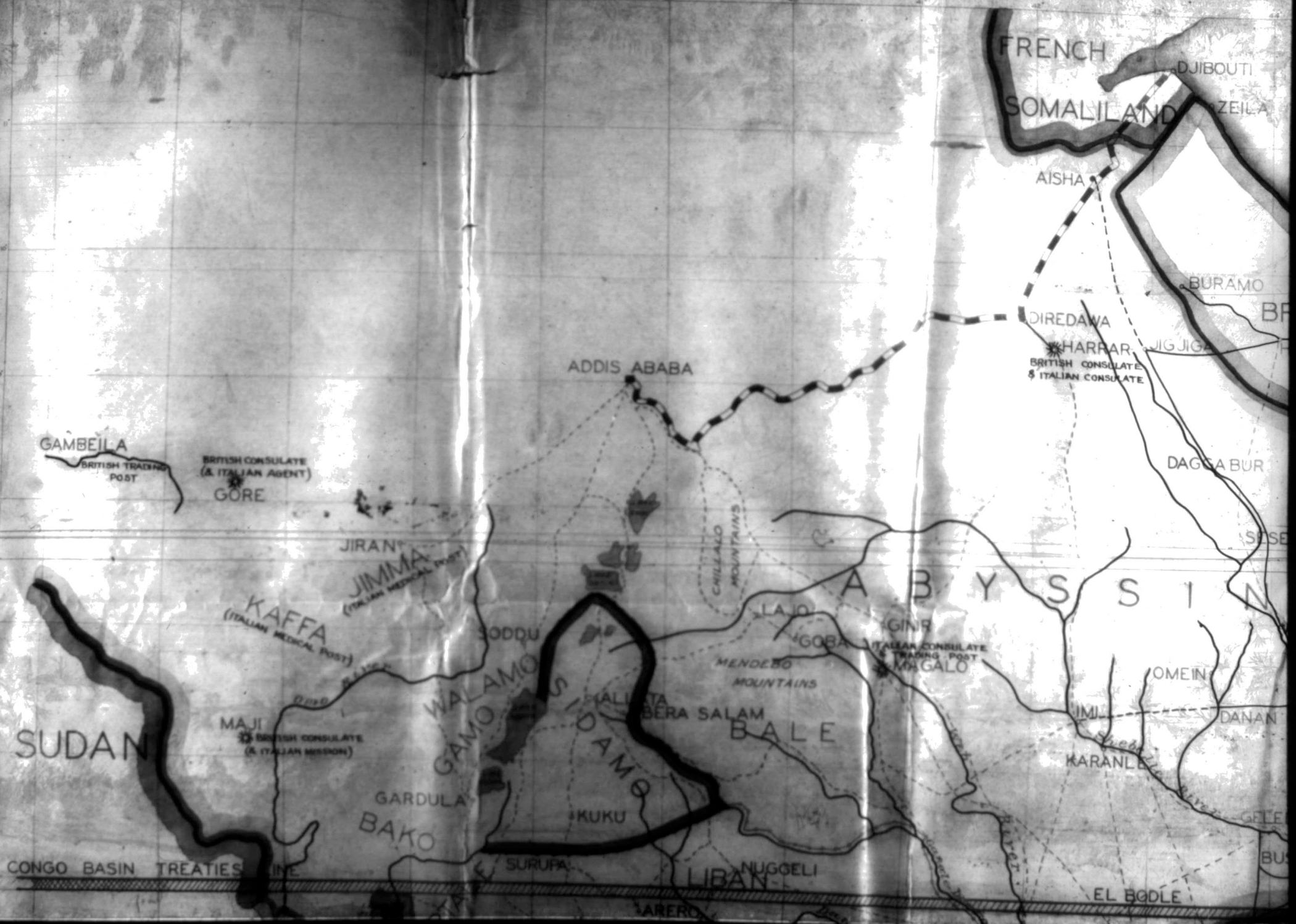
SUMMARY.

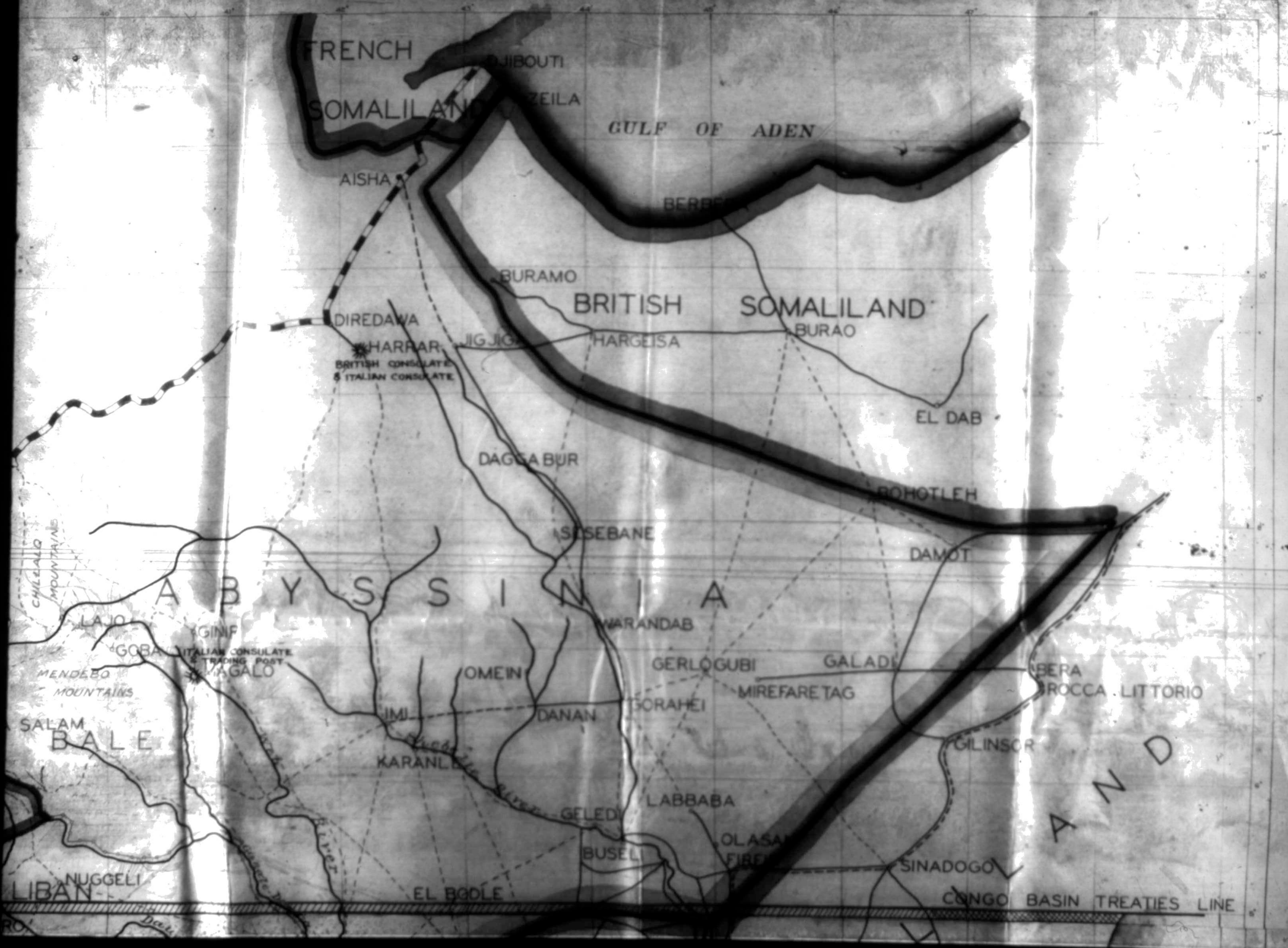
To summarise, my main points are these:-

1. While the prospects of trade in Borana are not very hopeful, Sidamo may yield satisfactory results. In any case the proposition is worth serious consideration in view of the possibility of mineral development in the future; and for political reasons.
2. If they really want to encourage trade with Kenya, the Ethiopian Government must pay attention to customs administration, brigands, and banking facilities; and the proposed road should be started from our end.
3. The Italians are more favourably situated in regard to ports and roads, and they will certainly compete with us most vigorously - more especially since they probably regard at least the Northern half of Sidamo as being within their 'Sphere of Influence'.
4. Sidamo is outside the 'Congo Basin' area. Could we protect ourselves in any way against Italian competition by means of preferential customs tariffs, and by ourselves establishing (or by preventing them from establishing) a trading post (or commercial agency) in Sidamo?

To what extent are we, and the Abyssinians, committed by our treaties and undertakings with the Italians?

Note:- (I do not know whether Italy has any agreement with Abyssinia similar to our Treaty of 14th May 1897, which provides (Article 4) that we and our Colonies should be accorded in respect of import duties every advantage which may be accorded to the subjects of other nations.)







SUDAN

MAI
BRITISH CONSULATE
(& ITALIAN MISSION)

GAMO

DAMO

BALE

GARDULA
BAKO

KUKU

KARANLE

CONGO BASIN TREATIES LINE

SURUPA

LIBAN

NUGGELI

EL BODLE

TURKANA

LAKE RUDOLF

NORTHERN HOFF

BORANA

MEGA
BRITISH CONSULATE

ODDO

YET

MOYALE

DERKALI

DOLO

RAMU

MANDERA

LUGH

NORTHERN FRONTIER PROVINCE

FRONTIER PROVINCE

PROVINCE

GERBA HARRE

TAKAABA

BUNA

EIL WAK

Juba River

MARSABIT

KENYA

TITTONI LINE

WAJIR

DINSOR

BARDERA

MERTI

HABBAS WEIN

ITALVIAN

ISIOLO

GARBA TULLA

MUDDO GASHI

AFMADU

JELIB

NANYUKI

MERU

TANA RIVER

GARISSA

NYERI

FORT HALL

COLONY

RISMAYU

NAIRBI

PORT

1. Foreign Office _____ 11th January 33
Trans. copy of note to despatch from H.M. Legation Addis Ababa, aide-memoire regarding proposed development of trade between Ethiopia & Kenya. 34

2. Governor Bygone Secret _____ 9th December 32
Trans. a copy of a despatch to H.M. Minister Addis Ababa together with enclosures regarding proposals for the development of trade with Southern Abyssinia.

NO 1 The statements in the last paragraph of the memo. is covered by Mr. Clemens & Mr. H. Swaine's minutes below 2 i 18065/1/32.

It seems unnecessary however to send to Kenya a copy of the aide-memoire and also unnecessary now to go into the transit question.
? Put by.

NO 2. The memo. is in booklet - but the position is summarized in C. 307/1/32 on the 6/1/32 on the 1st.

? Copy P.O. of reference

J.H. P. M. S. H. M.

13/1/33

G. H. M.

13/1/33

J. H. M.

13. 1. 33.

Mr. Raeburn seems to have very little understanding of the Congo Basin treaties I do not myself see how any transit trade in Abyssinian products could possibly be built up through Kenya quite apart from rail charges the

1. Foreign Office _____ 11th January 33
Trans. copy of cable to despatch from H.M. Representative
Addis Ababa, a/c memo regarding proposed development
of trade between Ethiopia & Kenya. 34

2. Governor Byrne Secret _____ 9th December 32
Trans. a copy of a despatch to H.M. Minister Addis Ababa
together with enclosures regarding proposals for the development
of trade with Southern Abyssinia.

NO 1 The statement in the last paragraph
of the memo. is covered by Mr. Clouston
& Mr. McSwiney's minutes below 2 i 18065/1/32.

It seems unnecessary however to
send to Kenya a copy of the whole
memo. and. also unnecessary now
to go to the Transit Committee.
? Publy.

NO 2. The endor. is interesting - but
the position is summarised in
C. B. Thomas's minute 6/1/32 on the
T.P.

? Copy P.O. of reference

J. S. P. Ross
13/1/33

Gray.
13/1/33

J. Reed
13.1.33.

Mr. Reed seems to have very little
understanding of the Congo Basin treaties
I do not myself see how any transit
trade in Abyssinian products could
possibly be built up through Kenya
quite apart from rail charges the

A quantity @ 10.20 per ton (only)
would be about £23 a ton, or
23% a cwt. I don't know what
Arabian coffee is worth, but
assuming it was as much as
60% per cwt on the London market,
very little wd be left for the govern-
ment as transport charges & the
witness has said. His
various of course are well
known.

G. L. X. Cameron
16/1/33

7.10.33, appeal

Shank
16/1

I should have added to my
previous minute that Major
Killey fears that, after we
had given facilities for transport,
the trade would go to his agent.

dispatched.

W.L.S.

16/1/33

To FO (part 2 read.) 18/1/33 - 17/1/33

4.

D.O.T.

24th April, 1933.

35
END

Forwards copy of correspondence with His Majesty's
Trade Commissioner, Nairobi, regarding the purchase
of motor lorries by Ras Basta in connection with
the opening up of trade with Kenya.

? Put by.

(ad) H.G. Priestman.

25.4.33.

(ad) L.B. Freston
29 at once.

5. Foreign Office

31st May, 1933.

Transmits a copy of a despatch from His Majesty's
Representative Addis Ababa enclosing a copy of a
report by Major A. Bentinck on the possibilities of
trade between Ethiopia and Kenya.

As Sir Sidney Barton says, Mr. Bentinck's
report presents very much the same picture as did
the enclosures to No. 2 and it is clear that Kenya
does not want the produce that the Sidamo province
is able to export, since it produces the same
commodities itself. Sir Sidney's and Mr. Bentinck's
talk however about the undoubted possibilities of
developing the transit trade seems over optimistic,
as Mr. Clouston has pointed out in his minute of 16/4/33
above.

With the penultimate paragraph of
Mr. Bentinck's report compare the enclosures to No. 4.

A copy of Sir Sidney Barton's despatch, and
presumably of the enclosure, has already gone to
Nairobi.

? Mr. Clouston to see, and put by.

Seen.
G. L. X. Cameron
2/6

R. W. Davies: 7/6

A. H. ...
8/6

to C.O. 8/6/33 am

End

A quantity @ 15.00 per ton (sic) would be about £23 a ton, or 23% a cwt. I don't know what Abyssinian coffee is worth, but assuming it was as much as 60% per cwt on the London market, my estimate would be left for the same when the transport charges are withdrawn but our said. The values of these are with much care.

G. L. X. Cameron
16/1/33

7.10.33, original
Shaw

I should have added to my previous minute that Major Miles fears that, after we had given facilities for a voyage, a trade would go to his angle.

W. G. G. G.

W. G. G.

16.1.33

To F.O. (part 2 round) 18/1/33

3
Bey

4.

D.O.T.

24th April, 1933.

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END

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Seen.
G. L. X. Cameron
8/6

W. G. G.: 7/6
A. H. G. 8/6

W. G. G. 8/6/33

W. G. G.

6. Foreign Office _____ 12 July '33.
Trans. copy of despatch from S.M. Representative Addis
Ababa giving details of a discussion with his Excellency
regarding development of trade between Abyssinia & Kenya
& stating Mr. Sifian is leaving for Mombasa in order to investigate
trade conditions.

A copy of the despatch has been
sent to Kenya & Mombasa.

? Kenya.

(A. G. G. G. G.)
27.33

W. H. H.
17.33

(P)

4. Extract from Smallland Intelligence Report, used for
read note min. on 2/11/33 on 2/11/33 Suld.

(C)