

1925

32

E. AFRICA

6758

DATE

OWN AGENTS.

Conf

11th February 1925.

REC'D

RE 12 FEB 25

CIRCULATION

*Peppa*

PACKAGES FOR OFFICIALS  
FURNISHED SERVICES TO E.A.

... result of discharge of ...  
... of Shipping Commission ...  
... the prospect of any great ...  
... action as suggested ...  
... cases had other ...

MINUTE

... question, it was not known  
that there would be a boat between  
March 5<sup>th</sup> and April 16<sup>th</sup>. The  
March 19<sup>th</sup> sailing (now March 21<sup>st</sup>)  
was announced after the middle  
of January.

... in the case, we need not  
press this question officially now,  
although the C. A. might be  
told that it may be necessary  
to do so, if there is a falling  
... the programme in future.

Subsequent Paper

*B. O. 15/187*

2. Reduction in fares

5. Embarkation and disembarkation at Marseilles

The unofficial representations on these points have had no effect, and the C.A. might be asked to write officially.

4. Booking by other lines

The companies ask to be informed in advance, but that this <sup>cannot</sup> is not by any means a formality, as shown by the recent experience in the case of Marseilles and Nantecote. We were rather surprised when they made the decision in the case of Tarent (see 18.5.25. in A) in asking the C.A. to press this officially.

Which we should stipulate for the S. of S. to be the judge as to whether any particular date is sufficient reasons for departure to C. under the normal practice of booking by the companies' lines.

X we can ask what the normal practice is.

Reconciliation

Ask C.A. to write officially as suggested

S.W.S. 19.2.25

... wanted, - I have ... it  
EWS.

Off for union  
Off 20.2.25  
at once



6753  
REC'D  
RE 12 FEB 25

ALL COMMUNICATIONS  
TO BE ADDRESSED TO THE

CROWN AGENTS FOR THE COLONIES.

THE DATE OF THIS LETTER BEING QUOTED

M/S.A. 275.

4, MILLBANK,

WESTMINSTER,

LONDON, S.W. 1.

TELEGRAMS: CROWN, LONDON.  
TELEPHONE: 7780 VICTORIA

ENCLOSURE

MEMORANDUM

I have the honour to acknowledge the receipt of your confidential letter of the 7th of January, with reference to the steamship passenger service between England and East Africa.

2. In accordance with the instructions contained in your letter, I have had a discussion with Mr. Laing representing the United India Company, and with Mr. Rennie Mackay, Mr. Langridge, and Mr. Groves of the British India Company.

The discussion was mainly devoted to the desirability of securing an improvement in the regularity of sailings, the point to which the Secretary of State attaches most importance.

Mr. Laing was not in a position to hold out any hope of more frequent sailings on behalf of his Company. But he intimated that the position as regards the joint service of his Company and the British India Company would be materially improved if the latter Company were in a position to adhere more rigidly to their programme. He was of the opinion that the chief difficulty in this connection was the congestion at the port of Beira, and he suggested that I should approach a representative of the Company on the matter.

4. This,

Under Secretary of State,  
Colonial Office.

4. This question was accordingly raised by me in my interview with the representatives of the Peninsula and Oriental and British India Companies. Mr. Langridge, who acted as spokesman of the two Companies at the interview, was distinctly discouraging as regards the possibility of making any definite promise of more regular sailings. He stated that the fact that such a promise could not be given is due to the fact that the ships are already

... out that ... an ...  
 ... programme of ...  
 ... entirely by ...  
 ... however, that these ...  
 ... their programme ...  
 ... to ...  
 ... considered ...  
 ... of ...  
 ... of the ...  
 ... would appear to ...  
 ... would supply ...  
 ... her ... weekly service of the Union Castle Company.

Mr. Langridge was not inclined to lay much stress upon the congestion at Beira as one of the factors involved, although he admitted its existence.

5. As regards the possibility of a reduction in fares the position is even more discouraging. Mr. Laing pointed out that the large number of ports of call was the factor chiefly responsible for the high rate in the case of the Union Castle Company, whilst Mr. Langridge laid greater stress upon the high rate of wages now being demanded.

6. In/

6. In connection with the embarkation and disembarkation of officers at Marseilles, Mr. Laing thought that the Union Castle would be prepared to give favourable consideration to any official representations which might be made on this question. Mr. Fairbridge was not so expressing on this point. Mr. Fairbridge, however, does not think that this matter must be decided by the Board. He considers that it is a matter which should be considered economically.

Mr. Laing in the passage of greater length was more definite, and it appeared to me to be reasonable. He pointed out that his company had been asked to provide for the embarkation and disembarkation of officers at Marseilles, and he considered that objection to the service would be a serious one. He also pointed out that the Union Castle Company had to provide for the embarkation and disembarkation of officers at Marseilles, and he considered that objection to the service would be a serious one. He also pointed out that the Union Castle Company had to provide for the embarkation and disembarkation of officers at Marseilles, and he considered that objection to the service would be a serious one. He also pointed out that the Union Castle Company had to provide for the embarkation and disembarkation of officers at Marseilles, and he considered that objection to the service would be a serious one.

8. The question of accommodation was only lightly touched upon at my interview with Mr. Laing, but I gathered that on this particular point, as indeed on the other subjects which we discussed, he thought that we should make but little progress until we addressed an official letter to his Company which could be considered by the Board.

9. In view of the improvement in the recent and immediately prospective joint programme of the British India Company, we would suggest for the consideration of the Secretary of State that it would be preferable not to pursue the question of greater regularity of sailings at present. We would propose, however, subject to his approval to address the Companies concerned officially on the subject of rates and the other less important questions to which reference has been made in the letters.

I have the honour to be,

Sir,

Your obedient servant,

*H. C. Thornton*

Union Castle Line

British India Line

13th November  
Interval - 56 days  
8th January 1925  
" 56 days  
5th March

1st November (extra sailing)  
Interval - 26 days  
27th November  
" 58 days  
24th January 1925

" 56 days  
30th March  
" 56 days  
25th May  
" 56 days  
19th July  
" 56 days  
12th September  
" 56 days  
6th November  
" 56 days  
1st January 1926

19th March  
" 28 days  
14th April  
" 28 days  
10th May  
" 28 days  
1st June  
" 28 days  
27th June  
" 28 days  
23rd July  
" 28 days  
19th August  
" 28 days  
14th September  
" 28 days  
10th October  
" 28 days  
6th November  
" 28 days  
3rd December  
" 28 days  
29th December  
" 28 days

The dates of departure of the ships referred to from the end of 1924 are as follows:

Name of ship	Date	Interval between sailings
India S.S. "Mantara"	29th December 1924	12 days
Castle S.S. "Guildford Castle"	10th January 1925	17 days
India S.S. "Manila"	18th February "	39 "
Castle S.S. "Llanstephan"	28th March "	26 days
India S.S. "Manila"	1st April "	39 "
Castle S.S. "Llanstephan"	19th May "	14 "
India S.S. "Manila"	2nd June "	12 "
Castle S.S. "Norman"	24th July "	14 "
India S.S. "Mashobra"	7th August "	28 "
Castle S.S. "Llanstephan"	18th September "	14 "
India S.S. "Madura"	2nd October "	30 "
India S.S. "Matiana"	1st November "	12 "
Castle S.S. "Norman"	13th November "	14 "
India S.S. "Mulbera"	27th November "	42 "
Castle S.S. "Guildford Castle"	8th January 1925	16 "
India S.S. "Manila"	24th January "	26 "
India S.S. "Nevasa"	19th February "	14 "
Castle S.S. "Norman"	5th March "	14 "
India S.S. "Malda"	19th March "	28 "
India S.S. "Mashobra"	16th April "	14 "
Castle S.S. "Llanstephan"	30th April "	14 "
India S.S. "Manila"	14th May "	"

C.A.  
6758  
25

E.A.

- Mr. Whiteaker 20/2/25
- Mr. Giffens 20/2
- Mr. Daines 21/2/25
- Mr. Cottonley 2/2
- Mr. Strachey 23/2
- Mr. J. Strickburn

Dear Sir,  
 I have the honor to acknowledge the receipt of your letter of the 14th inst. in relation to the proposed extension of the London and East Africa Steamship Company's service between England and East Africa.

I am sorry to hear that the proposed extension of the service is not being supported by the other companies concerned.

It is, however, gratifying to note that the London and East Africa Steamship Company is determined to continue its service between England and East Africa.

The London and East Africa Steamship Company is the only company which has been able to maintain a regular service between England and East Africa since the outbreak of the war.

The service is of great importance to the trade between England and East Africa, and it is to be hoped that the other companies will be able to join in the service in the future.

The London and East Africa Steamship Company is pleased to have your interest in the service, and it is to be hoped that you will be able to assist in the development of the service between England and East Africa.

Yours faithfully,  
 Z. M. Amery, Agent, in view of the recent improvements in the regularity of the service, no official representation

RECEIVED  
 BY (NAME)



should be made to the Shipping

Companies on this point, but I

am to say that, should there

be in the future any serious falling

of the rate of the coal supply,

it seems to appear for the

present to require you to

be prepared to request

you to approach the

Companies regarding the other

points in the recent course of

the business, and especially

in connection with the

facilities for

in fact, embarkation and disembarkation

at Marseilles, and the booking

of passages by other lines in cases

of emergency. With regard to

this last question I am to request

you to suggest to the Shipping Companies

Mr. Strachey

Sr. J. Shuckburgh

Sr. C. Davis

Sr. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

Sr. J. G. Gifford

DRAFT

to be made to the Shipping

Companies on this point, but I

am to say that, should there

be in the future any serious falling

of the rate of the coal supply,

it seems to appear for the

present to require you to

be prepared to request

you to approach the

Companies regarding the other

points in the recent course of

(Signed) O. STRACHEY  
am a.