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own Agents

Date.
1912

Union Castle Steamers
First Class accommodation

4 Jan.

at previous Paper.

W.O.
#0082
11

Enquiries show that on none of the regular British passenger lines is first class accommodation situated in the after part of the vessel.

Mr Porter

It appears (1) that some of the first class British passenger lines carry first class passages in the stern of the vessel (2) that some of the U. C. Whitehead Steamers plying to S. Africa have first class accommodation in the after part of the vessel.

Part by

In view of the promise of the U. C. Company in clause 1 of the agreement of 12th Aug 1901 that they "will establish 5

at subsequent Paper

W 238

maintain a service of steamers similar in
to those of the, and accommodation to the
Company's present intermediate steamers used
in the South African Service", it becomes
a question whether the Company have broken
their contract, and whether they cannot
be compelled under the agreement to
provide better accommodation for their poor
class passengers. Mr. Reilly would be
doubt, if necessary, advise on this
point, but I gather from Mr. G. Biddle
that in his draft to the Co. in 1882
that, in view of the transfer of the S.C.
line to the Royal Mail, it is contemplated
that we should deal with the matter
by friendly representations to Mr. O. Phillips
in his first volume. Perhaps the
time has now come when a friendly
letter on the subject might be addressed

to Mr. Phillips, a 'perhaps' Mr. G.
Biddle might be willing to discuss
the matter with him.

[Act para 4 of Mr. Co's letter, it
appears that the Co's letter of the 9th
of Dec. was correct if by 'upper deck'
you mean not upper deck, but something
different of the same name!]

WRS 16/11

Sir G. Fielder,

I gathered from one of Mr. Reilly's
letters that he had ^{acquired} ~~expressed~~ views on
the subject of the accommodation offered
by the Union. Castle boats running to
East Africa, and that he had had some
talk on the subject with (I think) the
Manager of this branch of the Company's
business. It might be well to await his
return before approaching Sir Owen
Phillips, so as to get the added touch

of personal experience.

HAB.

Jan. 29

I have discussed this matter with Sir
O. Phillips, and there is good reason to
believe that we shall see improvements
before long. But he does not take one to
L.C. till April, and we need do nothing
at present.

alone P.S. 30/1

seen.

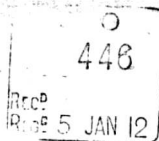
H. J. H.

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M.
G.B.193

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 1632 VICTORIA.



WHITEHALL GARDENS,
LONDON, S.W.

4th January 1912.

Sir,

I have the honour to acknowledge the receipt of your letter No. 40082/11 of the 20th December relative to the first class accommodation available on the steamers on the East African service of the Union Castle Steamship Line.

2. With regard to paragraph 2 of your letter, I have to state that first class accommodation in the extreme after part of a vessel is commonly found on such lines as the "Shire", "Ben" and "Prince", which carry cargo and a limited number of passengers at lower passage rates, but on none of the regular British passenger lines as far as we have been able to ascertain is that the case. The general rule on the regular British passenger lines including all the mail and intermediate steamers on the South African service of the Union Castle Line, is that 1st class accommodation stops short of the stern of the vessel by say 100 feet or more.

3. The steamers of the Union Castle Company now employed on the East African service are:-

1. "Dunvegan Castle"
2. "Carisbrook Castle"
3. "Gascon"
4. "Gaika"
5. "Goorkha"
6. "Guelph"
7. "Goth"

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

The

-2-

The last five of these are among the oldest boats in the Company's service. There are a few vessels still running in the South African service which may be described as similar to those on the East African service, with the exception that in the latter the third class accommodation in the after part of the "upper deck" has been altered and converted partly into first class cabins. It is presumed that these alterations have been made in view of the increased demand for first class passages and the smaller number of third class passengers carried on the East African route.

4. When we stated in our letter of the 7th December that the upper deck is a most unusual position for third class accommodation we had in mind not the other steamers of the Union Castle Line but the steamers of other companies. Where "upper deck" third class accommodation occurs on other British lines, such as the Orient, it will usually be found that what is called the "upper deck" is not, as in the Union Castle steamers, the highest deck of the vessel below the bridge deck, but that there are several decks above it.

I have the honour to be,

Sir,

Your Obedient Servant,

Peredias

for Crown Agents