

E. AFRICA  
24167

C. O.  
24167  
RECE 2 AUG 12

letter of the 14<sup>th</sup> of June  
(a copy of which was  
enclosed in your letter  
under separate

I am etc

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

Agents	FIRST CLASS ACCOMMODATION ON S.S. "GOTH"
Date.	1912
	August
Previous Paper.	Sends copy of letter from U.C. Line notifying that they have fitted up extra first class accommodation on the poop deck as in other steamers.
	22601

*Mr. Butler*

*In these words, the Company are going to them 3<sup>rd</sup> class accommodation with 1<sup>st</sup> class, and but 1<sup>st</sup> class passenger on the service. This will cause the usual storm of protest, and the officers here, I think, be justified. The improvements promised by Sir D. Phillips*

*(22601 & Co. of the 9. add. minute on 11/6/12) & others*

*to take the form of making things worse*

6/11

as altered

above  
Chas J

P.T.O.

know before, and I must trust  
something pretty strong will be said probably  
to Sir Edwin Phillips on the subject.

There is no doubt, to my mind, that  
the L.C. Co. are breaking the terms of  
their agreement to my amount on 446.

In the meantime I think that we  
should instruct the L.C. to inform the Co.  
that we ~~cannot~~ <sup>cannot regard</sup> ~~the~~ <sup>the</sup> ~~seas~~  
accommodation was the poor as first  
class accommodation, and to send  
specimens if <sup>they desired</sup> necessary by fastest possible  
boats.

M.S.  
3.11.18

W. Read.

1 spec.

Sir J. Fisher 2/11/18

Aug. 3.

The Union Castle we no doubt trying to  
take over the interval between now & the  
completion of their new steamers, but I think that  
we are quite prepared to refuse to accept the  
new accommodation. It will probably be sufficient  
if we instruct the Co. as proposed. I doubt  
whether it is of much use to say anything  
more

~~Mr. Tompison.~~

Mr. Butler.

Mr. Martin (of the Crown Agents) brought over to see me yesterday Mr. Lang (or ?Laing), who is I understand one of the leading officials of the Passenger Department of the Union Castle, to discuss the question of placing 1st class accommodation in the poop. I made it clear to him of course that I was only there to hear what he had to say and to report to the authorities here.

His defence practically amounted to this that finding the boats at present in use have not sufficient 1st class accommodation for the East African trade they were driven to increase it. He said that the accommodation in the way of fittings etc., was every bit as good as in the 1st class cabins in the middle of the ship, that the company had been put to considerable expense in fitting up the new cabins, and that, if we refused to accept the accommodation they would be put to considerable loss (assuming apparently that no one else except officials would travel over ~~the~~ screw!) He said that he considered the complaints which had been made against this accommodation were unreasonable and that in reality the poop was a very comfortable part of the vessel (if so why do they always put the 3rd class there?). He said further that they had fitted up a cabin in the poop as a study for Mr. Belfield, and suggested that we should consult him as to the vibration felt in that part of the vessel. I said that I thought that this was a reasonable proposal.

In

As far as  
could ascer-  
tain the expense  
consisting in  
repainting the  
cabins and put-  
ting in new  
berths and wash-  
basins. We  
should ask the  
Crown Agents to  
report on this  
point if  
necessary.

In reply I stated that we fully realised the company's difficulties in starting the service, and did not desire to be unreasonable in any way, but that it appeared to us that, if their boats were so full that they were unable to provide our officers with proper 1st class accommodation, they should either put on more boats, or leave the officers whom they could not accommodate properly free to travel by other lines.

I pointed to clause 1 of the agreement of 12th August, 1910, and said, speaking 'without prejudice', that we appeared to be legally justified in refusing to accept accommodation now fitted up in the stern, as not being "similar in accommodation to the Company's present Intermediate steamers used in the South African service". I asked Mr. Lang what intermediate steamer had 1st class accommodation in the stern and he could not give me a single instance except the Dunvegan Castle which is not a regular intermediate steamer. I asked him further what reputable line put its first class passengers in the stern, and he could not give me a single instance.

Finally I told him that I had once had the misfortune to travel over the stern in the Doone Castle for a few days and that I should be extremely sorry to repeat the experience - to which he could only reply that the Doone Castle was an exceptional boat (which I trust is true).

Finally I asked him whether the fitting up of this accommodation was a purely temporary arrangement, and whether, if we were to accept it as such, they would be willing to give us an undertaking that they would cease to accommodate our officers in the stern as soon as they get their new boats (say) in 18 months' time. But Mr.

Lang

Lang said that he could not entertain any such compromise for a moment. Incidentally I elicited from him the information that only 2 boats are ordered at present, which of course will not be nearly sufficient for the East Africa trade, so that they will still have to rely largely on the boats at present in use.

After my conversation with Mr. Lang I can see no conceivable reason why we should give way on this point. The Company must be making plenty of money out of the business (in spite of all their disclaimers) as the fact that they cannot accommodate all their 1st class passengers shows, and I cannot see why we should allow them to make more money by turning 3rd class into 1st class accommodation at the expense of our officers. The agreement is greatly to the advantage of the Company. When we ask them to meet us, they refuse to do so, but stick to their bond. When the agreement is against them, I cannot see why we should not do the same.

It may be of course that Mr. Lang's attitude was largely bluff, and that the written communication which he promised to send may make some suggestion for a compromise.

N.S.B.

27/11.

I agree that the Co. are behaving unreasonably, but I feel bound to point out that they seem to me to be complying with the letter, though not the spirit

In reply I stated that we fully realised the company's difficulties in starting the service, and did not desire to be unreasonable in any way, but that it appeared to us that, if their boats were so full that they were unable to provide our officers with proper 1st class accommodation, they should either put on more boats, or leave the officers whom they could not accommodate properly free to travel by other lines.

I pointed to clause 1 of the agreement of 12th August, 1910, and said, speaking 'without prejudice', that we appeared to be legally justified in refusing to accept accommodation now fitted up in the stern, as not being "similar in accommodation to the Company's present Intermediate steamers used in the South African service". I asked Mr. Lang what intermediate steamer had 1st class accommodation in the stern and he could not give me a single instance except the Dunvegan Castle which is not a regular intermediate steamer. I asked him further what reputable line put its first class passengers in the stern, and he could not give me a single instance.

Finally I told him that I had once had the misfortune to travel over the stern in the Doone Castle for a few days and that I should be extremely sorry to repeat the experience - to which he could only reply that the Doone Castle was an exceptional boat (which I trust is true).

Finally I asked him whether the fitting up of this accommodation was a purely temporary arrangement, and whether, if we were to accept it as such, they would be willing to give us an undertaking that they would cease to accommodate our officers in the stern as soon as they get their new boats (say) in 18 months' time. But Mr.

Lang

Lang said that he could not entertain any such compromise for a moment. Incidentally I elicited from him the information that only 2 boats are ordered at present, which of course will not be nearly sufficient for the East Africa trade, so that they will still have to rely largely on the boats at present in use.

After my conversation with Mr. Lang I can see no conceivable reason why we should give way on this point. The Company must be making plenty of money out of the business (in spite of all their disclaimers) as the fact that they cannot accommodate all their 1st class passengers shows, and I cannot see why we should allow them to make more money by turning 3rd class into 1st class accommodation at the expense of our officers. The agreement is greatly to the advantage of the Company. When we ask them to meet us, they refuse to do so, but stick to their bond. When the agreement is against them, I cannot see why we should not do the same.

It may be of course that Mr. Lang's attitude was largely bluff, and that the written communication which he promised to send may make some suggestion for a compromise.

*W.S.B.*

*27.4.*

*I agree that the Co. are behaving unreasonably, but I feel bound to point out that they seem to me to be complying with the letter, though not the spirit*

of the agreement of 1865 No. 1.  
 By cl 1 of that agreement they  
 agreed to maintain a service  
 of Steamers similar in tonnage  
 & accomodation to their  
 S.A. service, to sail once in  
 four weeks - & they agreed  
 to send one steamer of X tonnage  
 & of <sup>proper</sup> first class accomodation  
 every month. This they are  
 in fact doing. The mistake  
 we made in drafting the agree-  
 -ment was that we didn't <sup>expressly</sup> tie  
 them down either to furnish  
 sufficient first class accomo-  
 -dation for <sup>all</sup> our Officers, or to  
 give our Officers any preference  
 as to booking. As far as  
 the supply of true first class  
 accomodation goes therefore  
 they may say that they are  
 carrying out their agreement  
 I think however

propos  
 and to  
 suit  
 to replace  
 3<sup>rd</sup> class  
 accomodation  
 if they  
 had found  
 in more  
 men, would  
 no good.  
 or  
 it would  
 be leave us  
 nearly free  
 and officers by  
 times.  
 PAB.

that we have a sufficient  
 answer.  
 In the first place taking the  
 literal construction of the  
 agreement we might say  
 that the accomodation was  
<sup>(it that in the S.A. boats)</sup> ~~discriminated~~ in that some of  
 the 3<sup>rd</sup> class accomodation  
 had been removed. This however  
 would not do us much good  
 as we could show no damage  
 from the reduction of 3<sup>rd</sup> class  
 accomodation I imagine to  
 the lack of 3<sup>rd</sup> class accomodation  
 would hardly justify us in  
 withdrawing first class passengers.  
 Our best line is to insist  
 on a wide interpretation of  
 the agreement. By cl. 2 we  
 agree to give them the  
 consequence of all our passengers  
 & emigrants & we must  
 argue that this implies  
 an agreement of the S.A. to give

all our first class passengers  
 similar first class accom-  
 -modation ~~is~~ that supplied  
 on the S. A. service. If  
 such accommodation is not  
 supplied we must book our  
 passengers by other boats &  
 leave them to sue us. In  
 which case I do not think  
 they would get any damages  
 from us if we showed that  
 all their true first class  
 accommodation was occupied.

4  
 they are  
 but likely  
 do this  
 H-8

I have thought it  
 best to go fully into these  
 points on both sides. though  
 as I say I think we are  
 right

CS. 2579.

W. Read.

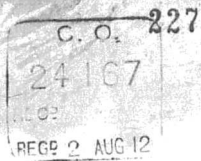
Wait for the Corporation letter, which  
 I gather, the Co. are going to address  
 to us.

JAB.

Sept. 30.  
 Wait - if nothing comes during the  
 next fortnight, circulate.

at once.  
 H. J. E.  
 3079

Mr. Battersbee



with reference to recent  
correspondence respecting  
the first class accommodation  
available on the steamer on  
the East African service of  
the Union Cast. Line. I  
enclose for your information  
a copy of a letter received from  
the Union Cast. Co regarding  
the first class accommodation  
on the "Goth" *J. B. Battersbee*



C.P.O.

24 167

...03

RECE 2 AUG 12

THE UNION CASTLE MAIL STEAMSHIP COMPANY LIMITED  
TO THE CROWN AGENTS

---

3 & 4 Fenchurch Street E.C.

23rd July 1912.

Gentlemen,

Enclosed we have the pleasure to hand you the passage ticket and rail ticket to Marseilles for Lieut. Muirhead by the s.s. "Geth". In this steamer, we have decided to fit up extra first class accommodation on the poop deck, the same as we have done in the "Gascon", "Gaika" and "Coerkha", and we have accommodation for more passengers if required.

THE UNION CASTLE MAIL STEAMSHIP CO. LTD.

C. D.  
R. 7 AMG  
D. 8

2467.12 Ed 229

~~Sir~~

8 Aug 1912

Gentl<sup>y</sup>,

With ref<sup>ce</sup> to the letter  
of the 23<sup>rd</sup> of July addressed  
to you by the U.C. mail  
S.S. Co., L<sup>td</sup>, I am to  
request you to <sup>intimate to</sup> inform the  
Company that he cannot  
repud the accommod<sup>on</sup> ~~on~~  
of the "Goth" and other vessels  
the poop deck / as first

class accommod<sup>on</sup> ~~to~~  
inform <sup>2. Mr. Harcourt</sup> you that he approved of  
your booking ~~second~~ passage for others, if they  
so desire, by the French and  
German boats instead of by  
the ~~SS Goth~~ <sup>Saint Union</sup>

DRAFT.

The ~~Ch~~ fake  
Glorious

MINUTE.

- Mr. ~~Blanning~~ <sup>6/8</sup>
- Mr. Butler <sup>7/7</sup>
- Mr. ~~Read~~
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr. Harcourt.

Can read  
24/8

I presume that  
permission is to  
fly to all the U.C.  
owners with 1<sup>st</sup> class  
accommodation <sup>2<sup>nd</sup> class</sup>  
H.A.B. <sup>4. 1/1</sup>