

E AFRICA
ZANZIBAR
40833

C O
40833
Recd
Feb 24 1912

4 P.O.

Date
1912

Aden Zanzibar Mail Service

Last previous Paper
10/25

Enclose copy letter addressed to Treasury re: res.
Termination of contract with B. S. A. Co. &
Indicate for negotiation with house of the U.S.

Mr. G. Zeller

The first sentence of the 3rd line
of the memo seemed to me to take an
account of our part of the 5th Feb 12 on
L.P.O.
1935 for ... his inquiry made of ...
Small of ... in the subject. He
says that there is no prospect of a regular
fortnightly service but he is having a
P.S. added to the ... the Transit ...
as to make our position clear ...
being asked to send a ... of the T.S.

Put by

See now
his memo
letter attached
to S. Zeller
has seen.
H. J. R.
1/1/13

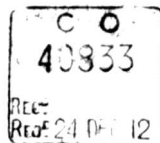
Put by

H. J. R.
LA G.M. 31 307-11
31.12.12
E 31.12

Next subsequent Paper

2459

Address reply to—"The Secretary, General Post Office,"
quoting Registered No. 245263/12



The Secretary to the Post Office presents his compliments to the
Under-Secretary of State for the Colonies

and, by direction of the Postmaster General,
encloses copy of the undermentioned papers

General Post Office

23rd December 1912

Reference to previous correspondence

Letter to the Post Office of the 4th of January 1912

NE 40939/11

POST OFFICE

Name and Date

Signature

Post office letter to Aden - Zanzibar
the Secretary, Treasury. Mail Service

(Similar letter sent to

Foreign Office)

COPY.

559

C O
40333
RECEIVED
REG 24 05 12

GENERAL POST OFFICE, LONDON.

20 December 1912.

245263/12.

Sir,

With reference to your letter No. 8085/11 of the 2nd of May 1911, concerning the annual subsidy paid to the British India Steam Navigation Company in respect of the Aden-Zanzibar Mail Service, I am directed by the Postmaster General to acquaint you for the information of the Lords Commissioners of the Treasury that, following the lines suggested by Their Lordships, the matter was discussed with Lord Inchcape, a Director of the British India Steam Navigation Company, from whom a letter was subsequently received in which it was stated that the Company were losing something like £12,000 a year on the service, that any attempt to increase the frequency of the sailings would entail a further loss, and that they wished to be relieved of the service at the end of this year, although they were willing to carry it on for a few months after that time so as to avoid any inconvenience to the Post Office.

It has been thought well to defer any negotiations with the Union Castle Steamship Company for the use of their steamships of the East African Line until after the conclusion of the Anglo-South African Mail Contract, but the Postmaster General now proposes to approach the Company again.

Correspondence with the Secretaries of State for the Colonies and for Foreign Affairs seems to show that any

the Secretary,

service

TREASURY.

service which could be provided by the Union Castle Company would be of little value beyond that represented by purely postal purposes. This value is estimated as follows:-

Value of the Service if the ships are used.

	only on the further side of Aden.	on this side of Aden.	On both sides of Aden.
<u>Mails of British origin.</u>	£.	£.	£.
Letters etc.	800	300	1,100
Parcels.	400	400	800
	1200	700	1900
<u>Mails from Foreign and Colonial Administrations.</u>			
Letters etc.	1,000	1,200	2,200
Parcels.	300	100	400
	1300	1300	2600
Totals.	£2500	£2000	£4500

A trifling proportion of the Mails included in this estimate would be diverted from the South African subsidized service: and, as regards the use of the steamships on this side of Aden, against which an amount of £700 has been set in respect of the conveyance of Letter and Parcel Mails of British origin, it should be stated that these services are already covered by the Contract with the Peninsular and Oriental Steam Navigation Company. Even if the two Contracts did not overlap, it is not certain that the service on this side of Aden would be worth as much as the total additional sum of £2000 at which it is valued. This amount includes £1200 in respect of the conveyance of correspondence to Europe for Foreign Administrations, but foreign Administrations might possibly

possibly make more advantageous arrangements for the homeward conveyance from Aden of some of this correspondence by other and faster services.

561

The total amount of £4500 is accordingly a liberal estimate of the value of the service, if used to its fullest extent, so far as the mere conveyance of the Mails is concerned. It is necessary to consider however what further amount should be assigned for the regularity which might be obtained by a controlled service under contract.

The Union Castle service takes 7 days on the journey from Aden to Mombasa - the most important part of the service - as against the 8¹/₂ days during the South West Monsoon and 7 days at other times of the present British India service, but on the other hand Zanzibar is not reached until 13 days after leaving Aden as against the 11 days during the South West Monsoon and 9 days at other times of the present British India Service. If the difference in the times ^{to} of Zanzibar is due to the length of the call made at Mombasa by the Union Castle Steamships for the purpose of discharging cargo, it is improbable that any offer which the Postmaster General could make to the Union Castle Company would secure an acceleration of the Service. In these circumstances it does not appear proper to assign any very large value to the degree of control which would be given by a Contract; and the Postmaster General considers that £6000 is the maximum amount which he should offer to the Company for the unrestricted use of their Steamships of the East African Line for the conveyance of all Mails tendered to them either by this Office or by foreign Postal Administrations and carried under a contract providing a regular service covering the whole journey both out and

home

... from this Country and Natal. He accordingly seeks
His Lordships' authority to reopen negotiations with the
Company with an offer of this amount.

If the British India Steam Navigation Company ceases to
provide a steamship service with Mombasa and Zanzibar before
any arrangement for a controlled service can be made with the
London Castle Steamship Company, reasonable facilities would
still be afforded by existing services for sending Mails to
Mombasa and Zanzibar.

I am,

Mr,

Your obedient Servant,

(Sd.) E. Crabb.

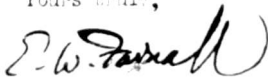
GENERAL POST OFFICE, LONDON.

30 December 1912.

Dear Mr. Road,

I enclose a memorandum on the points mentioned in the telephone conversation of the 28th instant about the Aden-Zanzibar Mail Service.

Yours truly,



J. Road, Esq., C.M.G.

Memorandum,

140/12.

Letter of the 5th of February last from the
Colonial Office No. 1935/12.

Nothing has been said to the Treasury as regards "a regular fortnightly Contract Service" or "regular calls at Lamu and Kisumu" because there appears to be no prospect of getting the former by ~~any~~ payment which the Postmaster General could possibly offer. The Union Castle Company say that the present monthly service even is being run at a loss. It is not likely therefore that they could be induced to double the service.

As regards calls at Lamu and Kisumu, it was explained to the Colonial Office in the letter of the 22nd December 1911 from this Office that "it is almost certain that the Union Castle Steamships are too large to call at Lamu and it is feared that the difficulties and delays connected with the use of the anchorage at Kisumu would not be acceptable to the Company". The remarks in the Colonial Office reply of the 4th of January (40939/11) as regards the condition of the two ports and especially the concluding remark that "it also appears that no payment could at present secure

regular

regular calls at Lamu and Kismayu in view of the conditions prevailing at these ports" seemed finally to put the matter of the calls outside the scope of any present negotiations with the Union Castle Company and the Postmaster General has accordingly made no reference to these calls in writing to the Treasury.

A.S.

30 December 1912.