

1911

E. AFRICA

757

ward in paper  
Date

1911  
27 Jan

et previous Paper.  
14  
10/10/11

Ramon Castle, S.S. Service

Sends private letter to Sir J. Curriehes resp.  
passenger fares by Co. Service compared with  
those of other lines

Mr Butler

See also 2895, 1946, 1559 + 732, <sup>18 P.O.</sup>  
5743

We need not know ask Col. Galt to write to  
Sir J. Curriehes, as we have the private  
details again - though I cannot say  
that they are satisfactory Sir J. Curriehes  
(letter)

contains no promise of concession for the  
future, as we were led to expect, but  
is simply a denial of the present sale  
the concession to the B.S., if it was a concession  
we have long ago, and our calculations have

are not speaking  
of future concession  
visions which  
have been made  
I assume  
and we had notes  
on this letter.

PARB

Subsequent Paper

2895

has made a table. The Company  
 do not say what rate of first class fare  
 (whether B, B<sub>3</sub> or B<sub>5</sub>) is being compared with  
 what rate of first class fare in the other line  
 and without this info. it is difficult to  
 make comparisons, but even as they  
 are showing the M. M. when first class  
 is some 10.8.6 cheaper than the U.C.,  
 and if this is to our untrained eyes  
 a real advance, and it will be difficult  
 to meet a demand for an allowance in  
 any of these "lower" schedules' fares, for  
 of course it is impossible to expect an  
 offer to travel by one line than partly by another!

But? the first thing to be done is to  
 send back figures to the U.C. for the other  
 and ask them for a table giving the  
 exact figures for different rates of  
 first & second class fares. We can then  
 consider the question of making further  
 representations to the Company.

W. Read

I think we must get the more  
 detailed comparison suggested by Mr.  
 Batterlee before we can judge finally.

JAB

Feb 1

at once

H. J.

111

Comm. list to

In your obous. please  
 Can you let us take going the  
 exact figures for different rates  
 of first & second class fares.

H. J.

Mr. Batterlee

I annex a table showing  
 the fares charged by the Union  
 Castle, P. & O., Loak., and  
 Messageries Maritimes. The  
 Union Castle has three rates for  
 first class passages, the one which we  
 are entitled to adopt for officials  
 being the intermediate, B.3. The  
 difference between this and the lower  
 rate (B.5) is that the former

H. J.

denies an rate, and the latter  
an inner cabin. The other  
lines make no such distinction.  
The choice given to the first comes  
Sir J. Macmillan compares  
the Lowest Union (Cable) rate  
(B. 5) with the uniform rate  
of the other lines; but this  
is hardly fair, as for any  
accommodation but the worst the  
Union (Cable) rates are  
substantially higher. He  
misstates the messenger figure  
which is not £43-11-2, but  
£44-15-11. i. e. a £41-16-0.  
You will see that the 1<sup>st</sup> class  
single rates for ordinary passengers  
are much the same for all the  
lines. But that there is a  
substantial difference for Govt  
passengers, for whom the Union  
(Cable) makes no reduction.  
It is curious that they allow  
about 10% off to government  
officials who book their own  
passages, and then privilege  
is made use of for wives and  
families (for whom the officials  
have to pay). It would be  
open to us and the local Govt  
to advance the passenger fares

PASSENGERS VIA MANCHESTER TO CHICHESTER ISLAND RATE

333

	Union Castle	Union Castle	Union Castle	Union Castle	Union Castle	D. O. A.L.	Aberdeen (Rennie Line)
1st class Tariff rate	A.3 rate	B.1 rate	B.2 rate	B.3 rate	B.5 rate		
1st class Government rate	£87.12.8			£87.12.2	£89.9.10	£83.10.2	
Rate paid by officials	£87.14.8			£88.12.2	£89.9.30	£88.16.8	
2nd class Tariff rate							
2nd class Government rate				£85.13.8	£87.8.9	£107.0.4	
Rate paid by officials				£86.13.8	£87.8.9	£87.13.4	
3rd class Tariff rate							
3rd class Government rate				£83.2.10	£86.19.9	£88.3.11	
Rate paid by officials				£83.2.10	£86.19.9	£84.16.10	
4th class Tariff rate							
4th class Government rate				£89.11.8	£87.10.2	£89.13.8	
Rate paid by officials				£89.11.8	£87.10.2	£83.12.11	

BY LONG SEA ROUTE

	A.3 rate	B.1 rate	B.2 rate	B.3 rate	B.5 rate	1st class	Inter.	2nd class
1st class Tariff rate	£54.12.0	£46.11.0	£44.12.0	£40.11.0	£37.16.0	£52.5.0	£34.13.0	£29.8.0
1st class Government rate	£49.2.10	£41.11.7	£39.13.10	£36.17.1	£34.0.5	£47.0.6	£31.3.8	£26.9.2
Rate paid by officials	£49.2.10	£41.11.7	£39.13.10	£36.17.1	£34.0.5	£47.0.6	£31.3.8	£26.9.2
2nd class Tariff rate	£98.1.7	£83.3.3	£79.7.7	£73.14.2	£68.0.10	£94.1.0	£62.7.5	£52.18.5
2nd class Government rate	£88.9.0	£74.16.11	£71.8.11	£66.6.9	£61.4.9	£84.12.11	£56.2.7	£47.12.6
Rate paid by officials	£88.9.0	£74.16.11	£71.8.11	£66.6.9	£61.4.9	£84.12.11	£56.2.7	£47.12.6
3rd class Tariff rate		D.3 rate		E.3 rate	E.4 rate			
3rd class Government rate		£36.15.0		£32.11.0	£30.9.0	£35.15.0		
Rate paid by officials		£33.1.6		£29.5.11	£27.8.1	£32.3.6		
4th class Tariff rate								
4th class Government rate		£66.3.0		£58.11.10	£54.16.2	£64.7.0		
Rate paid by officials		£59.10.8		£52.14.8	£49.6.7	£57.18.4		

- The Union Castle Company return tickets are available for 12 months
- The rate for children by Union Castle Steamers is one sixteenth of the adult fare for each year or part of a year of their age, children of 15 years and over, and adults.
- The return ticket by D.O.A.L. is available for 12 months
- The rate for children by D.O.A.L. steamer is, above 12 months and under the age of 15 years, one sixteenth of the adult fare for each year or part of a year of their age.
- The return ticket by the Aberdeen (Rennie Line) is available for 1 year.
- The rate for children is one sixteenth of the adult fare for each year or part of year of their age, up to but not including 15 years.

spirated - hot to communicate to the main (with center)

PASSAGES VIA MANHULL'S TO SINGAPORE IN LIVING HAIL

		Union Castle	Union Castle	Union Castle	P. & O. Co. and N.P. Company	P. & O. Co. and N.P. Company	Messageries Maritimes
1st class single	Tariff rate	H.1 rate \$53.19. 2.	H.3 rate \$47. 3. 8.	H.5 rate \$43.14. 4.	\$48. 0. 2.	\$41. 8. 5.	\$43. 0. 0.
	Government rate	\$53.19. 2.	\$47. 3. 8.	\$43.14. 4.	\$41. 1. 5.	\$44.17. 8.	\$41.1. 0.
	Rate paid by officials	\$53. 9. 9.	\$47. 2. 1.	\$43. 0. 3.	\$40. 4. 5.	\$43.17. 8.	\$41.1. 0.
1st class return	Tariff rate	\$53.19. 6.	\$47. 5. 8.	\$43. 0. 10.	\$79.10. 8.	\$57.15. 4.	\$53.17. 0.
	Government rate	\$53.19. 6.	\$47. 5. 8.	\$43. 0. 10.	\$58. 9. 8.	\$57. 5. 4.	\$53.17. 0.
	Rate paid by officials	\$53. 7. 2.	\$47. . . 2.	\$43. 7. 10.	\$70.12. 4.	\$57. 0. 10.	\$53.17. 0.
2nd class single	Tariff rate		H.3 rate \$33.10. 5.	H.4 rate \$32. 9. 4.	\$32.10.11.	\$27.11. 0.	\$27. 4. 0.
	Government rate		\$33.10. 5.	\$32. 7. 4.	\$27.10. 8.	\$27.13. 1.	\$27.14. 0.
	Rate paid by officials		\$33.10. 8.	\$29.11.11.	\$27.10.11.	\$27.13. 1.	\$27.14. 0.
2nd class return	Tariff rate		\$31. 5. 4.	\$29. 3. 1.	\$21. 3. 1.	\$21. 0. 3.	\$48. 6. 0.
	Government rate		\$31. 5. 4.	\$29. 3. 1.	\$43.19. 7.	\$27. 0. 3.	\$48. 6. 0.
	Rate paid by officials		\$31. 1. 5.	\$24. 3. 0.	\$51. 5. 10.	\$27. 0. 3.	\$48. 6. 0.
By long sea route							
1st class single	Tariff rate	H.1 rate \$51.19. 6.	H.3 rate \$46. 4. 5.	H.5 rate \$42.14. 8.	\$48. . . .	\$44.15. 6.	
	Government rate	\$51.19. 6.	\$46. 4. 5.	\$42.14. 8.	\$39.14. 7.	\$44. 1. 6.	
	Rate paid by officials	\$46.15. 7.	\$41.11. 7.	\$38. 0. 3.	\$48. . . .	\$44. 1. 6.	
1st class return	Tariff rate	\$53.11. 1.	\$43. 3. 2.	\$36.10. 7.	\$72.10. 1.	\$54. 3. . .	
	Government rate	\$53.11. 1.	\$43. 3. 2.	\$36.10. 7.	\$59.19. 8.	\$75.14. 6.	
	Rate paid by officials	\$54. 4. . .	\$44.10.10.	\$39. 4. 7.	\$73.10. 0.	\$75.14. 6.	
2nd class single	Tariff rate		H.3 rate \$32. 6. 10.	H.4 rate \$31. 5. 17.	\$30. 0. . .	\$21.17. . .	
	Government rate		\$32. 6. 10.	\$31. 5. 17.	\$24.17. 6.	\$28. 0. 8.	
	Rate paid by officials		\$29. 0. 2.	\$27. 0. 6.	\$20. 0. 3.	\$24. 0. 8.	
2nd class return	Tariff rate		\$30. 4. 4.	\$24. 1. 1.	\$45. 0. . .	\$36.10. 6.	
	Government rate		\$30. 4. 4.	\$24. 1. 1.	\$39.16. 3.	\$31. 5. 5.	
	Rate paid by officials		\$27. 7. 11.	\$40.13. . .	\$45. 0. . .	\$31. 5. 5.	

- (a) The Union Castle Company return tickets are available for 12 months.
- (b) The rate for children by Union Castle steamers is one sixteenth of the adult fare for each year or part of a year of their age, children of 15 years and over count as adults.
- (c) The P. & O. Company return ticket is available for 24 months.
- (d) The rate for children by P. & O. steamers is 3 years & under 15 years 60% of fare, 16 years and under 3 years free.
- (e) The Government rate quoted above for the P. & O. is based on the assumption that 15% is deducted from a certain portion of the passage money under the confidential arrangement made by the Crown Agents with the company.
- (f) The return ticket by Messageries is available for 12 months.
- (g) The rate for children by Messageries steamer is, above 12 months and under the age of 16 years, one sixteenth of the adult fare for each year or part of a year of their age.
- (h) The return ticket by Messageries steamers is available for 24 months.
- (i) The rate for children by Messageries steamers, one infant under 3 years free, from 3 years to 12 years half the adult fare, over 12 years of age full fare.

to officials. So that they might get the tickets themselves. But this would hardly be acting within the spirit of the agreement and would probably lead to the withdrawal of the family.

If it is indeed to urge the Union Castle to make any concession, I would suggest that it should be on the basis of inviting them to allow a percentage reduction in the case of Govt passengers on the principle suggested by the other companies. They might also be asked to extend the availability of return tickets to 24 months as done by the O. & O. & Messageries.

Wm

13/2/11

Mr Butler

We are very indebted to the CA for his clear table of the differential fares charged by the various Steamship Companies - for which ~~the~~ <sup>the following</sup> facts emerge:

① Mr F. Mervin, as the <sup>of</sup> table <sup>of</sup> fares he sent to Mr P. Finlay, was comparing the lowest fares Union Castle



rate with the standard rate of other  
lines - which is a lot a fine in person  
for the same explained by the heretofore  
be allow out of office to travel to the  
cannot expect these things of family to  
travel her comfortably but that

(2) The prob. rate for first class return (B. 1.)  
by the H. C. is £86 5 8 against £68 7 8  
by the P. & O. B. 1. and £72 12 0 by the H. C.

(3) The H. C. grant a prob. office a rate of 15% on  
~~the rate which a prob. official last pay~~  
inches taken for his wife & children, but even so the  
~~for his wife & children for a first class return~~

(B. 3) by the H. C. is £79 0 2 against  
£72 12 0 by the H. C. of course if  
the Cd. took the passage for the officer  
wife & family, by the P. & O. B. 1., they can  
but such passage at the reduced rate of £68 7 8  
but, in such a case, the ~~prob. office~~ rate  
falls into the pocket of the Cd. by the  
real prob. rate into the pockets of the  
Cd. because the agreement with the P. & O.

to himself but the South means could  
 be found of changing the rate to the  
 present amount of 10 a dozen

To sum up, the present M.C. rates  
 are about £18.00 dozen than P.O. rates  
 for the post, and about £6.00 dozen  
 than the rate for the officers taking  
 tickets for his family, or about £10.00  
 dozen than P.O. rates of a means  
 could be found of changing the post rate  
 to the officers

It is useless I fear to approach  
 the M.C. Company as to the post rate  
 it was part of the bargain that  
 the post should pay tariff rates for  
 all officers but we must, I think,  
 try to get a further reduction for  
 officers' wives & children, & feeling that



Considers the question of making the  
manned office some special allowance  
to cover the increased cost of fuel & paper  
and in approaching the company for  
to put at the same time put the  
point as to increasing the period of  
availability of steam tickets from 12  
to 14 months in Dec. 20/2095

In considering the question of T.O.P.  
tickets no doubt will be a pro & con  
argument in Dec/237. 17/16 1/2

W. D. Dadds  
I agree that we should proceed  
as proposed in the last 2 para: of  
Mr. Watterbees minute.

In this discussion we must not lose  
sight of the facts of the case. The Union  
Castle line have no doubt undertaken  
this new service for their  
own

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our private ends. At the same time the  
 CO were very anxious to see a good  
 British service established & to support  
 the U. C. line in their enterprise, which  
 was somewhat of a leap in the dark.  
 We accordingly gave them something  
 which was no doubt of use to them  
 but which cost us very little to give  
 - vizt Passages for our first Officers &  
 first cargo. I say "very little" because  
 the first cargo is carried at about the same  
 rates as on the other lines - & as regards  
 the passages of Officers, the difference  
 of cost (taking the mean of the  
 difference between the fares by the  
 U. C. & the D. O. A. d. + M. M.  
 at £10.10<sup>s</sup>, & the annual number  
 of return passages at 120) is very  
 small, when compared with the first  
 paid to the D. O. A. d. + M. M.

The Union Castle line assert that  
 they are losing £3,000 each voyage  
 & if this is approximately correct, we  
 cannot expect them to be very liberal  
 in their concessions to us. At the same

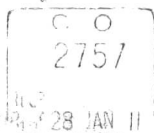
leave out of  
 the P. & O.  
 as to the  
 course travelling  
 passage by the  
 the time  
 engagement is  
 of an amount of little  
 H. V. R.

time if we had to make named  
 officers an all <sup>cc</sup> of (say) £10 for  
 the passages of their wives & families,  
 the add<sup>l</sup> cost to Govt would not  
 be great; for, assuming that one  
 half of the 120 passages referred  
 to above were for named officials,  
 the add<sup>l</sup> cost would only be £600  
 a year. In fact the total subsidy  
 (if we may venture to use the  
 term) paid by the Govt would  
 be under £2,000 a year as  
 against the subsidy of £60,000  
 paid by the German Govt to the  
 D. O. S. L. +, to judge by the  
 cost of their passages, the still greater  
 subsidy paid by the Govt  
 to the M. M.

H. J. R.  
 22/II

Col. Leach ? We can try to say in the first  
 instance, as suggested.

Mr. Read P.M. 24  
 Yes. We can write as suggested. But I think  
 Mr. Read says is very material to the question.  
 P.M. 24.2.



Mr. Asquith,

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I pass on a private note received  
from Sir Frederick Mirrielees, on the subject of  
their tariff of passenger fares.

*W. M.*

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LONDON.

27th January 1911.

*London*  
London 26th Jan. 1911.

Dear Sir Percy,

With reference to your call here the other day, and to our tariff of passenger fares, I think from some of the figures you gave us your informant has made some mistake, but at the same time I may tell you that we modified our tariff soon after it was first put out, - the B2 accommodation being abolished and the rate for B3 applying to B2 accommodation.

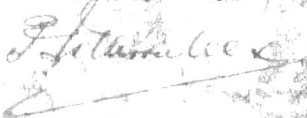
I enclose a list of the fares which you gave us, with our own correct fares and those by other Lines (as far as I have been able to ascertain them from their printed tariffs in our possession) shewn in red ink. You will see by this that our fares compare quite favourably with those of the other Lines, with one exception and that is due to the Messageries Maritimes quoting a fare and a half for the return voyage, but this difference would not apply of course in the case of families who make the whole voyage by sea.

\* 2 \*

sea. In some cases you will notice that our fares are less than the fares of other Lines.

I shall hope to see you at the Dinner on Monday evening, and in any case I wish you a pleasant voyage by the "Dunvegan Castle".

Yours very truly,



His Excellency,  
Sir Percy Girouard, K.C.M.G.,  
Colonial Office, S.W.



A. via Marseilles and overland

	<u>U-Castle</u>	<u>P&amp;O &amp; BI</u>	<u>D.O.A.L.</u>	<u>Messageries Maritimes.</u>
1 cl. single	47:17:0 40 3 3	43:17:8 37 11 11	44:0:6 40 17 8	41:16:0 45 11 2
1 cl. return	87:8:8 79 0 0	79:10:4 81 11 7	80:12:6 80 6 10	72:12:0 75 12 0
2 cl. single	31:0:0 30 12 8	33:8:11 32 1 3	30:14:9 30 12 5	27:14:0 28 14 7
2 cl. return	57:5:6 56 11 4	57:5:10 55 1 10	56:5:7 55 7 11	48:6:0 55 6 12

B. by long sea route.

1 cl. single	45:3:0 41 11 11	43:4:0 41 10 5	42:12:6 42 1 6
1 cl. return	82:3:9 76 16 10	72:10:0 75 11 0	76:16:8 75 16 8
2 cl. single	28:7:0 24 2 2	30:12:0 27 11 3	28:16:3 25 9 9
2 cl. return	51:12:0 42 11 11	51:0:0 41 10 0	51:18:8 41 10 8

9 E. Africa  
2759

Mr. Mackay

10

Gentlemen

I am etc to inform

DRAFT.

Draft of 2759

you that it has been  
prompt to his office  
that named officers in

MINUTE

- Mr. A+B 6/3
- Mr. Bates
- Mr. Fiddes 8 7
- Mr. Just.
- Mr. Cox.
- Sir C. Lucas.
- Sir F. Hopwood.
- Col. Seely 8/3
- Lord Cochrane
- Mr. Harcourt

the Comd of the Ed. Post  
when accompanied to  
from East Africa by their wives  
and families, but  
considerable hardship

of Seely may perhaps  
mean to supplement the  
usual letter by a  
short letter to Mr. D. Morrison  
I will tell Mr. Mottens that  
this letter is coming

owing to the fact that,  
under present arrangements,  
they have to pay more  
the passage of  
for their families  
than they

have previously had to do  
All post offices are  
now required, in accordance  
with the terms of the  
recent agreement I have  
by the U.C. line, and  
this of course necessitates  
these families' handling  
by the same line,  
whereas in the past  
they were free to handle  
by the line which  
offers the cheapest  
passage.

2 Mr Harcourt  
understands that the  
W.C. Company point a

what of 10% on all 313  
tickets for <sup>the</sup> passages of  
members of <sup>the families of</sup> post offices,  
Messengers, but, Scouts,  
the rates charged by the  
W.C. Co for such tickets  
would appear to compare  
unfavorably with the  
rates charged by the  
Messengers' handling  
line. Mr Harcourt  
is informed that the  
cost of a return passage  
by the known (Cathedral  
ticket (B.S. rate)) to the home  
amounts, after allowance  
for the 10% rebate, to  
£79 0 2, as compared

the rate  
by the French line  
£72 12 0, the ~~rate~~ charged

Reference is made to the B.S. rate, because that rate represents the best class rate charged by the U.C. Company, and also because it is the rate fixed for first class passengers. It appears therefore that, as a result of the recent agreement, an office is obliged to pay £6-8-0 for the return ticket of his wife, or other member of his family, than he has himself had to pay.

DRAFT.

MINUTE.

- Mr.
- Mr.
- Mr. Fiddes.
- Mr. Just.
- Mr. Cox.
- Sir C. Lucas.
- Sir F. Hopwood.
- Col. Seely.
- ~~Lord Curzon.~~
- Mr. Harcourt.

Mr. Simon's complaint has been received by the Board on this account, which is somewhat finds it very difficult to meet, and he thinks that the U.C. Company may see their way to grant some concession which will allow the ~~same~~ considerable dissatisfaction to which the present ~~state of affairs has~~ state of affairs has ~~been~~ ~~coming from~~ ~~from~~ ~~since~~ ~~the~~ ~~subject.~~

3 There is a second

point on which  
 the account would be  
 made ~~to~~ <sup>partly that</sup> the  
 Company of ~~the~~ <sup>may</sup> could  
 see their way to make  
 some concession. It  
 has been represented  
 to him that it would be  
 a great convenience to  
 members of  
 Post Officers' families  
 if the validity of their  
 other tickets could be  
 extended to two years.  
 It frequently happens  
 that the wives of  
 Officers desire to visit

the year, and if  
 the C. Company could  
 see their way to grant  
 the same privilege in any  
 respect as is already  
 granted by the L. Co.  
 Line, the concession  
 would undoubtedly be much  
 appreciated by Post Officers

