

service to Delagoa Bay (20 to near 27/5/87)
nothing seems to have come of this.

The Post Office seem quite content with
the present service from their point of
view, but it seems to me that if it is
justifiable to pay £9000 a year for this
mail service it would be justifiable
to pay ^{five or six} times as much for an
affluent ^{carriage} service on the line, laid
down by the 19th Committee in para 36
of their report.

W. Antrobus

See memo. on 42985

4872

See also on 42988

W. Antrobus



Copy all

C.O.
40386
(S) 13 NOV 05

Commissioner's Office,

Mombasa,

448

October 16th 1905.

~~WEST AFRICA PROTECTORATE.~~

No. 561

Sir,

I have the honour to transmit to you herewith a copy of a despatch which I have received from the Post Master General regarding the coincidence in the sailing of the steamers of the British India Steam Navigation Company and the German West Africa Line, and the uselessness of the former for mail purposes. It quite agrees with Mr. Gosling that the time has now arrived when the whole question of the subsidy for this line should be seriously re-considered. The present arrangements are practically the same as when the contract was first commenced in 1892, but the circumstances in regard to the number of foreign

steamers

Principal Secretary of State

for the Colonies,

Downing Street,

LONDON

*of letter from
P. to Sec.
Mar. 1905*

8296-2-15

9,000

steamers calling at Mombasa and the speed of the Ocean
mail services generally have materially altered during
the past thirteen years. A sum of nine thousand pounds
per annum is paid to the British India Steam Navigation
Company, but as you will observe from the enclosed papers
very few mails are sent by this line either to or from
Mombasa.

I have been in communication with Mr. Cave at
Zanzibar on the subject of a proposed alteration in
the dates on which the mail-steamers of the British
India line leave Aden for Mombasa and Zanzibar, and I
learn that as far as the Zanzibar Protectorate is concerned
it would be more advantageous if the sailings of these
ships were set back a week. I consider that the
advantage would be equally great in the case of
Mombasa.

I have the honor to be,

Sir,

Your most obedient,

humble servant,

J. J. Gathorn
Acting Commissioner.

C. O.
40396

450

BRITISH EAST AFRICA AND UGANDA.

Registered No. 900/05

43

Any further correspondence on this subject
the above number should be quoted.

GENERAL POST OFFICE,

MOMBASA,

Dated 14th October 1905.

Sir,

With reference to the matter of the coincidence in the dates of sailing of the mail steamers of the subsidized British Service with those of the German East Africa Line, I have the honour to inform you that early in August I forwarded two communications to London with a view to testing the relative rapidity of the two services. The result shows that the mail forwarded by the German steamer leaving this port on the 8th August arrived in London on the 25th idem, that despatched by the British India Steamer leaving on the 6th August was not delivered in London until Monday the 28th idem (possibly it arrived the day before, - Sunday). This shows the German service to be the quicker by five days and makes it clear that mails are actually delayed when forwarded by the existing British Contracted Service.

I have already furnished you with a copy of the correspondence with the London General Post Office in which I have suggested that in order to avoid coincidence in the dates of sailing of the British and German steamers the dates of departure of the former should be set forward one week. Upon further consideration of the matter I think the

acting Commissioner,
East Africa Protectorate,

advantage

M O M B A S A.

3

advantage would be greater if the sailings of the British steamers were set back a week instead of being set forward, but this must necessarily depend upon the arrangements of the German Line for the ensuing year which have not yet been notified.

3. But whilst it may be possible to re-adjust the dates of sailing as to make the Contracted Service of steamers of the British India Line of some use for the letter mails - at present it is of advantage only as affecting the parcel post - I very much doubt whether it would, for mail purposes, even then be really worth the amount of the subsidy paid, viz; £.9000 per annum. The present arrangements are practically the same as when the Contract was first commenced in 1892, but the circumstances in regard to the number of foreign steamers calling at Mombasa, and the speed of Ocean Mail Services generally, have materially altered during the past 13 years. I am aware that the Contract serves other interests besides those of a mail service pure and simple but am of opinion that the time has arrived when the whole question should be seriously re-considered.

4. I shall therefore be obliged if, as a preliminary for further correspondence between this Office and the Authorities at St. Martins-le-Grand, you will be so kind as to favour me with a note of your views regarding the political and commercial considerations involved in this question, particularly as affecting the coast ports of Lamu and Kisumu.

I have the honour to be,

Sir,

Your most obedient

humble servant,

(Sd) J. Gosling

Extract from a communication forwarded by the
Postmaster General, East Africa and Uganda, to
the Secretary, General Post Office, London, on
the 14th March 1905.

It is thought that the information represented by the
enclosures "A" and "B" may be of use to your
office in connection with the consideration of the question
of subsidised service to the East Coast of Africa:
forming an opinion of the actual value for mail
of the present contract with the British India
Steam Navigation Company for which £.9,000 per annum is paid.
I derive from the enclosure "A" that very few
of the British India Line either to or from
Mombasa during the period under review there were 564 bags
received at Mombasa from London of which only 71
came from Aden by the British Contracted Service.
The remainder representing 87 per cent of the whole were
sent by foreign or British non-contracted steamers.
Of the 564 bags despatched only 16 were conveyed by the
Contracted Service, the remainder representing 80 per cent
of the whole being forwarded by foreign steamers. These
figures serve to emphasise the undoubted fact that the
British Contracted Service is of very little value for
ordinary letter mails. There is no doubt that occasionally
a few days delay are saved by its use but the service of
foreign steamers (Austrian, French and German), which gives
12 connections per month between Mombasa and European ports,
is so superior to that of the British India Line that, as a
rule, mails can be forwarded more expeditiously by a foreign
steamer than by a British Steamer.

The British Contracted Service could be improved by an
alteration of the dates of sailing. The present cycle of 28

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Under the provisions of the
provisions of the Act of 1864
and in compliance with the request
of the Colonial Office of 21st July 1894
enclosed a copy of the list of mails
received and despatched from Mombasa
during the first half of 1894.

Colonial Post Office,
Mombasa, 21st January 1895.

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days practically coincides with a similar cycle by the German Steamers, a German vessel leaving Aden or Mombasa one or two days after the British Contracted Steamer and arriving at the port of destination (Mombasa or Aden) at about the same time. If the British Contracted Steamers were scheduled to leave Aden and Mombasa a week earlier than at present, this would be of greater use. I attach a copy of the Local Time Table endorsed for your information in this connection.

BRITISH EAST AFRICA AND UGANDA.

A Statement showing the number of bags of mails for and from the United Kingdom received and despatched by British Contracted Steamers, and British non-contracted and Foreign Steamers during the six months ending the 31st Dec 1905.

No. of Bags Received from London, India, East Africa, and Foreign Steamers.				No. of Bags Despatched to London, India, East Africa, and Foreign Steamers.			
No. of Bags.	Name of Line.	Date of Arrival.	No. of Bags.	No. of Bags.	Name of Line.	Date of Despatch.	No. of Bags.
	German	July 1	37		German	July 10	6
	Austrian	" 12	28		Austrian	" 12	1
	German	" 16	3	July 11.	German	" 23	4
	do.	" 28	38	Aug. 5.	do.	Aug. 7	6
	Via Zanzibar.	Aug. 8.	15		Austrian	" 12	2
	Austrian	" 16	16		German	" 25	4
	German	" 17	3		do.	Sept. 7	2
	Br. India.	" 21	14	Sept. 8	Austrian	" 18	2
	German	" 20	21	" 30.	German	" 22	2
	Br. India.	Sept. 3	14		do.	Oct. 6	2
	German	" 9	21	Oct. 28	German	" 20	5
	Austrian	" 14	14		do.	Nov. 1	4
	German	" 20	21		Austrian	" 12	4
	do.	Oct. 8.	21	Nov. 28	German	" 14	1
	Austrian	" 14	19		do.	" 17	2
	German	" 20	6		do.	" 23	4
	Br. India.	Nov. 1.	34		Austrian	Dec. 12	4
	German	" 5.	5		German	" 15	2
	Austrian	" 13.	40	Dec. 28	do.	" 28	2
	German	" 16.	5				
	Br. India	" 24.	19				
	German	Dec. 2.	26				
	do.	" 14.	4				
	do.	" 31.	59				
71.			493.				68.

Post Office, MOMBASA. 24th Feb. 1905.

British East Africa - Uganda

456

A Statement showing the number of bags of mail for and from Mombasa received and despatched by British Contracted steamers and British non Contracted and Foreign Steamers during the month ending the 31st December 1904.

No. of Steamer	Number of Bags received from London			Number of Bags despatched to London		
	By	Name of Line	Date of arrival	By	Name of Line	Date of despatch
24	By non Contracted and Foreign Steamers			By British India Contracted Steamers		
	German	July	1 37		German	July 10
	Austrian		13 28		Austrian	13
	German		16 3	Relief 11	German	23
28	do		28 38	August 6	do	August 27
	Austrian	August	9 15		Austrian	12
	Austrian		12 16		German	25
	German		18 3		do	September 7
25	British India		21 14	September 3	Austrian	13
	German		26 21	" 30	German	22
	British India	September	3 14		do	October 6
	German		9 21		Austrian	12
22	Austrian		14 14	October 28	German	20
	German		23 21		do	November 1
	do	October	9 31		Austrian	12
15	Austrian		17 19	November 24	German	13
	German		22 6		do	17
	do				do	29
	British India	November	1 34		Austrian	December 1
	German		5 5			
11	Austrian		13 40	December 23	German	15
	German		16 5		do	28
	British India		24 19			
	German	December	2 26			
13	49	do	14 4			
		do	91 59			
	71		473		16	

Post Office
Box 24 February 05



40396
40396

15 February 1906

Sir,

I am directed by the Earl of Uxbridge to transmit to you the laid before the Postmaster General the accompanying copy of a despatch with enclosures, which has been received from the East Africa Protectorate, on the subject of the mail service to and from Aden which is provided by the British India Steam

Hand 8577-106

DRAFT.

Secretary of the
General Post Office

MINUTE.

- Mr. Bostwick 6/2
- Mr. Read 7
- Mr. Antroub 12 f/s
- Mr. Cox.
- Mr. Lucas.
- Mr. Graham.

Sir M. O'Malley
Col. Churchill
The Duke of Devonshire
Mr. Lytton

16 Oct 1905

7700
Copy to Comm 178 44 Aug 8572
for 14 Aug 2703/06

W & A 0001201
010310-01

27635-3-11

44208
40396 + 42988 No 40396

Navigation Company
 under the contract of
 1842 as renewed in
 subsequent years.

2. As the grant of
 \$4000 a year which
 is paid to the Company
 for this service is
 charged to the Post
 Office vote the question
 of the renewal of the
 contract must rest
 with Mr. Buxton, but
 Lord Selkirk cannot
 express any satisfaction
 from the point of
 view of the Protection to
 Canada of a service
 which is so slow
 compared with other
 lines that it is

only utilized to the
 extent of one-eighth of
 the outward mails from
 the United Kingdom and
 one-fifth of the
 homeward mails.

3. Mr. Buxton would
 therefore be glad if
 Mr. Buxton would consider
 the possibility of putting
 pressure on the Company
 to improve the service,
 either by increasing the
 speed of the vessels employed
 or by improving the
 connexion at Aden with
 the contracted service of
 the Peninsular and Oriental
 Company.

4. In the event of its
 not being possible to
 arrange for any improvement