



601

DESPATCH

EAST AFR. PROT.  
S. AFRICA  
No. 41298

C. O.  
41298  
20.XC 5

No. 583

(Subject.)

1905

Oct 21

previous Paper.

No. 6

8544

S. Afr.

Freights for carriage of produce to S. Africa

Asks for permission to enter into negotiations with Austrian Lloyd Co & Natal Ry with a view to arranging for a freer ton freight & for a favourable through rate Nairobi to Johannesburg  
(Minutes.)

~~Mr. ...~~  
~~Mr. ...~~

Please read CP. 42988

the general question of the position of the B. S. Company.

So far as Johannesburg is concerned I do not quite understand the report that Jackson says the intention of the B. S. Co. is to proceed to Durban taking only the same length of time as for the trip on other lines, to reach

The landing Delagoa Bay. As Johannesburg is only 346 miles from Delagoa Bay, and 483 from Durban I do not see the advantage of the latter route for produce. Further the

Ans. 279. 15. 11.

subsequent Paper.

The International Railway Conference  
(Feb. 1905 - statement no. 48) show  
that the through rate on imported  
produce is 100. per ton less by  
Delagoa Bay than by Durban.

There is something to be said for  
the American block as against the  
British India Co. in that the latter  
are not very generous in the matter of  
loss or damage - see last enclosure to  
42958.

If favourable rates could be  
arranged it would give a great  
stimulus to the export trade of the  
E. A. P., but it would seem best first  
to try to get a decent British service  
along the coast.

H. R. R.

G. B. B.

I would try to get a favourable rate for  
E. A. P. produce via Durban or  
Delagoa Bay line (British & German)

W. H. R.  
1912

It seems fairly clear that it is not convenient  
to ship via Durban than via Delagoa Bay.

I do not think that the German & American  
lines will give us much anxiety at present. The  
German line, indeed, appears from the Report  
of the Department of Trade (1905) to be in  
rather a bad way.

I think that our aim sh<sup>d</sup>. be to develop  
our E. African Port<sup>s</sup> in fact as we can & to do this  
that we should take the best terms we can get.  
As the deep trade of these Port<sup>s</sup> increases  
we shall probably find that the Pr. shipping

will come in & will be able to handle  
them on against the foreign line.

I would therefore authorize the Comm<sup>ee</sup> to  
enter into negotiations as proposed in the  
last para of the deep.

There is the further advantage of  
shipping to Durban. The goods are carried  
over 285 miles of British & German railway  
while shipping to Delagoa Bay, 50  
miles of the railway are Portuguese.

H. R. R.

20/12

4129

Commissioner's Office  
20 NOV 05

Mombasa,

October 24th 1905.



EAST AFRICA PROTECTORATE.

No. 583

Sir,

With reference to your despatch No. 429 of September 27th transmitting correspondence with the British India Steam Navigation Company on the subject of freights for the carriage of produce from the East Africa Protectorate to South Africa, I have the honour to submit the following observations:-

The cargo service from London to East Africa as far as Delagoa Bay contemplated by the British India Steam Navigation Company would be far too slow for produce to travel by. The British India line of steamers being quite outclassed by the German and Austrian

H. Principal Secretary of State

for the Colonies,

Downing Street,

LONDON

27635-6-15

27635-6-15

Austrian lines, have, as the Chairman informed you in his letter of September 11th, now discontinued running from Mombasa to South African Ports.

2. The steamers of the Austrian Lloyd proceed to Durban taking only the same length of time for the trip as other lines take to reach Delagoa Bay. As the railway rates from Durban to Johannesburg are practically the same as from Delagoa Bay to Johannesburg, and as the landing rates and charges and the delays are not so heavy or so vexatious as at the Portuguese Port, the Austrian line is likely to be of assistance to us and to meet the requirements of the trade in such a spirit as will help forward the development of this Protectorate.

3. I have the honour to ask whether I may be permitted to enter into negotiations with the Austrian Lloyd Company and the Natal Railways with a view to arranging for a rate per ton freight, which will include all charges from Mombasa to Durban, and for a favourable through rate from Nairobi to Johannesburg.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

J. J. Jackson  
ACTING COMMISSIONER.

October  
MR. F. J. JACKSON.

No. 583

Reference C.O. despatch No. 129 of  
Sept. 27th.

Inclosure nil.

Received

by me

Produce photographs to S. Africa

subject in agreement  
with Canadian Legation

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41298

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DRAFT

41298 Post No 79

Col Sudders

MINUTE.

- Mr. Boddley 6/2
- Mr. Read 7
- Mr. Antrobus 12
- Mr. Cox.
- Mr. Lucas.
- Mr. Graham.
- Mr. M. Ommanney.
- Mr. ...
- Mr. ...
- Mr. ...

15 February 1906

I have the honor to acknowledge the receipt of your Mr. Jackson's despatch no. 583 of the 24<sup>th</sup> of October last, and to inform you that I approve of your entering into negotiations with the Durban Block and Company and the Natal Railway with a view to arranging for a freight rate of 2/4 a ton on East African produce, to include all charges from Pietermaritzburg to Durban and for a favourable

H.B. 1 0-11-12-01

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