

DOMESTIC.

EAST AFR. PROT.
S. AFRICA

C. O.
32686

No. 32686

Rev. O.
Re. 05

led
A. J. G.

(Subject.)

Rate for carriage of S. African produce
to S. Africa

There are numerous of meeting trade requirements
in such a spirit and help from the develop of these
years 32-33 disappear by the suspension of their liability
under the 1914 Act. In 1914 the Government to discontinue
the 1914 Act which was from London to S. Africa; as now in the
the 1914 Act of 1914 of London, but not to be a part of any other
not so important as regular as they were used
(Mention.)

Mr. Antiklaus
It would appear that
the shippers are getting very good
business from including foreign
lines, & though we are aware that
British lines are not getting
the business as not specifically
our interests to interfere.

As a result of and
copy to consular to Comm. in
reply to 26817 saying it
would appear that importers
are obtaining most of their cargo
from foreign lines

There is however another

1905

168

point of some importance arising
in connection with our duty to
Lord Selbome on 21/1/14. That is
in the Bill of the goods
consistently with Article 3
of the General Act of Berlin
the the European Customs
Union, under which goods from
United States would enter
the Provinces free, while
goods from other countries would
be subject to a general tariff
with limited exceptions in
favor of the British &
American ports.

At this point to the FO
and the same time with how
far we are justified by
the Act of Berlin from raising
our Customs tariff 1/1/14

Rd
20/9.

point of some importance arising
in connection with our despatch to
Lord Selborne on 26/8/14. That is

Can the C.I.P. of Uganda
consistently with Article 3
of the General Act of Brno
within the British Empire
Union under which goods from
Natal Cape etc would enter
the Protectorate free, while
goods from other countries would
be subject to a general tariff
and a special concession in
favor of the British &
Canadian?

But this point to the FO
at the same time with how
far we are precluded by
the Act of Brno from raising
our duties lower than 10%

10/11/14

Ad
20/9.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

32686

9, Threadneedle Street,

London, 11th September, 1905.

RECEIVED SEP 05



Sir,

I am instructed by the Chairman of the British India Steam Navigation Company, who is at present absent, to acknowledge receipt of your letter, No. 2011/1005, of 10th ult., drawing his attention to the growing possibilities of the East Africa Protectorate as an exporter of agricultural produce to South Africa, and asking my board to consider the advisability of lowering the rates charged by our steamers to South African ports.

In reply, I am to assure you that there is every disposition on the part of the British India Steam Navigation Company to meet the requirements of the trade in such a spirit as will help forward the development of British East Africa.

For years ago, the Company, in order to assist the potato industry, when in its infancy, granted cheap passages to members of the Planters Association to and from South Africa, and also carried certain quantities of samples free, and the subject was then fully gone into with the Foreign Office.

By last mail we had a communication from our Mombasa Agents on this subject, copies of which I append

The Under Secretary of State,
Colonial Office,
S.W.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED

32686

T. H. Guinness, Esq.
London, 11th September, 1905.



Sir,

I am instructed by the Chairman of the British India Steam Navigation Company, who is at present absent, to acknowledge receipt of your letter, No. 20017-1905, of 19th ult., drawing his attention to the growing possibilities of the East Africa Protectorate as an exporter of agricultural produce in South Africa, and asking my Board to consider the advisability of lowering the rates charged by our steamers to South African ports.

In reply, I am to assure you that there is every disposition on the part of the British India Steam Navigation Company to meet the requirements of the trade in such a spirit as will help forward the development of British East Africa.

For years ago, the Company, in order to assist the potato industry, when in its infancy, granted cheap passages to members of the Planters Association to and from South Africa, and also carried certain quantities of samples free, and the subject was then fully gone into with the Foreign Office.

By last mail we had a communication from our Mombasa Agents on this subject, copies of which I append

The Under Secretary of State,
Colonial Office,
S.W.

append for your information. You will observe therefrom that the German Lines have offered to carry the potatoes @ Rs.18 per ton of 20 cwt, equivalent to a measurement of 70 to 80 feet. The British India S.N.Co. is charged by the landing and shipping companies at South African ports 7s/8d per ton of 40 cubic feet for landing, equal to 18s/- on 80 cwt, and the shipping and discharging entails a further outlay of 5s/2d, making a total of 20s/2d to be paid out, while Rs.18 is only equivalent to 20s/-.

With these figures it is apparent that even the proposed freight of 10s/- per ton measurement is not likely to secure the cargo to this Company's steamers.

I regret to say that we have recently been obliged to discontinue the Indian service of steamers from Mombasa to South African ports, owing to our inability to compete with our heavily subsidised competitors the Deutsche Ost-Afrika Linie, and the Austrian Lloyd.

The Company are now endeavouring to run a cargo service from London to East Africa as far as Delagoa Bay, but this line is entirely dependant on public support, and owing to the scarcity of cargo the sailings are not so frequent or so regular as my Directors would wish.

I am, Sir,

Your obedient Servant,

Pro P.W. Armour,

secretary.

append for your information. You will observe therefrom that the German Lines have offered to carry the potatoes @ Rs.15 per ton of 80 cwt, equivalent to a measurement of 70 to 80 feet. The British India S.N.Co. is charged by the landing and shipping companies at South African ports 7s/8d per ton of 40 cubic feet for landing, equal to 15s/- on 80 cwt, and the shipping and discharging entails a further outlay of 5s/8d, making a total of 20s/3d to be paid out, while Rs.15 is only equivalent to 20s/-.

With these figures it is apparent that even the proposed freight of 10s/- per ton measurement is not likely to secure the cargo to this Company's steamers.

I regret to say that we have recently been obliged to discontinue the Indian service of steamers from Mombasa to South African ports, owing to our inability to compete with our heavily subsidised competitors the Deutsche Ost-Afrika Linie, and the Austrian Lloyd.

The Company are now endeavouring to run a cargo service from London to East Africa as far as Delagoa Bay, but this Line is entirely dependent on public support, and owing to the scarcity of cargo the sailings are not so frequent or so regular as my Directors would wish.

I am, Sir,

Your obedient Servant,

Pro P.W. ARMOUR,

Secretary,



(Conf.)

B.I.S.N.Co.Ltd,
MOMBASA: 16th August 1905

C. U.
30686
Recd
12 SEP 05

Messrs The B.I.S.N.Co.Ltd,
London.

422

Dear Sirs,

A few weeks ago, a deputation upon the Steamers & Commerce Association waited upon H.M. Commissioner and the Manager of the Uganda Railway, with regard to railway and steamer rates on produce for the South. They pointed out that the present charges were prohibitive, and unless something was done the trading interest must suffer. The Manager of the Uganda Railway gave certain concessions with regard to maize and beans, and advised the deputation to interview the Steamship Companies, regarding the whatever reduction they obtained from them, they would request a similar one from the Railway.

The deputation visited us to-day, and we told them that for the present, as far as E.I. steamers from India are concerned, the line terminated at Mombasa, and we suggested to let the cargo before you is consigned with the direct cargo boat from India.

The produce they want to ship is as follows:-

Peanuts	in bags of about 100 lbs	
Maize	do	500 lbs.
Beans	do	500 lbs.

and the ports they want quotations for are Delagoa Bay, Beira & Durban.

We are very anxious, as a question of policy, to meet the wishes not only of this Association, but of the local authorities, and should be much obliged if you would go into the matter carefully, and if possible, authorize us to book cargo from home to the above named three ports (provided of course that the steamer has to call at all three) at say 10/- per ton of 20 cwt. This rate

(Conf.)

E.I.S.N.Co.Ltd,
MOMBASA: 100, August 1905

C. G.
32686
R. 12 SEP 05

Messrs The E.I.S.N.Co.Ltd,
London.

422

Dear Sirs,

A few weeks ago, a deputation from the Planters & Farmers Association waited upon H.M. Commissioner and the Manager of the Uganda Railway, with regard to railway and steamer rates on produce for the south. They pointed out that the present charges were prohibitive, and unless something was done the country interest must retire. The Manager of the Uganda Railway gave certain concessions with regard to water and boats, and advised the deputation to interview the Steamship Companies, obtaining the whatever reduction they obtained from them. They would receive a similar one from the Railway.

The deputation visited us to-day, and we told them that, for the present, as far as E.I. steamers from India are concerned, the line terminated at Mombasa, but we promised to lay the matter before you in connection with the direct cargo boat from here.

The produce they want to ship is as follows:-

Potatoes	in bags of about 100 lbs	
Wheat	do	200 lbs.
Beans	do	200 lbs.

and the ports they want quotations for are Delagoa Bay, Beira & Durban.

We are very anxious, as a question of policy, to meet the wishes not only of this Association, but of the local authorities, and should be much obliged if you would go into the matter carefully, and if possible authorize us to book cargo from here to the above named three ports (provided of course that the steamer has to call at all three) at say 10/- per ton of 20 cwt. This rate

of course would not include either shipping cost or landing at the port of destination, and we are writing to the Agents down south asking them for their lowest rates for landing.

If you can see your way to agree to this we should be most obliged if you will telegraph us so that we can communicate your decision to the Association. Once the matter is arranged all that will be necessary will be for you in telegraphing the steamer's departure from home to mention the ports south of Suez at which she calls. We could then advise the head-quarters at Rotterdam and have the produce waiting here say 80 days after the date of sailing from England.

We are, etc.

(Sd) SMITH MACKENZIE & CO.,
Agents.

MEMBASA: 11th August 1892.

Dear Sirs,

In continuation of our No. 709 of yesterday's date, we have to inform you that the deputation from the Planters & Farmers Association after leaving us approached the Agents of the German line with regard to a reduction of rates of freight on produce to South Africa, and that Messrs Hanning & Co quoted them a rate of Rs. 12 per ton of 50 cwt. including shipping home and landing at destination to Beira, Delagoa Bay or Durban.

We are, etc.

(Sd) SMITH MACKENZIE & CO.,
Agents.

The Austrian Lloyds have also agreed provided that their Home office confirm their action.

S.M. & Co.

L. A. P. No 429

27 Sept 06

Comr

Per D. Stewart

Sir

I have the honor
to acknowledge the receipt of your
despatch No 370 of the
29th of June and
to transmit to you for
your info the accompanying
copies of correspondence with
the British India

Steam Navigation Co
on the subject of paying
for the carriage of
of produce from the
L. A. P. to S. African
ports

I regret that I see
no prospect of immediate
prospect of arranging
for a subsidized line
of British Steamers
between England &

Copy to BIS & L. A. P.
B. & P. N. Co to C. O. P. & P. & T.

of South & East Africa 125

but should regard a
proposal some order in
I will not feel to have
in mind the views are
expressed in the 3rd para
of your despatch

3 I should appear
from the British
India Co's letter
that importations in
the Protectorate are
obtaining moderate
rates from foreign
lines

4 I shall address
you at a later date
on the subject of the
proposed admission of
the last Office &

22
L. & P. No 429

27 Sept 06

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C.O. to B.I.S. Co. 15 Sept
B & P.N. Co. to C.O. 11 Sept

South of East Africa 125

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proposed admission of
the East Africa &

658

MO
32886

658
423



MO

SEAF

10/10
F.O.

MINUTE.

Alto 23/7/85

Mr. G. ...

Area 56537

27 September 85
Sir
I am directed by
Mr. P. Lythell to
thank you for
the issue of the Magazine
of London that his
attention has been
called to the
application of the
General Act of Bahia
(1885) to the East
Africa, Uganda &
British Central
Africa Protectorates
and that he would
be glad to be favoured
with H.L.'s advice.

30/10

Mr. G. ...
I send this off
to you in it comes
to B.C.U. & S.L.
I am very desirous of
to please Customs House
correct

40 15