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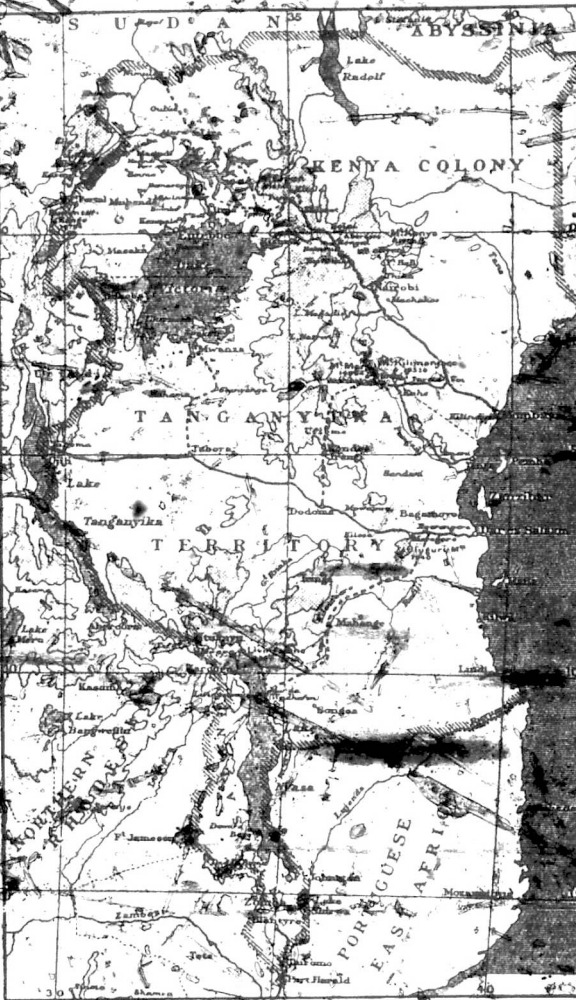
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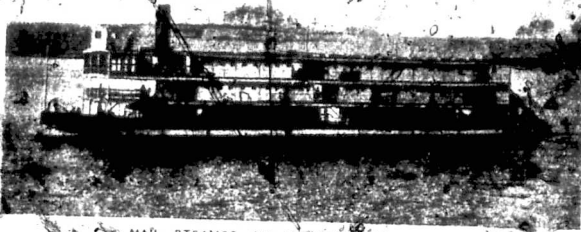
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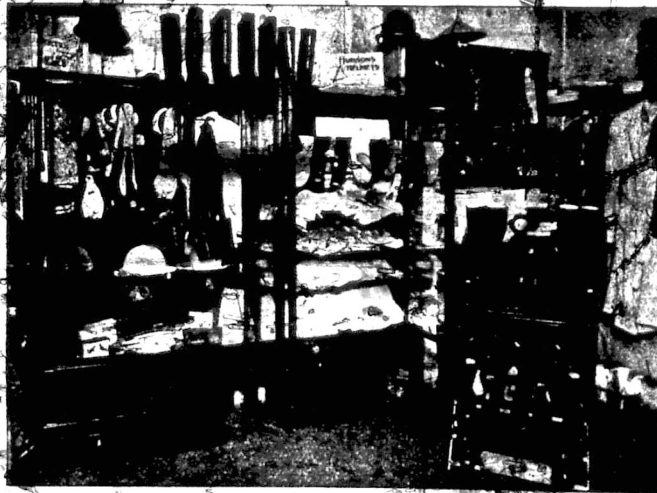
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INTERVIEW WITH GOVERNOR OF UGANDA

Sir William Gowers' Views on the Future.

THE Editor of *East Africa* had the privilege a few days ago of a long interview with His Excellency Sir William Gowers, Governor and Commander-in-Chief of the Uganda Protectorate, who, we were glad to learn, is in much improved health as a result of the cure which he has undergone, and who expects to be allowed by his doctors to leave for Uganda early in the New Year.

His Excellency frankly admitted his concern that the Protectorate, of which he has charge, should be so entirely dependent on one crop—cotton—as at present, and expressed his gratification that during the past couple of years the growing of *Robusta* coffee by Natives of Uganda has been so much extended, and as a result of which it is anticipated that the coffee exports of the Protectorate will be rapidly increased after next year. Sir William mentioned that he strongly favoured the cultivation of *Robusta* coffee in preference to *Arabica* because the former required so much less attention and was within the capacity of the Natives to handle, whereas *Arabica*, needing much more care and attention, was a far less suitable crop for the African.

Asked his opinion as to the possibility of considerably extending Uganda's shipments of oil seeds of various kinds, and particularly of groundnuts and sunsims, the Governor expressed the view that there should be no serious obstacle in the realisation of such a desirable objective if more attention were given by commercial concerns to the possibilities. They had naturally been impressed with the marketing of cotton and cotton seed and the concern were all in cotton values, but, if they would now turn their attention to oil seeds, there was no reason to suppose that their efforts would be other than fruitful. It was true that there was a long haulage to the coast, but a fair freight rate for exports might, no doubt be arranged, to stimulate the traffic.

In reply to a request for his views regarding the future of cotton-growing in Central Africa, His Excellency said that he regarded the matter as largely a psychological question, which amounted in brief to a determination whether, as a result of fifty years of contact with the advance guards of European civilisation, the Native of Uganda and the neighbouring British Dependencies had already begun to experience so strong a desire for a higher standard of life than he was prepared to work a little harder for the provision of imported goods, improved housing, etc., which a few years ago at any rate were luxuries, and were perhaps now becoming to be regarded as necessities. If they had really become necessities, a Native would presumably plant a bigger field than he had done a year or two ago, or cultivate it better, and so reap the same return—as he could very easily do if the will existed. If, on the other hand, the appetite for manufactured goods was not now permanently created, there might not be any evidence of keenness to persevere with cotton-growing, whose prices are low—for it appeared obvious that prices for the next few years would be considerably below those which have ruled over the last five years.

His Excellency was good enough to tell us that although no decision had yet been made as to the exact place of construction for the bridge across the Nile, the survey parties had made such progress with their investigations that a decision might be expected before the end of the year. The construction of the railway to Kampala would, he thought, certainly justify itself, for it would open up a rich part of the country and could rely upon considerable Native passenger and local commodity traffic.

Admitting a disappointment shared by all the Governors at the rejection of the recommendations of the Othmanby-Gore Commission that interest on the loans should, in the first place, not rank as a burden on the local Dependencies, His Excellency said that Uganda was in the fortunate position that each of the projects which had been put forward for inclusion under the £10,000,000 loan was considered by the High Commissioner for Transport and by the General Manager of the Kenya and Uganda Railway, his technical adviser, to hold out the promise of being self-supporting from the start, so that in that respect Uganda did not appear likely to be penalised by the decision of the Imperial Government that interest must be met by the East African territories from the outset.

EAST AFRICAN CABLE RATES AND SERVICES.

UGANDA'S PETROLEUM RESOURCES TO BE EXPLORED.

Joint East African Board Meeting Specially Reported for "East Africa."

SIR W. GOWERS, Governor of Uganda; the Hon. J. M. Patridge, Member of the Legislative Council of Nyasaland; Mr. T. Fitzgerald, Postmaster-General of Kenya and Uganda; Mr. Powys Cobb, and Major Olive Brown, were present by invitation at the December meeting of the Executive Council of the Joint East African Board, at which Lord Cranworth was elected to the chair. There were also present Major Blake Taylor, Mr. J. W. Brigden, General Sir Hubert Bough, Sir Humphrey Leggett, Mr. C. P. Ponsoby, Mr. E. Porritt, Mr. Alfred Wigglesworth, and Mr. F. G. Melfersh, Secretary.

A vote of sympathy with the Vice-chairman, Mr. J. Sandeman Allen, M. P., in his illness was passed, and directed to be communicated to Mr. Allen, who is making very satisfactory progress, but is, nevertheless, medically advised not to concern himself with business affairs for several weeks.

Postmaster-General on East African Cables.

At the invitation of the Chairman, Sir Humphrey Leggett, briefly recapitulated the attitude of the Board towards the question of cable communication with East Africa, and referred to the memorandum drafted recently by the Vice-chairman.

Mr. T. Fitzgerald, Postmaster-General of Kenya and Uganda, felt that the first paragraph of that memorandum might be taken to mean that the Kenya Postal Department was responsible for the delays mentioned, but he could not admit that any avoidable delay existed in the service. Uganda business men, for instance, would, he was sure, testify that their cables arrived fairly quickly.

The main point at issue, however, was that the Eastern Telegraph Company should be given direct access to the public at Mombasa and Nairobi, and on this point there had been full discussions and conferences with the representatives of the Mombasa Chamber of Commerce. Once, at the instance of Sir Robert Coryndon, he had examined in detail a number of representations submitted by the Chamber with the result that the position appeared not to have been thoroughly understood by the Chamber. There was, nevertheless, the feeling that the position would be improved if the public could deal direct with the Cable Company, and to meet that desire the Governments had given very careful consideration to a proposal of the Company to open an office at Mombasa, and hand to the Governments one-third of the present terminal charges. Mr. Fitzgerald gave figures showing the present revenue accruing to his Department from handling cable traffic, and the basis on which he would feel able to recommend that the Governments should accept the proposals of the Company. Though the latter had how very considerably improved upon their original offer, they had, in his opinion, not gone far enough to enable an agreement to be reached.

The Company had further proposed to open their office at Nairobi on the basis that terminal charges should be equally divided between the Government and the Company, the Government to supply free of charge for the Company's use a private

wire from Mombasa to Nairobi, but this suggestion would also mean a heavy loss of revenue to the Post Office without sufficient compensatory advantages to the public. It was true that the Post Office had made a substantial profit in 1925, but in his opinion it would be of far greater benefit to the general public to allow any revenue that could be surrendered to go against a reduction of inland postage rates, rather than enter into an arrangement with the Cable Company such as was proposed. The proposals meant duplicating services and the establishment and maintenance of separate wires, separate offices, and separate delivery staffs, and there did not appear to him to be any case which would justify the Government in foregoing any substantial part of its present revenue, though he was quite prepared to recommend that the Telegraph Company should be allowed to deal direct with the public at Mombasa on the basis of sharing equally with the Government any loss that might occur at that point through the setting up of duplicate services.

In the memorandum of the Board there appeared to be a certain reflection on the accuracy and work of African telegraphists, and he therefore welcomed the opportunity of stating that many of the Africans employed by the Postal Department were excellent operators, and, subject to proper supervision, were in his opinion not inferior to operators of any other race both in the matter of speed and accuracy. He was convinced that the African operators as a whole were doing really good work. He was in no way hostile to the proposal of the Company opening its own office at Mombasa provided the financial adjustments were reasonable.

Referring to cable rates, Mr. Fitzgerald said it was his opinion that the Company's transit rates to East Africa were far too high. They were much above those to India and Ceylon and were the same as those to Australia. East Africa should not be paying more than Ceylon. The cables down the East African coast were at present, he felt sure, carrying a fairly economic load, and it had to be remembered that the East African lines also served as relief and alternative routes to Australia, South Africa, and other places.

Business Men's Criticism of Rates.

Sir Humphrey Leggett said that it was not the intention of the Board to attack the Postal Department, the delays mentioned having reference to the fact that telegrams could at present be handed in at the Mombasa Post Office during only nine hours of the day, and that it was an inconvenience to business houses not to be able to transmit and receive messages during the other fifteen. Even if the Postal Department stood to lose £1,500 or £2,000 per annum by a concession to the Telegraph Company, did the public advantages not justify the loss? It ought not to be forgotten that some ten or twelve years ago the Cable Company had without any question agreed to pay to the State revenue a terminal of 1 centimes per word, this being in the

nature of a grant-in-aid from the Company to the Post Office.

Mr. Alfred Wigglesworth considered the possible loss of some £1,500 per annum negligible, for a merchant might lose that amount of money on one deal in an active market through the closing of telegraph offices for a space of fifteen hours during the day. A twenty-four-hour service would increase the use of the cables, and he would strongly urge action designed to reduce cabling charges. To-day it was possible to send a message to Canada for 1d. per word, while East Africa was penalised by the excessive corresponding charge of 7d. The tax on the business community was heavy, especially as the slowness of the mails made it necessary for them to cable out what were really letters.

Mr. Powys Cobb said that his experience as a member of the Kenya Port Commission of Inquiry forced him to support Mr. Fitzgerald, for most of the complaints examined by the Commission in Mombasa had been found to be groundless. The Post Office there was conveniently situated for most people, although three or four business houses were certainly not so conveniently served. He felt that the reduction of the inland postal rates was more urgent than the surrender of revenue in order that increased cable facilities should become available. It was difficult to establish the case of hardship in regard to office hours at Mombasa, where very little business was done after 4 p.m., but there was certainly hardship in the present expensive cable charges.

General Sir Hubert Gough moved a resolution (which was carried unanimously) that the matter of the reduction of cable rates should be referred to the Transport Committee of the Board for action.

East African Guaranteed Loan.

A letter was read from the Secretary of State for the Colonies acknowledging receipt of the Board's preliminary memorandum on the Report of the East African Guaranteed Loan Committee, and stating that the decision that the local Governments should bear interest charges from the outset had been taken as an integral part of the decision to guarantee the proposed loan.

Mr. Ponsonby pointed out that Nyasaland could certainly not afford to make the necessary transport improvements on that basis, and he felt that an exception was apparently to be made by the Government in the case of that Protectorate, for already two railway experts had been sent out. An economic expert was to sail shortly, and a surveyor was also to leave in company with an expert who would advise on the draining of the Upper Shire.

Lord Cranworth regretted that their Chairman, Sir Sidney Henn, M.P., their Vice-chairman, Mr. H. Sandeman Allen, M.P., and another member of the Executive, General Sir John Davidson, M.P., were all prevented from attending the House of Commons during the forthcoming debate on the Loan Bill, and that the Board was therefore in the unfortunate position of not having a spokesman who could urge that interest should be dealt with on the lines recommended by the Ormsby Gore Commission. At the request of the Board Lord Cranworth undertook to convey the views of the Council to a Member of Parliament who might be willing to raise them in debate.

Uganda Water Resources.

The Secretary reported that a member of the Board who had formerly served in Uganda strongly advocated a hydrographic survey of the Protectorate, which action might, he felt, result in wider use of lake and river transport and the coordination of railways with inland water transport. He suggested

that the recommendations of the Nile Water Commission might conflict with the best interests of Uganda in so far as they concerned the head waters of the Nile.

Sir William Gowers thought that the points raised were of no practical importance, and that water navigation on Lake Kwana was at present so unsatisfactory that the provision of rail communication was far preferable. Many members of the Council had seen the Uganda rivers and were able to judge for themselves what facilities for navigation they afforded. As to the question of Nile control, the steps to be taken by the Egyptian Government would be first the construction of the Gebel Aulia Dam, and secondly, the canalisation of the Sudd area, which together might be expected to take quite ten years. Then would come a barrage at Lake Albert, which he had been informed might raise the level of the lake some eight metres and flood Butiaba—for which compensation would, of course, be paid—and a good deal of tsetse-infested country. It could not affect the navigable waterways of Uganda, which were separated by the Murchison Falls. When the definite proposals of the Egyptian Government were before them it would be time enough to concern themselves further with the matter.

Petroleum in Uganda.

Sir William Gowers reminded the Council that this question was first raised in the report of Mr. E. J. Wayland, Director of Geological Survey. That report had been circulated to people likely to be interested in the development, but very little response had been received, although he was glad to state that the Anglo-Persian Oil Co. had now agreed in principle to send out an exploration party to carry out systematic borings. He, the Governor, had had several talks with Sir Arnold Wilson, representing the Company, and had agreed to the main outlines of an agreement which was now under the consideration of the expert advisers of the Colonial Office.

Sir William considered that East Africa was fortunate to have interested a company of the standing of the Anglo-Persian, for the matter was certainly speculative and there was probably not more than an even chance that the results would justify the expen-

se. In the course of discussion emphasis was laid by several speakers on the desirability of safeguarding the interests of the Territories in the event of large oil supplies being located. It was understood that, in the event of adequate supplies being found, the oil would possibly be piped from Lake Albert to a convenient point on the shore of Lake Victoria, where a refining or topping plant would be erected for the treatment of the oil.

Uganda Representation.

A resolution was received from the Uganda Planters' Association requesting that the Uganda associations should appoint two members on the Executive Council, instead of one as at present. The Secretary reported that he had written the Uganda Planters' Association, the Uganda Cotton Association, and the Uganda Chamber of Commerce that according to the constitution of the Board the matter could be dealt with only by way of resolution at the next annual general meeting of the Board to be held in May next.

Nyasaland Game Bill.

The Hon. T. M. Partridge stated that the whole of the settler and mercantile communities of Nyasaland were exercised concerning the enormous increase of tsetse fly during recent years. Recently a Bill had been introduced into the Legislative

(Continued on page 331)

HOUSE OF COMMONS AND EAST AFRICAN LOAN

INTERESTING EXTRACTS FROM CHIEF SPEECHES.

The financial resolution leading up to the introduction of the East African Guaranteed Loan Bill was last week again considered in Committee by the House of Commons. From the speeches we quote the following extracts. As Mr. Ormsby Gore reminded critics of the measure, there will be further opportunities for debate on the Second Reading, Committee stage, Report stage, and Third Reading.

"Proposals for Jerry-Building, not Empire-Building."

MR. DALTON (Peckham, Lab.). "Many of us would be glad, in view of the unfavourable way in which Kenya compares with other Dependencies in East Africa, to see Kenya excluded from the benefit of this guaranteed loan. We should be glad on the merits, or I might say on the demerits, of Kenya's record. In making that suggestion I have behind me the high authority of Lord Delamere, the Mussolini of Kenya. I know the Colonial Office have been greatly influenced in the past by the forcible personality of Lord Delamere, and I hope the proper weight has been given on this occasion to his desire to contract out of the benefits of this £10,000,000 loan.

"What proportion of the expenditure on railways, roads, and so on, is going to be devoted primarily to the opening up of areas in which the Natives own or occupy the land and in which the Native population constitutes the producing population and in which the Natives produce for themselves, and not for white planters—what proportion of the railways it is proposed to build is going to serve predominantly Native areas, and what proportion is going to serve areas inhabited by Lord Delamere and other white planters.

"The proposals that have been considered in the Schuster Committee Report are proposals not for Empire building, but for Jerry-building of the very shoddiest description. I could read passage after passage. I would refer, for instance, to the proposal to bridge over the Zambesi, concerning which the Committee say 'As a preliminary to any final decision, the following are required.' Then follow nine separate inquiries, nine separate duties of surveying, investigation, and so on, and so on, to be carried out by competent people on the spot before it can be decided whether money should be embarked upon this project or not. What an instance of incompetence and slothfulness on the part of the Colonial Office that none of these things have been looked into!"

"Need to Back the People in Kenya."

SIR GEOFFREY BUTLER (Cambridge University, U.P.). "We cannot leave the history of our Colonies without realising that there is a tide in the affairs of the Colonies which, taken at the flood, leads on to fortune. Once they are negated, one may never recapture the opportunity omitted. Can anyone doubt at the moment, taking, for instance, the Colony of Kenya, which is occupying people's minds so much, that it has shown a rapid and singularly promising development? We have just sent to it a very able Governor, who has tackled, so far as one has followed his speeches, the very many difficulties and problems with which that Colony is confronted, with singular tact and discrimination. A single false step from one in authority in Kenya just now might foment bitter feelings which have been so greatly roused and stirred very often through the unsympathetic treatment which certain of the parties out there have received from quarters in this country. We ought to look at this question particularly from the point of view of the man on the spot. There is a danger that if they continually find themselves checked from the home country, the people who are trying to pull the discordant elements together out there may have their task rendered more difficult. We need to back the people who are doing good work there in pulling together the discordant elements. In developing scientific research, and in trying to turn men's heads out there from discordant quarrels to constructive purposes."

"There is one further point which I would like to emphasise, and that is, the whole question of the future

status of the harbour of Kilindini. There we had quite definitely a report from the people on the spot which was checked from home by another authority which reported in a different sense from that of local opinion. I am not for a moment saying that it had not a right so to report, it represented larger interests, and it represented, as the Governor said, the interests of those who approached the harbour from the sea rather than those who sent goods down to the harbour. This question has been held up, and we cannot find out, although questions after questions have been asked, whether or not the Colonial Office are going to come to a final decision upon the future status of Kilindini Harbour. That is the kind of thing that breaks the hearts of the people on the spot. It is our duty to give them a clear, definite, and quick decision. Until that is done, you have that bottle-neck which is never clear."

"Further Criticism of Lord Delamere."

MR. W. BAKER (Bristol, E. Lab.). "It seems remarkable that the Government should place the Report of the Schuster Committee before the House for consideration without any definite understanding as to when and whether any of those recommendations in that Report are to be adopted by the Government when the Resolution has been passed, and my concern becomes the greater when I find, on reference to the discussion which took place on July 21, that the Secretary of State for the Dominions is reported as saying: 'The Committee (that is, the Schuster Committee) also recommend in Tanganyika the Dodoma-Fife line at an estimated cost of £2,700,000. It may be that my ability to read the Report is at fault, but when I turn up the Report of the Schuster Committee, I find that, instead of recommending the proposal, they absolutely turn it down, and give their reasons for so doing.'

"My hon. friend gave expression to his feelings with regard to Lord Delamere. He quoted from one speech which was made by Lord Delamere, but I think there is more to be said with regard to that noble gentleman. Lord Delamere is anxious to escape from the control and influence of the Treasury and of the Colonial Office, in order to work his Imperial purposes in Africa. I submit to this Committee that so long as Kenya occupies its present relation toward the British Empire, the leading spokesman for the settlers in Kenya should be a little bit more respectful toward the Colonial Office and the Treasury, and want, particularly, to draw the attention of the Committee to a pronouncement by Lord Delamere, in which he stated that, if the policy was to be that every Native was to be a landowner of a sufficient area on which to establish himself, then the question of obtaining a sufficient supply of labour would never be settled.

"I hope the Under-Secretary will be able to give an assurance that influences will not be allowed to operate which will have the effect of substituting for the Report of the Schuster Committee other proposals which, in their effect, will be designed, not to serve the future of Africa, but to add to the large accumulation of wealth which many of the middlemen hope to secure. I realise that in this part of Africa, as in other parts of Africa, men have been persuaded to buy land at an excessive cost, in the belief that they stood a chance of developing the country to their own permanent benefit, and these men naturally, having bought the land, like to secure a return which is difficult to obtain unless Native labour is available. I believe the Under-Secretary is endeavouring to hold the balance very fairly indeed, and my great hope to-night is that the criticisms from this side of the House will be accepted as an endeavour to bring the hands of the

those interested persons who are anxious to obtain freedom in order to thrust the Government in Kenya.

Views on the Bill

SIR FREDRICK WISE (Iffoid) said that from Tanganyika, from January to July, 1926, only 40% represented imports from Great Britain, and from Kenya and Uganda, from January to July, 1926, 41% was British. Was that the policy? That was not going to give employment to the country.

There is one point I would like specially to bring to the notice of the Under-Secretary, who knows the Uganda Railway far better than I do. The hon. Member for Blackburn (Sir S. Heun) is not here, but he stated in a speech in July. What need is there to give a Government guarantee in the case of a railway which is paying its way? Why should we give a guarantee on this particular railway?

I have studied all the Reports that have been made in regard to East Africa, and I feel that anybody who studied the Schuster Report would never advance money against that Report. Take it down to the City, and ask if anybody will advance money on that Report. There may be some reason for it being bad, but in nearly every scheme proposed there is a suggestion of a survey. If it is a case of a survey, why not leave this guarantee alone, or reduce the amount until you have made a survey, but do not go and develop until you are certain that the survey is in order and is properly carried out.

The Question of Railway Gauges.

SIR N. MOORE (Richmond, U.) The information submitted here is an insult to the intelligence of ordinary business men who look at the matter from a business point of view. After the criticism that has been heard to-night, I hope the Colonial Office will investigate the proposals carefully, and will take no action until it has been found as a result of a survey and close investigation, that the works are advisable. One matter that has not been referred to, though of the greatest importance, is the question of the gauges. We must be careful not to repeat the mistakes made in the past with regard to gauges. In Africa at the present time, from the North through Egypt and the Sudan, the gauge is 3 feet 6 inches. It is the same from the Cape upwards. Yet we have in some other places gauges of 3 feet 3 inches and 3 feet, and from Beira down to Lourenço Marques it is 2 feet. Provision must be made at terminals, in cuttings and on bridges, so that eventually it will be possible to use the standard gauge of 4 feet 8 inches. I would impress on the Colonial Office and its engineers the necessity of making special care that provision is made in construction work for this wider gauge.

Treasury Support for the Loan.

MR. MCNEILL (Financial Secretary to the Treasury): The Treasury cannot themselves have personal expert knowledge of this country. They can only act on the expert knowledge which is available to them. They will, as far as possible, safeguard themselves against guaranteeing what might be described as wild-cat schemes. Whatever they guarantee will be considered by them to be good sound schemes, well secured, and likely to be of advantage from the point of view of the development of the territory, and also, we hope, from the point of view of securing orders for our own trade in this country, and consequently giving employment to our own people.

It has been suggested that a better alternative than to guarantee this sum now would be to set up some form of permanent machinery for dealing out such grants or guarantees as might be wanted from time to time as necessity would arise, and there is a paragraph at the conclusion of the Schuster Report which gives some support to that idea. One speaker this evening quoted that concluding part of the Report, and asked whether we proposed to set up some machinery of that sort. I do not agree with the Schuster Report in that particular, or with those who have taken that line. I am certain that from the point of view of British credit, it is far better to let the whole world know exactly the limits of our liability once and for all.

The natural inclination of the Treasury is, always, I am glad to say, niggardliness so far as it can be, but at the same time, in a matter of this sort, where a great advantage and disadvantage on one side and the other of the Treasury in the scrutiny that they have given to the matter, have come to the conclusion, first of all, that there is practically no danger of any loss. It is a case, therefore, could be a case where the British Government may legitimately use other British money or British credit for Imperial development, where it is simply justified in doing so. I can only say that so far as the Treasury are concerned, we have no more misgiving than

we are always liable to have, in matters of either credit or cash, and we think the same enterprise, to which as far as the honour of the House of Commons is concerned, may very well give us sanction.

Taxation and the Dual Policy.

MR. RENNIE SMITH (Barnstaple, Lab.) I should like, in particular, to ask the Under-Secretary of State for Colonial Affairs if he will state whether it is proposed to make one of the conditions of granting these loans for East Africa the definite adoption of a system of taxation as recommended in the Ormsby Gore Report. This is most important, because so long as an indirect system of taxation exists, it falls largely on the shoulders of the Natives themselves, and is restricted very much to a poll tax on the Natives. If the Under-Secretary replies that through the Customs duties the Europeans in East Africa are already paying their fair share, and therefore it is not really urgent, then we can answer that just as is the case at home, it is absolutely impossible to make an indirect system of taxation approximately equitable.

I do not think there is any more important test of trustworthiness than the system of taxation in these Dependencies, and the labour conditions that it is proposed to attach to the loans that are to be granted. I do not think there is any part of the British Empire concerning which there has been more complaint of bad labour conditions than in East Africa. If these statements rather seem to point to the fact that we are harking back to the old and bad policy of 1910, and I should be glad if the Under-Secretary would say whether, in granting these loans, what is commonly known as the dual policy in regard to labour conditions is going to be insisted upon in Africa, or whether, as has been the policy of successive Governments since 1922, the Natives are going to be left perfectly free either to work on his own estates or to go out and work for the European, without, so far as the organisation of the Government is concerned, any pressing direct or indirect being brought to bear.

In that connection I should like the hon. Gentleman to deal with a statement which the present Governor of Kenya is reported to have made on this subject in the course of the present year. He is reported in the 'Times' of October 22, as saying: 'He believed an attitude of hostility or neutrality on the part of administrative officers hindered the flow of labour. Therefore, they were now definitely instructed to do their utmost to promote the flow of labour from the reserves, a matter which was of immense importance to the industries of the country.' I should be very glad if the Under-Secretary would give the House a definite assurance that the policy implied in these quotations, if it be attributable to the Governor of Kenya, is not being followed, and that it will be repudiated in the conditions attached to any loan that may be granted.

MR. ORMSBY GORE: I do not think that the quotation is a quotation from the Governor's speech. It is the gloss put on to his speech by the special correspondent.

MR. SMITH: According to this they are actual quotations of the words that he used.

Mr. Ormsby Gore's Statement.

MR. ORMSBY GORE (Stafford, U.) : No one would like more than I, to have any amount of money to spend on education, medical services and the rest of it in Africa, but this is not the way to do it. Recurrent money ought to be found out of revenue. It is a sound principle of Colonial finance that, as far as possible, each of the countries should develop their own resources and their own revenues for these services, and that the British taxpayer should not be called upon to pay money for these recurrent services. Where the British House of Commons and the British Parliament can help is by enabling the peoples of these countries to create the wealth which will give them the revenue for these recurrent services. In the initial stages, it is absolutely essential, if this is to be done, that capital works should be financed cheaply and consistent with sound finances. That is the object of this Resolution and of the Bill, which is to follow. It is in the nature of essential capital expenditure upon harbour works, upon railways, and to a less extent, upon roads.

Money will be forthcoming in this Bill for any further capital equipment of the Amanik Institute. To the Amanik Institute we have just appointed a director, and we are turning this into a second link in the proposed chain of tropical research stations, of which the second is the first. It is to be carried out into a first class school, the research institute.

From Kenya's political views, and from many points of view, it is a matter of difference whether Kenya is in the Bill or out of it. Kenya has a good enough credit to raise any loan which she requires for her initial development. I hope, when the Government of Kenya will be established,

Harbour is the principal subject, while Kenya is concerned. But Kilindi Harbour is not only the harbour of Kenya it is the harbour of the Uganda Protectorate, and of a very important part of Tanganyika Territory. The position, roughly, is that under our present law a colony, whether self-governing or non-self-governing, if it has the status of a colony can borrow on its own credit, but a protectorate or mandated territory or a condominium, such as the Sudan, has to come to this House for a guarantee before it can raise a loan on anything like the same terms as a British colony. We could not defend our position before the world if we said that Kenya can borrow on advantageous terms, under the Colonial Stock Act, but Tanganyika is barred and prevented from borrowing on anything like such terms. The major expenditure in East Africa is in regard to that great central country Tanganyika Territory, of which we hold the mandate. It is essential that if we are to do our duty to these countries, not only in the interests of the Natives and the white settlers but in the interests of the whole community of that country, we should enable Tanganyika Territory to raise the capital necessary for its essential capital development and work at a reasonable cost.

Kilindi Harbour Policy.

The hon. Member for Cambridge University asked about Kilindi Harbour. I can assure him that there is no ground for saying that there has been undue delay. A great Commission produced a Report on the basis of local evidence. It was only right that we should submit that Report to the review of the Imperial Shipping Committee. We only received the Report of the Imperial Shipping Committee after their Schuster Committee's Report was published in July. We sent the Report of that Imperial Shipping Committee out to the various Governments interested in Kilindi, and we are in course of receiving their comments and replies.

Meanwhile, we have taken the most vital decision, namely, to authorise the building of the two further deep-water berths. This has been definitely decided upon by the Colonial Office, and, as a temporary proposal, we have made these ports a railway service. But in regard to the life and the payment of any possible deficits on the working of that port, there is still the necessity of negotiating between the view put forward by the local Commission and the view put forward by the Imperial Shipping Committee. That a final decision will be arrived at, and it certainly will be arrived at before the time is up when this year is to be a railway service, namely, at the end of this year.

A great many questions have been, I think, due to misapprehensions. My hon. friends imagined that I have here and now ready schemes for expenditure up to the definite amount of £10,000,000. We have not. How can you accelerate the economic development of East Africa? You spent a few hours in the morning, sitting throughout the six East African Dependencies, questioning all the views we could from the people we met. [An Hon. Member: And had a good time!] We did have an extremely good time, and I hope also we did some good.

Importance of Looking Ahead.

MR. ORMSBY GORE: "Certainly, we produced the idea of further economic development and the idea of the £10,000,000 loan. We made a whole number of proposals which have been given effect to, and, above all, we proposed—put it, as a rough estimate at £10,000,000, which is probably on the conservative side—in the near future—I put it at the next five years—for railway construction in what part of the world. Obviously, as the result of a four months' tour through these countries, we were not in a position to lay down final, that the railways must go here or that not go there. We made general recommendations in the light of the evidence we had. Obviously, the Treaty before they could agree to that. Obviously, they further information. Hence the Schuster Committee. My right hon. friend has accepted the recommendations of the Schuster Committee, and the recommendations of the Schuster Committee are at this stage. They are the specific proposals of His Majesty's Government."

Those proposals clearly say that before you can get on actual construction you have got to expend money in the necessary economic and engineering surveys. Remember that these have not taken place. The personnel in those countries is still few in number, and the countries are inadequately mapped. We have only been in Kenya for thirty-two years. In Tanganyika, the main track has only been mandated for us since the war, and so the idea that we are rushing forward with an ill-considered plan of railway construction is not to be envisaged for one

moment. We shall proceed, as in all these cases, on the advice of eminent surveyors, and the first money which will be spent under this loan will be for the necessary expense on the survey. I hope this development will go on continuously for at least the next ten years in all these cases. There is so much room for development that the idea of attempting to say you will do so much and then stop, what you want is considered progress and steady step. We must have a long period of years—Your labour policy will necessitate your going reasonably slow.

MR. MACLAREN: "At present the land speculators are getting all the benefits from this land development, and hence there is no return for five years."

MR. ORMSBY GORE: "I should be so interested to know who these land speculators are. I have travelled a good many miles on practically all the railways in British Tropical Africa, and the hon. Member had seen them, and seen some of the principal land speculators. I think he would have learned that his theories do not fit the facts."

The hon. Member for Richmond raised the question of expansion. We are taking care that in all these future railway developments there may be an expansion from the narrow gauge system if need requires, and we are having the steel sleepers specially constructed so that those sleepers can be used for the broader gauge as well as the narrower gauge. This will not be an appreciable extra expenditure. It will be a little extra expenditure, but looking at the far future, it is all-important that we should be able to have the heavier gauge, because there is no doubt that in the future, especially when the Native production of crops such as cotton, grow, everything is going to depend on the cheapness of the traffic rates.

Co-operation between European and Native.

I do not take the view that there is necessarily some opposition between what is called Native production and European enterprise. The dual policy, as it has been called, is, of course, a definite declaration, that in the same area in East Africa you shall have both; that there shall be areas in the highlands where the European may be encouraged to grow crops which he alone, with the necessary capital and machinery, can cultivate, but that in other areas, set aside as Native reserves, you can encourage Native production, not only of foodstuffs, but of economic produce. The essence of the dual policy is that the Native should be absolutely free to choose between either kind of productive effort, that he can either produce on the land or in his own reserves. The Government say, 'If you decide to do absolutely nothing, and it is very easy in a tropical country to allow your women folk to do everything, then you will decline in your interest and in the world's interest, and you will not be a producer. And that what we are endeavouring to teach them. Not only to produce, but in every way we do want to encourage the African Native to become a producer on his own land, growing cotton, growing cocoa, growing the Native crop which he can manage, or if he wants to, to let some of the boys do so. I think a great many of them would benefit, the majority of them at any rate, if they learnt something about scientific European cultivation.'

I have seen many a case in East Africa in a Native reserve where a Native has learned a great deal from going on a European farm, seeing the plough which he has never seen before, seeing how a team of oxen or a tractor can work, and learning modern agriculture and modern methods. I am perfectly certain that the dual policy in these circumstances of East Africa is the right policy and the injustice which many people imagine must be done is not being done, and that the community is going forward. You cannot possibly succeed in the highlands of East Africa without the goodwill and co-operation of European and Native, and there can be no ultimate advance unless the Native has also the guidance of white scientific methods and white interests. There is bound to be friction where you bring a race from one type and one industry, with immense equipment for dealing with the forces of nature, and put it into the middle of a primitive people only just emerging from tribal warfare and barbarism. The problem of trust is not many years ago. It is the problem of teaching him in the modern civilized world, in a country of enormous potential riches, of immense value to civilisation, producing products which are grown by the people both on the north and south of the great tropical belt.

Tate Coalfield and Kenya Imports.

MR. HAINSTON: "One of the grounds for the expenditure of this money is the building of a bridge over the Tamber, and one of the reasons for the building of this bridge is that it is going to develop and will facilitate the development of the Tate Coalfield. This coalfield will supply some 200,000 tons of coal, which will support British coal of the African market, and, if you

pleas, the proprietors of this coalfield are a Belgian syndicate. I can have this curious position. The taxpayers of this country are to guarantee a loan, a portion of which is to facilitate the development of a coalfield which is to export British coal from West Africa, and the proprietors of this particular coalfield are a Belgian syndicate. I have heard no justification whatever of such a proposal.

"What is the situation in Kenya under Lord Delamere's policy? Here are some facts taken from the survey of Overseas Trade, which I assume is authoritative evidence. In 1920 34% of the total imports of Kenya were from Great Britain, but in 1924 the percentage had fallen to 27%. Kenya was unable to purchase British goods. Where did she go for them? In 1920 Japan supplied only 5% of the imports of Kenya, but in 1924 she supplied 24%. The Japanese cotton factories have supplanted Lancashire, because Japanese labour is cheaper and Japanese conditions are worse, for in Japan hours are long and she has contract labour and so on; and the Native of Kenya has been forbidden to develop and have a purchasing power such as his brother in West Africa has, and the Native in Kenya is unable to buy British goods and is compelled to go to Japan for a cheaper quality of goods. If that statement can be answered, I want to hear the answer."

BRITISH POLICY IN E. AND W. AFRICA.

Mr. Ormsby Gore's Address.

MR. ORMSBY GORE's address to the Royal Colonial Institute on Tuesday evening, though devoted to British West Africa, included a number of interesting statements concerning or applicable to East Africa. Among them were the following:—

"Such successes as British Colonial policy reaps are due very largely to the fact that it is empirical rather than doctrinaire, and that adaptation to local circumstances and requirements is more important than any generalisation that the minds of philosophers can devise. . . . In comparing East and West Africa you have to bear in mind that East Africa has double the area of West Africa but less than half the population; that in East Africa there are highland areas where European colonisation is not only a possibility in the future, but an accomplished fact in the present, whereas in West Africa there are, to all intents and purposes, no such highland areas, and even if facilities were given for it there is no likelihood of such colonisation as is taking place in East Africa becoming possible in West. In East Africa, notably in Kenya, a European settler can have his wife and children with him for years at a time; in West Africa it is out of the question to attempt to bring up European children, and both European men and women can only endure the physical conditions for short tours, with frequent spells of leave in a temperate climate. To argue, therefore, that the East African system should be applied to West, or West to East, is to fail to recognise the application of the proverb that one man's meat is another man's poison."

"People in East Africa would do well to avoid criticism of British policy in West Africa until they have known and seen the facts, and similarly people who have a knowledge of British West Africa, either direct or by hearsay, would do well to refrain from criticism of what is being attempted in East Africa until they have equally acquired a knowledge of the facts which obtain in East Africa."

The Educating the African Aims?

We, in this country, have evolved certain examination tests, such as the junior and senior examination of our Universities. Quite a number of Africans are taking these examinations with little or no modification. In fact, in some places in West Africa, a social grade is being evolved on the basis of those who have passed the Cambridge Junior or Cambridge Senior examinations. I wonder if we realise what we are doing and what the effect

will be in fifty years time if we continue to impose our educational tests, and our educational curriculum, and our textbooks upon African society? Are we really giving our African fellow subjects the best that we can give in the way of educational development? I am the last person to take the view that education can be based entirely or even mainly on vocational needs, or that it is possible to give a boy or girl a technical education or higher education of any kind unless we first give a scientifically sound elementary education upon which to build. I certainly gathered in the course of my visit to West Africa that it is in the elementary field that our present educational efforts require the most careful and critical examination.

We are turning out Africans who can read and write English after a fashion by the thousand, but how far we are yet giving the African that mastery of himself and his environment, with knowledge of Africa and its future needs, I should not like to say. One hears a great deal these days about the disintegrating influences of the impact of Western civilisation upon non-European peoples. Most of the things we are doing are bound to modify if not actually to destroy old beliefs, old controls, and the old order of African society. This is inevitable, but are we doing all we can to replace with something better what we have destroyed? This is peculiarly the task and problem of the mission field, but Government, as Government, cannot be blind to what is taking place. The forces that tend to disintegrate tribal organisation are all at work, economic, administrative and educational, while missionary effort itself cannot pretend that its efforts, even if not so intended, are in many places leading in the same direction."

Joint Board Report (contd. from p. 328)

Council for the further protection of game, and, although as sportsman and a lover of game he would dislike to see it wiped out, it had still to be remembered that in so small a Protectorate there was no room for huge game reserves. The increase of game, and with it, of course, the increase of carnivora, meant more frequent raids on Native gardens, considerably increased death-roll from lions. There was the probability that the consequent increase in fly would at an early date become a great menace to Native health and the Native labour supply.

Lord Cranworth, while expressing the sympathy of the Board with the idea of research into matters concerning tsetse infection and control, thought the subject a debatable one on which various scientific theories were held. He had himself known two particular districts from which game had in the past been exterminated with the object of removing fly, but the fly still remained, and, perhaps, in an even more marked degree than previously.

Sir William Gowers reminded the meeting that Dr. Duke had recorded many cases which led him to believe that game acted as a buffer between infection and man, and that man was, in fact, in more danger if game was killed off.

On the motion of Lord Cranworth it was resolved that the Board, while deprecating any precipitate action involving destruction, would support any scientific research to enable a definite opinion to be formed.

New Members.

The Secretary reported that General Sir Hubert Gough, Mr. Powys Cope, Mr. A. E. Dar-es-Salaam Chamber of Commerce, and the Zambia Mining Development Company, Ltd., had been elected to membership by the Election Committee.

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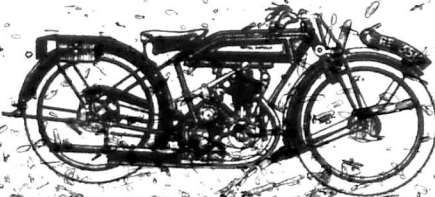
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LABOUR RECRUITMENT IN UGANDA.

A Reply to Archdeacon Owen's Charges.

In our issue of November 25 we reported the public statement of Sir William Gowers, Governor of Uganda, that there was not the slightest truth in Archdeacon Owen's charges that men from the Ankole district were brought down in gangs by the Uganda Labour Department in a manner which constituted exploitation and the negation of trusteeship. Archdeacon Owen has since replied at considerable length in the columns of the *Manchester Guardian*, and from his further letter we quote the following:

The Archdeacon's Rejoinder.

Your issue of November 22 reports Sir William Gowers as saying: "But he would like to assure his audience that there was no truth whatsoever in allegations that the Natives had been forced to grow cotton or to come and work on roads." Major Ormsby Gore, who was present when Sir William Gowers spoke, wrote in the report of the East Africa Commission: "It was alleged, however, that in one or two cases Native chiefs had compelled the peasantry to grow cotton. On investigation we found that few cases of this kind had been substantiated, but there can be little doubt that Native opinion generally has taken the expressed desire of the Government that they should increase the area cultivated under cotton as an order."

"No truth whatsoever!" I confront Sir William Gowers with the finding in the report. My gardener at Koko, Budu County, Uganda, had to attend the Native Court to meet a charge of not having put down a cotton plot, and he was but one of many cases brought to my notice. When Natives see their neighbours fined in court for not growing cotton, they would be the fools they are not if they failed to take it as an order. I was in Uganda from 1904 till 1918, and since then have been just over the border. I claim to know far more than Sir William Gowers knows as to how the cultivation of cotton was initiated and established, for I was in the country and he was not. Evidently Major Ormsby Gore knows more also.

In July, 1925, I motored from Jinja to Kampala, and later went on to near Masaka, 80 miles along the Ankole Road. I saw the dispersed gangs of Ankole men working on the roads, and conversed with them. I saw the rest camps which the Uganda Government had caused to be erected at intervals, and conversed with both outward and homeward-bound men. I know Ankole well, for I was stationed there for two and a half years. The statement of Sir William Gowers "that there is no truth whatsoever" in the example I gave of exploitation of these Ankole men by marching them down to work on Uganda's roads is answered by the evidence of my eyes and by another extract from the same page of the E.A. Commission Report:

"Cotton-growing as an industry for Ankole Natives falls exactly under the dictum of Major Ormsby Gore, i.e., "it does not pay to pick the (cotton) crop at more than a certain distance from the railway." The dice were loaded against the Ankole Native. I maintain that the distance from Mbarara to the port, roughly 150 miles, left the Native no alternative but to yield to the pressure and engage himself for labour. It is exploitation, in my opinion."

It is time Englishmen, whose forefathers abolished slavery, addressed themselves to the abolition of the modern oppression of the African, an oppression founded upon the anti-British doctrine that after a man has paid his taxes he still owes a duty to the State which can only be discharged by breaking up his home and becoming a wage-earner for others' benefit.

Man's Duty to the State.

The Governor of Uganda can hardly be expected to enter upon protracted public controversy of this nature, but we think it desirable to direct attention to certain aspects of the correspondence. We are first struck by the fact that this last offer of Archdeacon Owen appears to confuse the issue; for we understood the charge to be that he had himself seen exploitation in Uganda during 1925, a citation from the report of the Ormsby Gore Commission—

which visited Uganda in October, 1925, can therefore obviously have no bearing on the subject.

It would be idle to deny that the Native of Uganda had in the past been encouraged by the authorities to take up the cultivation of cotton, but Archdeacon Owen's statement that his gardener at Koko, Budu County, Uganda, had had to attend the Native Court to meet a charge of not having put down a cotton plot must surely have reference to a period which dates back some considerable time, for, if our information is correct, no charge of that sort could have been preferred in a Native Court during 1925, the period to which we understood the complaint to refer.

The Archdeacon deprecates the "anti-British doctrine that after a man has paid his taxes he still owes a duty to the State which can only be discharged by breaking up his home and becoming a wage-earner for others' benefit." Is it not rather an anti-social and anti-Christian doctrine to indicate that a man's duty to his country begins and ends with the payment of taxes? Surely it is inherent in civilisation and Christianity that a man has a duty of service to his neighbours, to his country, and to employ such talents as he may possess?

The Recruitment of Labour.

As to the Archdeacon's suggestion that Ankole labourers are forced by the Labour Department to leave their homes for work elsewhere, the fact that thousands of Banyarunda tribesmen volunteer each year to come the considerably greater distance to Kampala is presumptive evidence that the conditions of service are sufficiently attractive, especially when it is borne in mind that the Belgian authorities obviously do not encourage this migration of labour from their territory into the neighbouring British Protectorate. It is also a fact that thousands of West Nile Natives similarly volunteer for work each year, and come a much greater distance than Natives of Ankole.

The reference to gangs of labourers, might quite possibly be interpreted by un instructed home opinion—can it have been intended to be so interpreted?—as suggesting something in the nature of the practice of those of our readers who recollect the basis of the Uganda Labour Department when it was established by Sir Geoffrey Archer during his Governorship will remember that its recruitment was to be on an entirely voluntary basis, that it was to be entirely dissociated from the Administrative Department; and that one of the central features of the scheme was the provision of rest camps along the route, where labour would be well housed and fed, and, moreover, guarded against infection with spirillum fever and further from the depredations of lions, both of which dangers were serious.

Exploitation or Paternal Consideration?

While the Archdeacon suggests that the Labour Department has been guilty of exploitation, European business men and planters in the Protectorate are rather inclined to accuse the Department of coddling the Native rather too much. Without holding a brief for any of the three parties we certainly think the British public should not be left under the impression that a British Colonial Civil Service is engaged in "the negotiation of trusteeship." On the contrary, the whole basis of the Labour Department's scheme is intended to us to savour distinctly of paternal consideration for the well-being of labour, which, as we have shown, comes voluntarily by hundreds of miles to engage in work where the demand is naturally greatest—and where they take service under Native employers as much as under European.

PERSONAL

Sir Donald Cameron recently visited Bagamoyo. Commandant Darnoux left last week on his flight to Madagascar.

Mr. E. A. ... of Tanga, has returned to the Territory from leave.

Mr. ... Kopperud, of Ruuru, who has been in London for some weeks, has left for Norway.

Major Court-Trent lectured last week in Westmoreland on his Cape to Cairo motor experiences.

Mr. R. S. B. M. Hickson-Mahony has been posted to Mbitani on his return to Tanganyika from leave.

Khalifa Fuad of Egypt was received in audience by Sir John Maffey, Governor-General of the Sudan.

Mr. W. H. Johnson, author of "Cairo and Its Production" has held important public posts in Portuguese East Africa.

Mr. C. ... Assistant-District Commissioner, Zanzibar, was married on October 23 at the Cathedral, Zanzibar, to Miss Clodagh Leigh-White.

Miss Gwendolen Wilkinson, daughter of Sir Neville and Lady Beatrix Wilkinson, is to spend the winter in Nairobi with the Dowager Lady Pembroke.

Mr. B. Dennis Jones, O.B.E., M.A., F.R.G.S., Preclector of Trinity College, Cambridge, returned at Wimbledon last week on "Reminiscences of East Africa."

Miss Eileen M. Jacob, daughter of Mr. A. Jacob, M.P., is engaged to be married to Captain W. D. E. Marshall, Administrative Officer, Tanganyika Territory.

We welcome back to England Colonel Franklin, Commissioner for H.M. Eastern African Dependencies, who has just returned from a long tour of the territories.

The Lady Aga Khan died last week in Paris at the age of 28. She was a sculptor of merit, and her work had been shown at the Royal Academy in London, as well as in France, Portugal, and Italy.

Captain W. Tyson, the recently elected President of the Association of Chambers of Commerce of East Africa, and an original member of the Kenya committee appointed to act in liaison with the East African Advisory Committee here in London, is a well-known Nairobi business man who has shown marked interest in public affairs and particularly in matters affecting the financial standing of the colony. He has, we believe, been largely instrumental in the formation of the Nairobi Electoral Association.



Mr. C. E. ... sailed for Mombasa. Messrs. W. Davison, Lord, and R. W. G. Perry are among the East Africans recently admitted to Fellowship of the Royal Colonial Institute.

Commander C. Ward, R.N., and Colonel A. ... D.S.O., have been appointed Justices of the Peace for the Subukia area of the Nairobi districts.

Major Orde Browne, Labour Commissioner, Tanganyika, leaves England tomorrow to return to the Territory via South Africa, Rhodesia, and the Congo, with the intention of investigating labour conditions en route.

Mr. ... Boyce, G.S., is to address the Royal Colonial Institute at 4.30 p.m. on December 15 on "Big Game Hunting and Pioneering in East Africa." 150 lantern slides are to be shown.

Mr. Arthur W. Hodson, C.M.G., who has been appointed Governor of the Falkland Islands and their Dependencies, was a District Commissioner in Somaliland from 1912 to 1914. From that year until 1923 he was Consul for Southern Abyssinia and later for South-Western Abyssinia.

Writing in the current issue of an enterprising village magazine entitled "The Sand Hutton and Claxton Chronicle," Sir Robert Hamilton, former Chief Justice of Kenya, expresses the view that in Kenya "what is needed now is a cool head and a long view, and if, as I hope and believe, measures can be devised that will give fair and fair opportunities to all whatever their origin or colour for the advancement of their spiritual, material and political aspirations on a just and reasonable basis, then every reason why Kenya should ultimately become one of the most prosperous, as it is one of the fairest, of the most Africa."

Lieut. Colonel R. C. Grant, whom many of our readers will remember at G.H.Q. during the East African campaign, and who is now general secretary of the B.O.C., tells us that the annual birthday festival is being held this year at Manchester on December 15. The programme begins with a Thanksgiving Service at Manchester Cathedral at 5.30 p.m. at which H.R.H. the Prince of Wales, Patron of Toc H, hands over the crosses from the graves of unknown soldiers, to be placed in the Chapels of Toc H Houses or Branches, and at which there will be a short address by the Bishop of Manchester. At 7.45 a festive gathering is to be held with the Prince in the Chair.

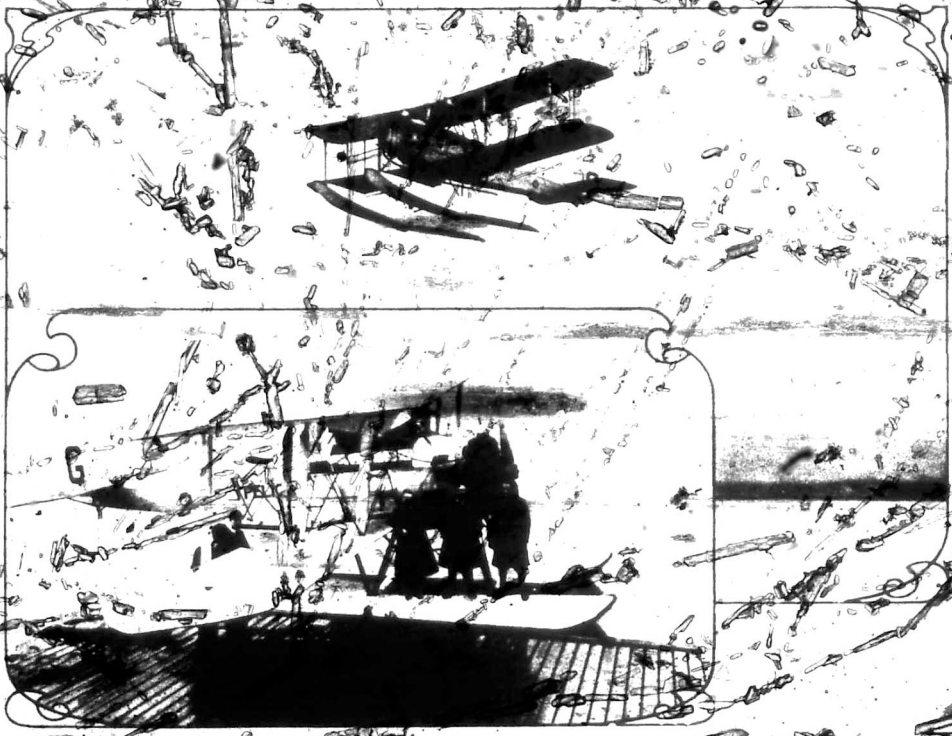
We record with regret the death in Uganda of Mr. Carl Akeley, the well-known American artist and sportsman, big game hunter and taxidermist, who, as East Africa reported some time ago, went to East Africa again recently in connection with the project, financed by a number of leading American business men, for the establishment in the United States of an African Hall in which game animals would be mounted in surroundings as close as possible to those of their natural habitat. Akeley had considerable experience, but a book of his published a few months ago, written with good deal of criticism, particularly in connection with certain statements regarding gorillas in Uganda and the Belgian Congo.

SUPPLEMENT TO "EAST AFRICA," DECEMBER 9, 1926.

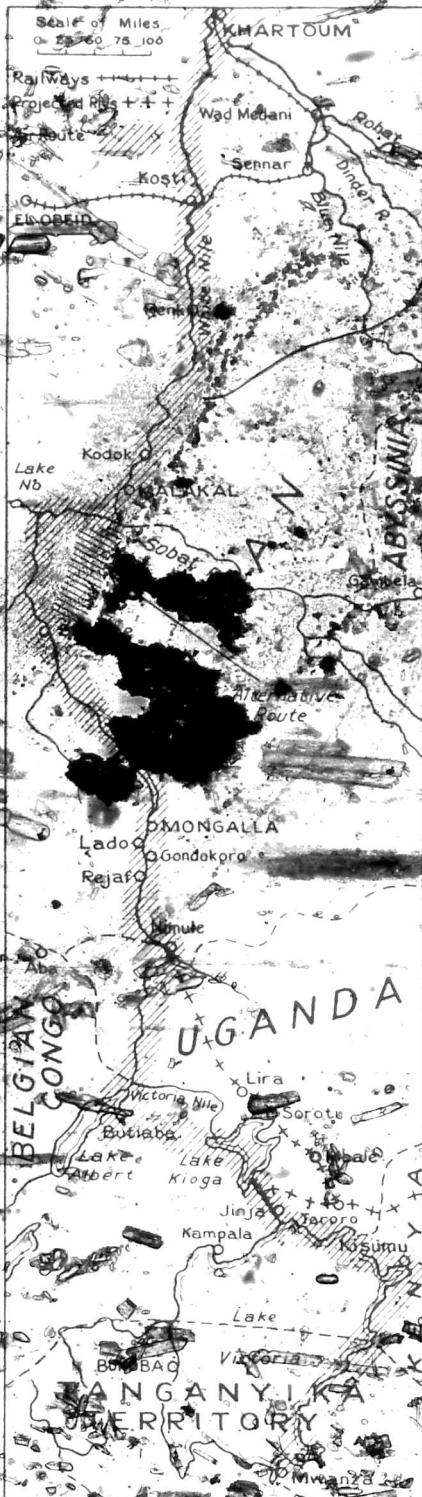
EAST AFRICA

THE ONLY NEWSPAPER IN EUROPE DEVOTED
EXCLUSIVELY TO THE INTERESTS OF
THOSE LIVING, TRADING, HOLDING
PROPERTY OR OTHERWISE INTERESTED IN
EAST AND CENTRAL AFRICA.
A WEEKLY JOURNAL.

SPECIAL KHARTOUM AIRWAY SUPPLEMENT



EAST AFRICAN AIR SUPPLEMENT



Khartoum-Kisumu Air Time Table

| | | | |
|----------|----------|-----|-----|
| Khartoum | Kisumu | 11 | 15 |
| Kisumu | Khartoum | 19 | 19 |
| Khartoum | Kisumu | 24 | 26 |
| Kisumu | Khartoum | 31 | Feb |
| Khartoum | Kisumu | Feb | 7 |

During the above period no flying passengers will be carried.

The dates given are approximate and may be varied.

| | | | |
|----------|----------|-----|-----|
| Khartoum | Kisumu | 14 | 15 |
| Kisumu | Khartoum | 19 | 20 |
| Khartoum | Kisumu | 23 | 24 |
| Kisumu | Khartoum | 28 | Mar |
| Khartoum | Kisumu | Mar | 5 |
| Kisumu | Khartoum | 7 | 11 |
| Khartoum | Kisumu | 15 | 16 |

Further dates will be announced later.

FLYING STAGES.

GOING SOUTH FROM KHARTOUM.

| FIRST DAY | | SECOND DAY | |
|-----------|------------|------------|------------|
| | A.M. | | A.M. |
| Khartoum | dep. 7.00 | Mongalla | dep. 6.00 |
| Kosti | arr. 8.50 | Butiaba | arr. 8.30 |
| Kosti | dep. 9.20 | | dep. 9.00 |
| Malakal | arr. 10.50 | | arr. 10.50 |
| | dep. 1.00 | Kisumu | arr. 12.40 |
| Shambe | arr. 3.20 | | |
| | dep. 3.50 | | |
| Mongalla | arr. 5.20 | | |

GOING NORTH FROM KISUMU.

| FIRST DAY | | SECOND DAY | |
|-----------------|------------|---------------|------------|
| | A.M. | | A.M. |
| Kisumu | dep. 8.00 | Shambe | dep. 6.00 |
| Jimja | arr. 9.20 | Malakal | arr. 8.30 |
| | dep. 9.50 | | dep. 9.00 |
| Butiaba (lunch) | arr. 11.40 | Kosti (lunch) | arr. 11.30 |
| | dep. 1.00 | | dep. 12.30 |
| Mongalla | arr. 3.30 | Khartoum | arr. 2.30 |
| | dep. 4.00 | | |
| Shambe | arr. 5.30 | | |

Mails will be carried at special rates, subject to which will be issued by the Post Office.

FARES.

Khartoum to Mongalla or Rejif **£60**
 Khartoum to Lake Abaya or Lake Victoria **£70**
 Passengers will be landed or picked up by arrangement at any spot on the route at which, in the opinion of the service, landing can safely be made.
 The available accommodation is limited, early booking is advisable.

BOOKINGS.

Further particulars can be obtained from and bookings registered with
BLACKBURN AEROPLANE Co. Ltd. (Ampersley House, Norfolk Street, London, W.C.2.)
THE BOEK & SON, 111 (Branches)
BRITISH AIR CORPORATION, Ltd. Any Office in Kenya, Uganda, Tanganyika or Zanzibar.
DELLATLEY, HANKEY & CO. (Sudan), Ltd. Any Office in the Sudan.

Support for East African Air Service

IMPORTANT MESSAGES TO "EAST AFRICA."

The *East Africa* Magazine is pleased to publish the following exclusive messages.

The Rt. Hon. L. S. AMERY, P.C., M.P.

Secretary of State for the Colonies

The launching of the seaplane designed to survey the Khartoum-Kisumu route marks nothing less than a new epoch in the history of communication in Tropical Africa. The seaplane, under the skilful guidance of Sir Stanley Coburn, has proved itself a wonderfully safe means of transport in countries where rivers are abundant, and we may look ahead to a time not far distant when the circumstances between the different territories in East Africa will be uniformly reduced.

This must inevitably have a very far-reaching effect upon the future development of East Africa, and it is a matter for the greatest satisfaction that the undertaking of the survey should be due to the ready co-operation and foresight of no less than three separate Governments—those of the Sudan, of Kenya and of Uganda.

His Excellency Sir JOHN L. MAFFEY, K.C.V.O., C.S.I., C.I.E.,

Governor-General of the Sudan

The financial contribution made by the Sudan Government to the Khartoum-Kisumu air service is a practical evidence of our deep interest in this great experiment. From time immemorial the ancient waters of the Nile have powerfully influenced the history of the human race, and the Nile valley has long been known as the perfect instrument of modern development. We turn the first page of a new chapter of the romance of the Nile, and we confidently hope that it will not be beyond the reach of human efforts to prove the value of the service to be in fact what the map shows it to be—the straightforward track from Cairo to the heart of Imperial East Africa.

His Excellency Sir WILLIAM COWERS, K.C.M.G.

Governor and Commander-in-Chief of the Uganda Protectorate

I have now lived almost continuously in Tropical Africa for twenty-seven years. In that time I have seen methods of transport improved to an immense degree. I have often participated in and on occasions have helped to finance these improvements. But I have never assisted in the birth of an infant enterprise in transport in Tropical Africa of the future health and long life of which I feel more confidence than I do in that of the air service between Khartoum and Lake Victoria, of which the 'Pelican' is to be the forerunner.

The Nile valley has been the focus from which so many centuries new forms of culture and civilisation have spread into darkest Africa. It is fitting that the latest example of the overcoming by man of the obstacles which nature has set in his path should follow the great river to its source and beyond.

Further Messages to East Africa

Air Vice-Marshal Sir W. SEFTON BRANCHER, K.C.B., A.F.C.

Director of Civil Aviation

I look upon this enterprise as most important and shall watch the experimental service which is to be operated between Khartoum and Kisumu during next year with great interest. I have hopes of travelling to Kenya and back by this service myself during February next.

The Rt. Hon. EARL BUXTON, P.C., G.C.M.G.,

President of the African Society, and formerly Governor-General of the Union of South Africa

A further great step forward has been taken by the launching of the "Pelican," in bringing into more intimate commercial relations, firstly the Sudan and East Africa, and secondly, and equally so, Great Britain and East Africa.

We fully recognise the enterprise of the North Sea Aerial Company, and wish them the best possible luck in their first long commercial flying seaplane, for service between Khartoum and East Africa.

Colonel Sir PIERRE VAN RYNEVELD, A.B.E., D.S.O., M.C.

Director of the South African Air Force, who flew from London to the Cape in 1920

"I will not wish the Service 'good luck,' as I know that element is not taken into consideration any more in the world of Commercial Aviation. I will rather say 'good fortune.' It is sure to bring good fortune to all those who are going to use it.

The Prime Minister of South Africa stated at the Imperial Conference that we will carry out occasional flights from the South to connect with the service at Kisumu. You may be sure, therefore, that there will be more than a spectator's interest.

So good fortune to the opening stage of the Cairo-Khartoum Commercial Airway."

SIR ALAN J. COBHAM, A.B.E.,

the Apostle of Civil Aviation, who this year flew from England to the Cape and back

There is an air route linking up the Mediterranean with Central Africa will possibly be one of the greatest air transport schemes in the future, because it will mean eventually that Kenya, Uganda, Tanganyika, parts of the Congo, and the Sudan will be but seven days from England, instead of a month as at present. Surely this spells progress.

There is too much talk in these days about air transport and commercial proposition. I maintain that it does not matter whether an air line pays or not as a transport proposition so long as it opens up and helps to develop the country over which it flies. As in the case of railways in various parts of the Empire, these have been put down at great capital outlay and have never paid for years, but the property over which they have run has quadrupled its value, and ten times as much revenue has been collected from that territory, and all the railways do nothing but pay, as a transport proposition, although they have developed the country so enormously and increased the revenue. But it pays the Government to subsidise these railways.

I maintain it would be a magnificent investment for the Governments of all the colonies I have mentioned to invest in an air line that would speed up their communication with the Home Country. It would certainly develop the land and would repay itself tenfold.

I wish Captain Gladstone every success in the new venture and sure I am looking forward to the day when a regular air line will eventually be inaugurated.

Further Messages to East Africa

Sir CHARLES C. WAKEFIELD, Bt., C.B.E.,

One of a Nation's Best Figures in the Business World

I congratulate *East Africa* upon the publication of this Supplement. The launching of the "Belgian" marks an epoch in the history of Imperial aviation, which has received such impetus in recent years from the pioneering work of Sir Alan Cobham and others. All sane Imperialists hope that in the very long, the now distant parts of the Empire will be brought, by means of Imperial Air Services, substantially nearer to the Motherland, greatly to the advantage of the British Commonwealth of nations.

F. HANDLEY PAGE, Esq., C.B.E.,

The Well-known Pioneer Aviator

No better route exists to-day than which great benefits can accrue from the adoption of Civil Aviation as a means of communication than the one which was commemorated in the launching of the pioneer seaplane for use on the service in East Africa. The great reduction in time which results from the opening of the air route, the clearer atmosphere which the traveller enjoys, and the freedom from adverse ground difficulties make it transport one of the ideal methods of conveyance in Africa.

In the Belgian Congo the enterprising Belgian National Company, with the very energetic support of the Belgian Government, have in working operation a line covering nearly the whole of the length of their colony. I can only hope that the initial route which will be opened in East Africa will progress as rapidly as the Belgian service has progressed and will be accorded the same large measure of support from the public that the other service has received.

C. G. GREY, Esq.,

Editor of "The Aeroplane"

The Khartoum-Kisumu experimental air line must go down to history as the first definitely commercial air line undertaken by the British Crown Colonies. Every thing humanly possible has been done to assure its success. And it is backed by five of the best and oldest firms in the British Aircraft Industry.

It is financed by The North-West Africa and General Transport Co. Ltd. which is an offshoot of the pioneer aircraft firm, The Blackburn Aeroplane and Motor Co. Ltd., of Leeds, but the Blackburn Company have not built the machine because none of the types which they are at present producing happens to suit the conditions. This alone shows the seriousness with which the Blackburn Company regard the proposition, and it is only less sincere than Mr. Robert Blackburn, the head of the firm, who began experimenting with aeroplanes in 1909, would have put one of his own machines on to the job in the hope that it might "puzzle through" in the usual English fashion. The aeroplane which is being used is a De Havilland 50, similar to that flown by Mr. Alan Cobham to Burma and back, to the Cape and back, and to Australia and back—before he became Sir Alan. And the head of this firm, Captain Geoffrey de Havilland, was flying in 1909.

The floats, which make the aeroplane into a seaplane, have been built by Short Brothers Ltd., who were the pioneers of float aeroplanes in 1911.

The 100-hp. engine has been built by the Bristol Aeroplane Co. Ltd., also one of the great pioneer aircraft firms, founded in 1909.

And the aircrew is a Fairey-Reed built by the Fairey Aviation Co. Ltd., whose chief, Mr. C. R. Fairey, is another pioneer of aviation, dating from 1909, as an experimenter with aeroplanes.

Thus in the Blackburn-De Havilland-Short Bristol-Fairey combination the Khartoum-Kisumu line requires the quintessence of the British Aircraft Industry.

But Mr. T. A. Gladstone, who is entirely responsible for the initiation and organisation of the venture, is a splendid example of the old head on young shoulders. He is an extremely fine aeroplane pilot, but, unlike most young sportsmen of his type, he has shown that he possesses common sense and qualities of the most desirable type. He has foresight, pertinacity, persuasiveness and judgment. With such qualities, and with the technical knowledge which he has secured, the experimental air service has every possible chance of success, and from its success must grow a regular service of great importance to the British Empire.

ADVANTAGES OF THE EAST AFRICAN AIRWAY REVIEWED

HOW THE SERVICE WILL BENEFIT THE TERRITORIES.

Specialty Written for "East Africa."

During the year that is rapidly drawing to its close few things have been more remarkable in East African affairs than the complete change of opinion concerning aerial transport. Within the past year East Africa has developed an air sense, within the next twelve months it should have its own air service. Before 1930, it may, if the prophecy of no less an authority than Sir Halford Mackinder is fulfilled, be proved that the East African Territories are the natural trunk airway from Egypt to Australia, the route followed by the regular ship service destined solely to bring the Outer Marches of Empire into immeasurably quicker and closer touch with the Homeland.

Yet when Capt. T. A. Gladstone, the originator of the scheme for the regular air service between Khartoum and Kisumu, visited the Sudan at the beginning of 1923, local opinion, though greatly interested, was somewhat sceptical, and when he addressed a joint meeting of the East and South African Sections of the London Chamber of Commerce a year ago it was apparent that many of the leading commercial men present, though anxious to bless the scheme, were somewhat restrained by fear as to its practicability.

Year of Achievement.

But 1923 has dispelled doubt, not merely in the possibilities of the project, but in its importance from the whole standpoint of East African development. Sir Alan Cobham has flown 5,500 miles in Africa during the rainy season in ten days, comfortably traversing the Khartoum-Kisumu section of his route in two days. Four R.A.F. machines have carried out a service flight from Cairo to the Cape and back. A Kenya coffee planter is using his own private aeroplane for getting about the country. An East African Postmaster-General is contemplating the purchase of a plane for the internal carriage of mails. A Governor's A.D.C. has spent some of his leave leaving to fly.

To do so direct, we accept air travel as a proved, but still pioneer, form of East African transport; tomorrow we shall be publishing in these columns the lists of aerial passengers to and from East Africa. To-day we publish those of travellers by sea, soon the complete run from the banks of the Nile to the shores of Victoria Nyanza will be done regularly in seven days.

The establishment of regular air services to, from and between the East African Dependencies must effect radical change. Even the opening of the link between Khartoum and Kisumu will reduce the time of travel between the capital of the Sudan and the hub of Uganda from some two weeks to two days, while the provision of the second link from Khartoum to Cairo will enable travellers from Kenya or Uganda to reach London by air in about a week, instead of taking three or four times as long

as at present. In January the Cairo and Karachi air service will carry passengers from Cairo to India, and by the time the survey flights over the Khartoum-Kisumu section have been completed it is quite likely that arrangements will have been made for the Cairo-Khartoum stage to be flown by the North Sea Aerial and General Transport Co. Ltd.

Air Mails and Press Publicity.

What are the main benefits of the establishment of a dependable air service to East Africa? Let us indicate briefly some of the most obvious.

East Africa is at present seriously handicapped by mail services, the irregularity and slowness of which are most detrimental in many ways to the development of the territories. The institution of an air mail will be beneficial, not only because it will greatly expedite the transmission of commercial documents, official dispatches, and private letters, but also because it will bring to the East African Territories the advantages of much greater Press publicity—and in this twentieth century world the material benefits that flow from the right type of Press attention can scarcely be over-estimated. To-day East Africa is not well represented in the Home Press, chiefly because, on the one hand, cable costs are too expensive, and because, on the other, the messages which are sent by post cannot appear in the London newspapers until three or four weeks after the occurrence to which they refer, by which time public interest has evaporated. The provision of an air mail must speedily contribute to a rapid improvement in the amount of East African news reported in the Press of the Mother Country, and more frequent references will of course assist the development of tourist traffic, the flow of settlers and capital, and the marketing of British goods.

From the business standpoint one of the most obvious advantages is that commercial documents will be carried much more expeditiously. Samples, correspondence, blue prints, details of contracts, and other important data will be brought to London or the industrial centres of Great Britain at a third of the time at present necessary. Transmission by air of interest-bearing documents has everything to recommend it, for, as was recently emphasised in the House of Commons by a member with long experience of Eastern markets, £1,000,000 worth of cheques, promissory notes, or bills bearing interest at 5% represent £137 a day; thus, with a saving of fourteen days or so in transmission between East Africa and London, business interests will, in the course of a year, stand to gain considerably in this manner. Bills of lading, which to-day only arrive after the goods to which they refer, can then be immediately dispatched after they have been issued, and yet reach the port of discharge long before she is due. Moreover, as the East African Territories develop, and as commercial competition becomes intensified, the operation of a regular air

...may frequently mean that British manufacturers will gain a business which would otherwise have been lost.

Saving the Busy Man's Time

To our own knowledge many business men in the City of London have in the last two or three years raised an interest themselves in an African proposition which they admitted to be attractive simply because the pressure of other affairs would not permit them to be absent from England for the three or four months necessary for the inspection of the property offered to them. When a financier can go to East Africa, make his investigations on the spot, and be back at his headquarters within three or four weeks, then there will certainly be a quickening of interest in young fields of Empire which offer such excellent business attractions. Equally important is the fact that technical experts of all kinds will likewise be able to carry out their investigations, whether for official or private bodies, in a third of the time now required. Since the launching of the "Pelican" heralds the advent of a day when more of our public and Members of Parliament, Press representatives, and other useful agents of progress will be able to add the time to East and Central Africa, with the result that British Dependencies that will loom ever more prominently in the thoughts and plans of the moulders of public opinion, Legislators, business men, and other individuals.

East Africans will, of course, have similar facilities in their disposal for the speeding up of their operations. A Governor, for instance, with whom the Colonial Office may desire an urgent consultation need be away from his post for not more and perhaps a good deal less than a month, instead of at least two or three months. The Departmental Director, whose evidence on technical matters may be required by such a body as the Imperial Standards Committee or the East African Guaranteed Loan Committee, but who could not be spared for three months, might well be absent for a month. Similarly the local managing director of a large commercial, agricultural, or industrial enterprise, whose directors hesitate to bring him Home frequently by the present slow means of transport, may well be asked to fly to an annual conference with his Board

Knitting the Dependencies Together

The provision of an air service will certainly knit the Dependencies themselves much more closely together, particularly when the Government of Tanganyika takes a financial interest in the scheme which might then be extended to Mwanza on the south of Lake Victoria with hopes of reaching the Cape at a later date. Mwanza will, within a year or so be linked by a new railway with Tabora, and thus to the Seat of Government at Dar-es-Salaam to the east, and with Lake Tanganyika and the Katanga to the west. It would seem that for some years at least Mwanza promises to be the most southern point which the Sudan-East Africa airway need

serve, but an early extension of the sphere of operations from Dar-es-Salaam to the south of Lake Victoria appears desirable. The Tanganyika Government is no doubt fully alive to the situation, and its financial participation with Kenya, Uganda, and the Sudan in the service that will follow the completion of the airway flights will be welcomed by East African public opinion. With an extension of the air services to Mwanza passengers could in four days travel from Khartoum to Tabora, from Khartoum, which Gordon met his tragic and heroic death only four decades ago, to Tabora, for long the great slave-trading centre of Central Africa, which was joined by rail to the Indian Ocean less than fifteen years ago.

The recent East African Governors' Conference, the Imperial Conference of Fukuoka and Livingstone, the East African Agricultural Conference held at Nairobi, and the various Departmental conferences past and present, all tending to emphasize inter-relationships and inter-dependence of British East African Empire. Moreover, they have shown that at least for economic purposes the Sudan must be treated as with the East African group.

Some Further Advantages

Considerable progress will be assisted by aerial transport. When a delegate can count on reaching an East African rendezvous from Khartoum in two or three days, the Sudan Government will naturally be more inclined to participate in the conferences of the territories to the south of its borders. When Tanganyika delegates, official and unofficial, can by means of rail to Mwanza and thence by air to Tabora, such Nairobi, Kampala, or some similar rendezvous meeting place in three or four days, instead of having to waste time waiting for rail and inefficient steamer connections, the benefits of co-operation will be strikingly obvious.

If this revolution in transit difficulties and time benefits the man employed in his everyday occupation, think of its effect on efficiency in cases of human and animal, and in the event of the sudden and serious illness of an isolated official, missionary, or trader. Then doctors and medical or veterinary supplies may be rushed to the scene with the possibility of extinguishing at its birth what might have developed into a scourge costly in life, toil and money.

As the Secretary of State for Air stated in his address to the Imperial Conference, the East African airway is the most important to the Empire, save only that to India and Australia. And Sir Malcolm MacLender, the Chairman of the Imperial Economic Committee, predicted in a recent brief but highly significant speech, there is every prospect that the air route from Britain to Australia may from the Red Sea pass across the East African territories to Durban, and that on the return journey the track may be across the Indian Ocean to Mombasa, and thence northward to the Nile. If the suggestion of the well-informed authorities prove to be correct East Africa will have become of immense importance in Imperial air policy and strategy.

EAST AFRICA

THE ONLY NEWSPAPER IN EUROPE DEDICATED EXCLUSIVELY TO THE INTERESTS OF THOSE WHOSE FUTURE IS BOUND UP WITH THE PROGRESS OF EAST AND CENTRAL AFRICA

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81, Great Fitzfield Street, London, W.1

Edited by An Old East African



THE START OF A GREAT ADVENTURE

LADY BEATRICE ORMSBY GORE CHRISTENS THE "PELICAN."

Important Speeches Specially Reported for "East Africa."

On Monday, November 15, the seaplane "Pelican," the pioneer craft designed for experimental work on the Khartoum-Kisumu air route, was christened and launched at Rochester in the presence of a distinguished gathering. As soon as Lady Beatrice Ormsby Gore had announced the christening of the seaplane, the "Pelican" motor was started up and the launching ceremony performed by the Hon. W. G. A. Ormsby Gore, M.P., Cader, Secretary of State for the Colonies.

The seaplane slid into the Mersey, turned up wind, rose gracefully, and for some moments carried out a series of evolutions before landing again on the water opposite the specially erected stage on which the guests were assembled. Comment was freely made on the obvious climbing power of the machine, which bore on its side not only the name "Pelican," but a pelican itself, painted in blue on a white background. *Business* has learnt, by the way, that the directors of the North Sea Aerial and Transport Company, Ltd., the sponsors of the enterprise, had intended to christen their first machine the "Marabout," but a conversation of Sir William Gowen with Captain Gladstone was responsible for the change of name. His Excellency mentioning casually that the marabout does not settle on the water while a pelican does, it was decided that the latter name would be much more suitable.

While the machine was a flight, Lady Beatrice Ormsby Gore was presented by Mrs. T. H. Gladstone, mother of Capt. J. A. Gladstone, with a beautiful silver salver engraved with a map of Africa, on which the Khartoum-Kisumu route was prominently marked. This happily inspired gift from the originators of the service was obviously greatly appreciated by both Lady Beatrice and Mr. Ormsby Gore.

Air Ministry's Declaration of Policy.

At the luncheon which followed at the Bull Hotel, Rochester, made famous by Charles Dickens, Mr. Ormsby Gore read a letter from himself from Sir Samuel Hoare, Secretary of State for Air, who wrote:

"I am sorry indeed that severe indisposition should have precluded my presence at the launching ceremony of the hydroplane, which is to be used on the experimental service between Khartoum and Kisumu."

"I am very glad that you have been able to perform the ceremony in my place, since this project is one which seems to me to be of the most far-reaching importance alike to the Air Ministry and the Colonial Office."

"From the broad aspect of Imperial air communications, this service is the first link in what will ultimately be one of the most important routes in the Empire, *viz.* that from Cairo to the Cape, a route which should be of first-class strategic as well as commercial importance. I am sure that the Colonial Office will welcome a scheme which will effect a radical improvement in existing methods of communication between such important areas of the British Empire in East Africa."

"It will be a good thing to connect the Captain Gladstone and those associated with him, my best wishes for the success of this most important enterprise."

"This declaration of policy on the part of the Air Ministry, I think, said the Under-Secretary, be welcomed everywhere. Those at the Colonial Office who had looked forward to the day had been anxious to secure the co-operation and goodwill of the Air Ministry in establishing this service. An important step will be taken that day. Though Capt. Gladstone and Sir Alan Cobham had already done a great deal to diminish the peoples of the Sudan and the East African Dependencies with the possibility of aerial communication, it was only to-day that the foundations had been laid of something which would be believed to lead to permanent results."

Mr. Ormsby Gore continued:

Mr. Ormsby Gore's Speech.

"I believe that the seaplane which we saw launched this morning will be the means of establishing the certainty that the route up the Nile is one of the most favourable opportunities for successful civil aviation from the tourist, commercial and air mail points of view, and also from the strategic point of view. I hope it may be possible to secure the co-operation of all the countries that may be affected by the service."

"The present experiment has been conducted largely owing to the foresight and generosity of the company itself, who, by putting up the largest share of the cost, have given proof of their confidence. The other contributors are the Governments of Kenya, Uganda, and the Sudan. That such an experiment is going to be made is largely the result of the recent Governors' Conference held in Nairobi. All the Governors there assembled were determined that everything possible should be done to shorten the time and the distance of communication between the heart of the Empire and those Dependencies."

"May I thank the company for their kindness to my wife and myself? We have thoroughly enjoyed to-day. I wish every success to those engaged in the enterprise, and I drink to Captain Gladstone and his colleagues. Good luck!"

Governor of Uganda's Support for Scheme.

Sir William Gowen said that he had to speak not only in his own capacity, but also for the other East African Governments associated with the North Sea Aerial Transport Company in the enterprise. He knew that the Governor of Kenya and the Governor-General of the Sudan were whole-hearted supporters of the experimental service, and would, he felt, be whole-hearted supporters of the regular air service which they hoped to see follow. They were all convinced that even a ration must come in East Africa, and over the Khartoum-Kisumu route it was the only possible means of speeding up communication between the territories."

Public opinion in Uganda, especially interested when the scheme was first mooted, and he felt that they would count upon the support of the official no less than of the official elements."

I have continued Sir William's had twenty or twenty-eight years of experience of the opening up of backward parts of Africa, where every improvement of transport is of the highest importance. Roads and railways are essential, but are not possible everywhere and in any case they take a very long time to build. On the route over which the 'Pelican' will fly roads and railways are almost impossible to think of within a reasonable future.

The air is a natural means of communication, of which man is now taking advantage. Britain has been rather backward in aviation in Tropical Africa, though the French and the Belgians have their lines operating in their Tropical African territories. But the British have performed wonderful pioneer flights. The first flight in Tropical Africa was made in 1912 by Colonel Ogilby in a Short machine from Cairo towards Khartoum. Next, in 1920, was the attempt admirably carried out, but unsuccessful, to fly from Cairo to the Cape by Cockerell and Broom, accompanied by Dr. Chalmers Mitchell, the well-known scientist. The first successful Cape-to-Cairo flight was made by Colonel Sir Pierre van Ryneveld, and since then there had been the flights of Sir Alan Cobham and of the four R.A.F. machines. I met Mr. Cobham (as he then was) in Uganda, and I know that he has the utmost confidence in the future of the new line. These pioneer flights were what is now called 'stunts,' a word which, though it cannot be found in my dictionary, signifies, I think, a *tour de force*—that is, something not to be repeated every day, but performed as a demonstration of what can be done.

To-day lunch marks a new era in several ways. It is the first effort to introduce to Tropical Africa the commercial and economic air line. When I say 'economic,' I do not mean that an immediate money profit can be shown. New means of communication are seldom profitable at the start. Their economic justification lies in the enormous advantages they give to the territories through which they run. Roads can seldom if ever be shown to show a financial profit, and there is no more reason to expect an air service, in its early stages at least, to yield a financial profit than there is in the case of roads. We should never dream of refusing to build a road because a profit cannot be shown, and by the same argument this air route can be justified.

Co-operation of Belgian Congo.

I express appreciation of the presence of a representative of the Belgian Government, and we are also pleased to have had a telegram from Monsieur Richard, well known to many of us. This service promises to bring to the Belgian Congo as great benefits as to the other territories, and we may look forward to the time when the gold from the rich Kilo-Moto fields in the Congo and the diamonds which will expect to be produced in increasing quantities in Tanganyika Territory will be carried to Europe by air, thus saving an enormous sum of money in insurance and interest. The transit of gold from the Kilomines down the Congo to Matadi now takes seventy days to reach Europe; there is no reason why it should not be brought home in ten days when the Kisumu-Cairo route and the Cairo-London stage of the Indian air route are in operation. We have every reason to hope that the Government of the Belgian Congo will co-operate and patronise the service when it is proved feasible. There has, perhaps, been a certain suspicion on the part of the Belgian Congo Government, which has naturally asked, 'If the project is so good, why does not our own Government show its confidence in a practical manner?'

But had the British way to allow these enterprises to be generated locally and for the Government to participate only at a later stage if it was necessary. I think perhaps there is more chance of its getting well started on those lines than if it had been lightered in with money drawn from the British taxpayer. I think that later, when the North Sea Aerial Company and the three territories who have put up the money show that the line can be successfully run, we can come to the British Government and ask for assistance and from the letter of Sir Samuel Hoare read to-day we may feel a reasonable degree of confidence that we shall not ask in vain.

Sir William Cowers an Early Passenger.

This occasion will have immeasurable importance in interesting public opinion, in East Africa no less than in Europe, that of commercial men no less than of administrations. As to the utility of the service in saving time, now, in the most favourable circumstances, anyone who wishes to get to Lake Victoria by the natural highway of the Nile requires from thirty to thirty-two days from Cairo, if all connections are caught, while via Mombasa twenty-five days are necessary, and I seldom get my letters in under a month. Kisumu ought to be reached by air from London in ten days, and even by the present means of communication to Khartoum and onwards by air ten days should be saved—an enormous consideration for passengers from England. To save ten days on the outward and another ten days on the homeward journey might make all the difference to many people, particularly business men, while as regards mails the advantages are too obvious to require mention.

I wish the best possible luck to the 'Pelican' and the very enterprising directors of the company who originated the project. I was struck by the pertinacity and perseverance shown by Captain Gladstone during the many months he spent in East Africa in acquiring accurate information and in convincing all those who were lukewarm or sceptical. I refrain from further congratulations because it is a British habit not to indulge in fulsome praise until the goods are delivered. I have every confidence that they will be delivered, and as I undertook recently that it would be one of the first pieces of goods to be carried, I have a considerable personal interest in their safe delivery. If it is not in mortals to command success, those who fly are at least nearest the gods, and all those concerned in the building and flying of this machine will, I think, have deserved their success.

Lord Cranworth's Interest.

Lord Cranworth said: "I wondered who I should have the honour thrust upon me until I recalled that I have spent no less than eighteen months of my life travelling backwards and forwards to East Africa, and during half of that eighteen months I suffered from sea-sickness, so any effort to shorten the distance is of as much interest to me as to anyone in this room."

I look upon this service as only a start. Before long we may see on every farm in Kenya a neat little aeroplane, and when that neat little aeroplane has taken out the children and brought home the washing, we may go out in it for a week-end shoot, and an aeroplane seems to me a particularly useful implement with which to meet the charge of a lion by an elephant. Some seven days ago I took out what was, I believe, the second motor car to enter Kenya. Now the highroads are alive with cars that Boyle and I have made the roads.

I look to the effect which this machine will have on the mind of the native. You must not expect that the East African savage will show much amazement. I have seen him given his first introduction to the train, the motor car, the bomb, and high explosives, and his invariable comment has been *"Shauri, yo mwaungu"*, which is to say, the act of God. The only exception I recall on which he did express amazement was at a boiler hat worn by a certain District Commissioner during his administration of justice!

It is a great thing that the African Native, whose only experience of the aeroplane has been as an engine of destruction, should now learn that it has other and higher uses. I think that this launching will prove the means of welding another link between the home country and those most prosperous Dependencies in East Africa.

The Businessman's Attitude.

Sir Humphrey Leggett, who was pleased to have the privilege of speaking for the commercial element, paid a tribute to the very great pertinacity of Capt. Gladstone, but for whose wonderful persuasive powers they would not be there that day. His co-directors also deserved the thanks of business men for their faith in the scheme, and, last but not least, the Government of Kenya, Uganda and the Sudan, for having co-operated financially in the initial stages.

"I can," he continued, "assure the company of the co-operation of commercial men on this side. By the Chambers of Commerce in East Africa, by the Convention of Associations, and by the Chambers of Commerce in this country resolutions have been passed in support of the enterprise. Those resolutions are not merely pious resolutions. They mean the whole-hearted determination of the commercial element to support this enterprise, by which the commercial element will greatly benefit."

"A few days ago I was thinking that probably the first aerial flight turned out to be more adventurous than commercial. The aviator was Sindhud the Sailor. His machine was a bird—the Roc—and his accommodation was not so comfortable as that which we inspected this morning; in fact Sindhud was supported by talons affixed to his leather garments. He made, I gather, a somewhat bumpy landing in Arabia. Then the genius of the place approached—I think it must have been Mr. Ormsby Gore in a previous existence—and, pointing to the treasures around him, said, 'This is a place worth developing.' Look at the diamonds, topazes and other gems.' Yet we look at the gems of East Africa—its cotton, coffee, sisal, maize, wheat, and other jewels, which are like the jewels that Sindhud saw, and which Capt. Gladstone and his enterprise had brought nearer than eyes before."

"It is necessary to strike a more serious note. The group of continents comprising East Africa look out upon the Eastern sea. East Africa's face, geographically, is turned towards the East; her heart is unquestionably maintained in its position towards this country. It is all a matter of time and distance—time more than distance, to day it takes thirty days for the heart of East Africa to communicate with England. It takes only ten days for the group of continents to be in communication with Bombay, in which are centered not only producers and consumers under the British flag, but also great Japanese colonies of producers and traders. At present East Africa faces towards the East, and Eastern nations are doing their very best to make the most of it."

Consider the change that this enterprise will bring about. The hump of the neck of cotton,

which to-day reaches Bombay two or three weeks before they can reach Liverpool—thus giving Eastern merchants a start of a fortnight—will henceforth reach Liverpool in ten days. It is to redress such geographical disadvantages that this service will do so much. That Eastern menace is of the greatest importance, especially when we recollect that the capital provided for development in East Africa comes from this country. It is also of the greatest importance to the work people of Motherland, to the output of whose factories we desire, above all, to give preference. Let our samples, our documents, and our mails reach this country as quickly as they are carried anywhere else, and you will do more than anything else, to preserve the trade to the Homeland. That is why I, speaking as a business man, feel that to day do start a prospect of the very greatest hope, and I would like Capt. Gladstone to accept the warmest support of the commercial community, and their very best wishes for his own personal success."

Mr. Robert Blackburn's Views.

Mr. Robert Blackburn said that his company was entered upon this enterprise because one of its directors was Capt. Gladstone, who had great vision concerning aerial communications and the development of our Imperial Airways. He (the speaker) had always held the same view, and they were proud to be able in a modest way to initiate this preliminary service and to organise the permanent service in Africa that would follow, and which would be the means of developing our Imperial communications, our trade, and our commerce. "I am," concluded Mr. Blackburn, "going to call on Capt. Gladstone, whose concentration, perseverance, and fixity of purpose have resulted in our meeting here to-day."

Capt. J. A. Gladstone:

Capt. Gladstone called upon to speak, and did not expect to be called upon to speak to-day because, so far we have done nothing. As Mr. Dowers has said, 'We have not yet delivered the goods.' We hope to deliver them during the course of the next six months, and during that time I ask all the people interested in commercial development to give us a chance, anyone in their empty air going out, let him come with us, and let them send their mails and their small parcels with us. We will try to show them what we can do."

Speeches were also made by Colonel Edwards and Mr. Oswald Short.

Those Present.

- Among the guests were Mr. W. A. Ball, Mr. J. H. Barden, Major Gaverdush Bentuck, Mr. and Mrs. J. Robert Blackburn, Mr. J. W. Bridgen, Mr. and Mrs. Daley Boyle, Lady E. Byng, Lady M. Byng, Mr. Powys Cobb, Sir Alan and Lady Cobham, Lord Cranworth, Lord Conliffe, Prince Reginald Du Croy, Major C. H. Dato, Capt. J. De Havilland, Colonel Edwards, Mr. Eelham, Major Gladstone, Capt. T. A. Gladstone, Mrs. T. A. Gladstone, Miss Gladstone, The Hon. W. G. A. and Lady Beatrice Drumby Gore, Sir Hubert Gough, Sir William Gowers, Mr. Campbell Haughton, Major Hemmings, Mr. C. J. Jones, Capt. H. Johnson, Mr. F. S. Mason, Sir Humphrey Leggett, Mr. J. Lynn, Mr. B. G. Mellersh, Mr. P. Handley Pater, Mr. Oswald Short, Major Stewart, Sir Charles Stacey, Major Blake Taylor, Miss D. Waldrey, Mr. and Mrs. A. Wigglesworth.

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EVERY "pioneer" flight by Europe's premier airmen was made on *straight* Shell Aviation Spirit—*unmixed with anything else.*

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THE REQUIREMENTS OF THE NEW
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 ARE SUPPLIED SOLELY BY SHELL

MY CONFIDENCE IN OUR PROJECT

By Capt. T. A. Gladstone, R.F.C.



My confidence in the ultimate success of these experimental flights is based on the fact that we are not going over ground which is entirely unknown. We have already been flown over, and considerable collective experience has been gained. Added to this is the fact that we have been able to go over the route and know what conditions we are likely to have to contend with.

The machine, a D.H. 50, we are using, is of a well-tried and tested type, and is not in any sense an experimental one. It is identical, except for the engine, with that flown by Sir Alan Cobham to and from the Cape and to Australia and back. The Bristol Jupiter engine, which we have chosen, is well known in the aviation world as one of the most reliable power units in existence to-day, and as the engine is air-cooled, no overheating troubles should occur. The engine has a maximum speed of 800 revolutions per minute. We shall be running it at the reduced speed of 1,400 revolutions, so that it will be delivering under two-thirds of its full power.

Our staff, though small, has had experience of this type of work before. Mr. E. H. Oxley-Boyle, who is also flying the machine, was engaged for a period of years on the Cairo-Baghdad service, which he helped to organise from a ground point of view, as well as actually flying over it. He had previously served in France.

The engineer, Mr. W. N. Blacklock, has been engaged in flying for over twelve years, and for the last five years has been in sole technical charge of the maintenance of all the Spanish Royal Naval Aircraft at Barcelona. He was previously with the Institute Air Line, and during the war was a mechanic on the large twin-engine flying boats that operated all over the North Sea.

Another factor which will greatly help our flights is that the Government Railway and Steamship organisations are most heartily co-operating with us wherever possible, which will prove of great assistance.

MR. ROBERT BLACKBURN'S SUPPORT.

MR. ROBERT BLACKBURN, Chairman and Managing Director of the Blackburn Aeroplane Co. Ltd., of which concern Capt. Gladstone is also a member, has interested himself deeply in the East African air service.



Ever since it was first projected Mr. Blackburn, who has contributed generously to the initial funds required for the venture, has maintained a consistently optimistic outlook which, in the earlier stages of preparation, public opinion was pronounced, and it is not too much to say that without his cheerful support Capt. Gladstone would have been unable to put his proposals into operation. East and Central Africa therefore owe Mr. Robert Blackburn a great debt of gratitude.

CAPT. GLADSTONE'S EXPERIENCE.

Capt. T. A. Gladstone, R.F.C., the driving force behind the project for a regular East African air service, refers in the above note to the achievement of these aims. He has chosen to accompany him on these flights between Khartoum and Kisumu, but does not specifically mention either of the overland routes.

During the year ending 1917, during the next year and the early part of 1918 he piloted seaplanes over the North Sea, and in the year he went to Northern Italy and did not to engage in flying over various parts of the Mediterranean until the Armistice. After demobilisation he entered the London office of a firm of consulting engineers, and then spent a year in the Spanish War Air Service.

It was in the middle of 1921 that he first took up the project for an East African airway, and in November of that year he went to Khartoum to negotiate on the spot with the Sudan authorities. Entering Uganda by the Nile, he spent several weeks in the Protectorate on similar business, before leaving for Kenya, where he stayed for two months. He returned to Nairobi during the early part of this year, in order to be present when air policy was discussed by the first East African Governors' Conference, and it is as a result of those deliberations that the survey work is now to be undertaken by the "Pelican." To Capt. Gladstone and his associates East Africa wishes all success and the speedy initiation of the regular air service which will so much assist East African development.

MR. OXLEY BOYLE, SECOND PILOT.

E. H. OXLEY BOYLE, the second pilot of the "Pelican," has already left England for the Sudan, where he will be joined at Christmas by Capt. Gladstone. Mr. Oxley-Boyle went straight from school into the Royal Flying Corps, and on completion of his training was posted to the B.E.F. in France.



After the Armistice he flew with a squadron from France to Japan and was engaged in surveying the route to India used by the brothers Koch on their pioneer flight to Australia. Two years later he was employed on the ground organisation work of the Cairo-Baghdad route, over which he also flew repeatedly during the next couple of years. Having spent five years in the Near East, Mr. Oxley-Boyle was posted to the R.A.F. Cadet College as an instructor, which appointment he held until he resigned from the Service at the end of 1924 to engage in civil aviation.

MR. BLACKLOCK: ENGINEER.

MR. W. N. BLACKLOCK, who accompanies the survey party as engineer, and who has for the past four years acted as chief inspector and technical instructor in the Spanish Naval Air Service, has had considerable flying experience at home and abroad both during and since the war. For his services during hostilities he has received the D.S.O. and D.F.M.



AN EAST AFRICAN AIR-LINE.

Speeches to the Imperial Conference.

At the tenth meeting of the Imperial Conference, Sir Samuel Hoare, Secretary of State for Air, made the following reference to East African air lines:

Sir Samuel Hoare's Vision.

Just as there must be an Empire air route to the East, stretching from Australia and New Zealand, southern Australia and New Zealand, from London to the Cape with branches diverging to the West African Dependencies. Here again a beginning, and a small beginning, is being made during the next few months. An enterprising pioneer, with the help of the Governments of Kenya, Uganda, and the Sudan, has organised an experimental service covering 1,000 miles between Khartoum and Kisumu. As the route follows the course of the white Nile, the machine will be bi-planes. In the service is successful, within ten days to a fortnight will be saved in the journey between Khartoum and Uganda and eight days between Khartoum and East Africa.

Will should not the northern and southern links be found in this African chain and a third air route, a service run at least experimentally between London and Cape Town? This would mean the addition of the northern link between Egypt and Khartoum and the southern link between Kisumu and Cape Town. I am prepared to say that we will attempt in the course of the training programme of the Royal Air Force to provide for a certain number of flights, carrying mails and official passengers, to deal up with the civil machine of the future.

An Opportunity for Co-operation.

Would it be possible for the South African Government to consider whether the South African Air Force could not make a certain number of flights linking up with the route to Uganda? This would be important for me to press and I hope the South African Government, I hope that I may be allowed to say how greatly we are in need of the co-operation of the South African Air Force in the pioneer work of organizing the route that has already been rendered illustrious by the flights of Sir Pierre Van Ryneveld, Sir Alan Cobham, and Wing Commander Pittford.

In the meantime we in Great Britain should be interesting ourselves in forging the link between London and Egypt. We have already made considerable progress with the development of flying boats that will be suitable for the passage of the Mediterranean, and attention is being constantly given to the difficulties that have hitherto blocked the way to an English Empire service.

I am proposing for your consideration the creation of two long-distance air routes, the first to the East Indies and Australia and the second to Cape Town, now what I will call a mosaic plan. We are all to be hard up for one of us to undertake the heavy cost of an air route to Singapore or an air route to Cape Town. If then we are to form these routes, we must each of us insert our particular stone in the design. I have suggested a way in which we might all take our share and in which what is the important military and civil aviation might co-operate at least in the pioneer work. My proposal involves no subsidy, it involves nothing more than co-operation between one Government and another and between military and civil flying. If a certain number of pioneer flights can be successfully carried out in this way, I am certain that the formation of regular civil lines will follow as inevitable.

Also Kintchi service has been the main aim and the direct

Arrived at the forefathers of the future. Mr. Hoare's Secretary of State for the Colonies and in the course of a most interesting speech he said that to East Africa the experimental route from London to the edge of Kenya at Kisumu is the outcome of negotiations between a private company and the East African Governments and Indian Governments. I have every confidence that that experimental service should be successful, the East African Governments generally will consider a further extension of the service southwards, and so be in a position to link up with Northern and Southern Rhodesia and with the Sudan. I think from the point of view of the establishment of white civilisation as a guiding influence over the whole of East Africa it is very important that that region should be in close contact both with England on the way and with the white civilisation rooted in the Native soil in the south.

It may interest General Hertzog to know that there are a considerable number of Boer settlers quite close to Kisumu, where these aeroplanes will be arriving at the beginning of the year and I imagine the time will not be so far distant when the Vortrecker of the future will naturally step out of his aeroplane rather than into an ox-wagon to find a new farm for himself.

There are two other Empire routes in the Colonial service which will be of importance. One of these is a route connecting Nigeria and the Sudan. Apart from the main importance of the way of communication which link up these various scattered dependencies with the country and to the Dominions, there is the importance of internal development.

Including East African Life.

I must say that I have impressed the more at you than the other day, I think to see Mrs. Elliott Lynn pulling along her little Moth aeroplane, fixing its wings, and flying off in a country like East Africa, where the white population is so scattered, this sort of thing will make life much more easy, make communications for business and other purposes possible, and also make it possible for the white man who works in a tropical environment to fly up in a few hours to his bungalow, say on the Mau Mau. It may create a tremendous economic revolution in the possibility of the development of Africa.

There are also other things of extraordinary interest. I see that aeroplanes are already being used for spraying cotton fields. That suggests that the greatest of all works of civilisation and progress in Africa—the tsetse fly—might conceivably be done away dealt with by this method. And of course there are all the obvious things like forest survey, forest survey, and fishery survey, regard to which the aeroplane may be enormously helpful.

The Hon. the Minister of Finance for the Union of South Africa commented as follows on Sir Samuel Hoare's proposals:

With regard to the Imperial air scheme, so far as the Union Government is concerned, we shall be very glad to co-operate and do what we can. I do not think it will be possible for us to make ourselves responsible for the running of any scheme, but we shall certainly be prepared to maintain the service outside the Union, as far as the sending of a few experimental flights for our Air Force is concerned I think that could possibly be arranged.

WHAT THE "PELICAN" CAN DO.

The 1917 biplane "Pelican" which is to carry out the heavy flights over the Khartoum-Kisumu airway is a machine in which the pioneer of the greatest confidence and gladness having been the pilot recently from the East. It is a machine which is a better machine.

Its 150-hp Bristol Super engine gives it a maximum speed of 110 miles an hour at sea level, which is equivalent to 100 miles per hour at the altitude of 10,000 ft. It is, however, proposed to cruise generally at 5,000 miles per hour, at which speed the route will be comfortably covered in two days. The carrying capacity of the machine is 105 gallons of fuel for 1,500 miles, or for the longest stage to be flown.

The maximum ceiling—that is to say, the greatest height at which the "Pelican" can operate—is 17,000 ft. Cruising will be done at 8,000 feet, which will give the pilot a radius of 100 or 120 miles over which to choose his ground in case of a forced landing, and will suit the passengers a pleasant temperature and oxygen supply that, say, at Mt. Kilimanjaro.

The machine which is proposed to use on the regular service will be a three-engine biplane capable of carrying twelve passengers, their baggage, 500 lb. of mail, and cargo. Its cruising speed will be the same as that of the "Pelican."

INCIDENTS OF THE R.A.F. FLIGHT.

The Official Air Ministry report on the flight from Cairo to the Cape and back to England in the R.A.F. aircraft which made the journey in two months ago under the command of Wing Commander V. H. Pufford, O.B.E., is published today in a new issue, and states that the whole flight was completed without incident, according to programme and without change of engine. The droplanes, when fully loaded, did not exceed their ordinary service load.

Wing Commander Pufford writes that when the space of 5,000 feet they were able to see such famous sights as the pyramids of Gizeh, the Aswan Dam, the source of the Nile at Jinja, the game reserves of Kenya, the Victoria Falls and Livingstone the Matopos Hills in Rhodesia, the diamond mines at Pretoria and Kimberley, and the Mountain with the blue Atlantic stretching far beyond.

The stages flown are described in detail but, as has been stated, the outward and return journeys were completed with no few incidents. On the visit to Table Mountain the engine droplanes.

Whilst the first engine on the 2nd Battalion K.A.F. was being taken to a photo, the goggles which he had borrowed flew off. They fell in the sea about six or seven miles south of Table Mountain. The loss of the goggles meant that some time the flight had to be without them until the next morning, although the minor picture taking of K. Natives was being going fast across the ground towards the beaching us had happened. The goggles were undamaged and then walked on again.

The Sergeant-Major of the 2nd Battalion K.A.F. offered a flight. He said he didn't want one. On being asked why by the Officer Commanding, he replied: "Well, you see, I'm a bit of a Ndege when they first flew deant to do it by numbers, and I don't know the drill."

Another incident is tersely dismissed as follows: "On arrival at Kisumu a snake which had crept in and twined itself round the spokes of the front wheel, whilst at Nairobi, was being

PIONEER PASSENGER.

Mr. William Gowers, Governor of Uganda, is the first passenger to be carried in this service. He is to be one of the first passengers to be carried in this service.

Sir Section "Brain" Director of Civil Aviation, is pleased to announce to day that by his words from Kisumu to Khartoum in February next.

Major Ewart S. Graham, the first European to walk from the Cape to Cairo, was, appropriately enough, the first member of the general public to make inquiries regarding fares and dates from the operating company, and he will stand for the and a friend will reach Kenya by air from Khartoum during the latter part of January.

Mrs. Ethel Lynn, the woman aviator, who is perhaps better known to many of our readers as an East African coffee planter, is also to be an early passenger.

To his great regret the Editor of East Africa, who cannot possibly get away from England, has been compelled to decline the kind invitation of Capt. Gladstone to accompany the "Pelican" on her first stage.

DELIVERING EAST AFRICA BY AIR.

By the route of the "Pelican" a mail supply will be flown to East Africa by the "Pelican" on her first flight. It will be the first newspaper to be carried on the new African airway.

Khartoum-Kisumu Air Line

The first step in the projected air line has been launched. This is the first to be organized by a British enterprise in the Empire.

To ensure the absolute reliability and minimum maintenance cost, essential to air transport, the aeroplane on this line will use



Maximum efficiency in lubrication is not only important to you if you are to get the maximum of satisfaction from your motor.

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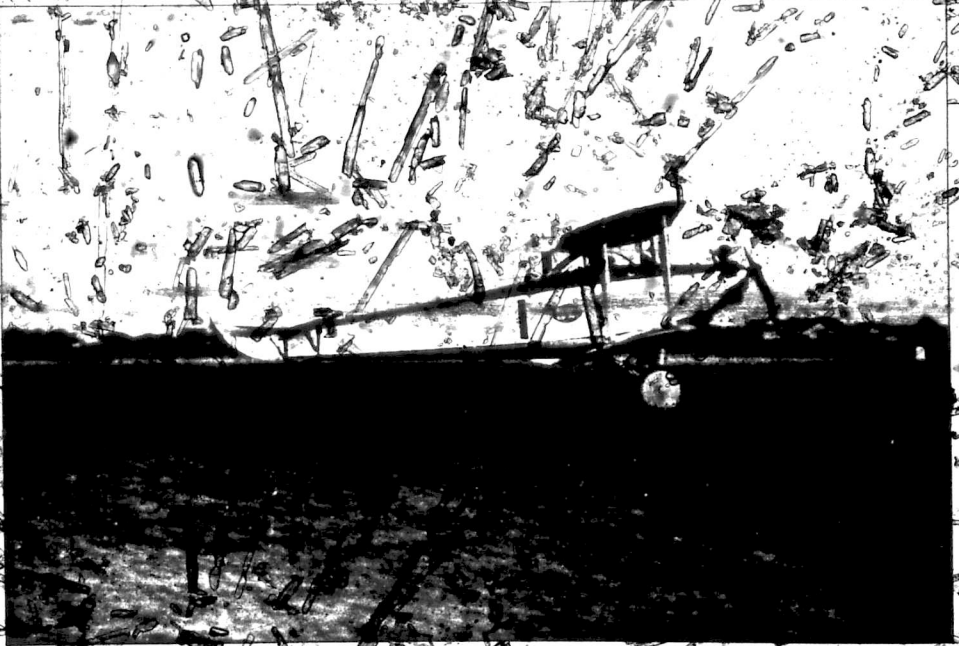
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THE GHOSTS OF PUJIMI

A Strange Experience

Next day we worked hard and long (excavating on the site of Pujimi, the mediæval fortress of Pemba), and I dined early, read a little, packed up specimens, and went to bed. I could not sleep, so determined to go out and have a smoke and a walk. I got out of bed, put on my socks and boots and knickerbockers, lit a cigarette and wandered out.

"What a night! A perfect moon high in the heavens, a warm breeze and silvery, leafy clouds chattering each other across the sky. Everything was peaceful, nothing eerie except that nervous rattling caused by the wind on the bamboo stems. I climbed over the mound of earth he had raised in the day and got on to the ramparts and strolled northwards, along the western wall. At the north-west corner I turned and went eastwards, looking about me and smoking. My way lay under tall trees.

Presently I saw ahead the great airway down into the garden and leaned against the trunk pointing over the past history of the place, wondering what it was and why we knew so little of it. On my left was the creek, on the right the corner of the citadel, and to my right, at twenty feet away, the steps.

Suddenly as I watched I saw something moving on the steps—only the shadows of the trees moving in the wind, I thought; but I looked more closely and saw the figure of a man ascending the steps. Saw for a moment round his loins he was naked, and as I once I hid my cigar behind me, for surely he was one of the witch doctors, and why my attention to him he had seen the night before, and as such he was worth watching. But an instant later a faintly clad and bearing on his shoulder a huge shield passed him. When he got near the bottom he stubbed his toe on a projecting stone in the rough masonry of the steps and stumbled, but not heedless. Then I saw there was quite a procession of them, those going down had loads, those coming up, the empty hand carts must have been three or four of each.

Looking at the spectacle with astonishment and wonder, I saw on the opposite side of the steps facing me another man, clad in a dirty white kanga of coarse cotton, the bottom half was tucked and fastened round his waist, and a large, flat, oval board of manilla round his head, and of his features I could only make out the most dark, though shadowed, but not so dark as an African, and that he had a white beard which appeared as a cut of hair, just over his knees went.

Of course all this took place in a few seconds or a minute at most, and when I had fully assimilated all this, not only amazed, but I must be confessing to feeling somewhat nervous. However, wishing to see it more clearly, I pulled myself together and took a step forward. The spectacle had vanished. Nothing there but the shadows and the moonlight.

... I went back to the house for Pease's book about the island and saw that he said on the steps that they were used for carrying the supplies from the town into the citadel. I had read the book before but forgotten this. No doubt he had got it stored in my mind and this subconscious picture he conjured up in the hall, when I saw that night in 1925.

EAST AFRICA IN THE HOUSE

Stations in Abyssinia

Mr. R. Hudson (Whitechapel) asked the Secretary of State for Foreign Affairs whether he had any information as to whether the League of Nations was satisfied that the Abyssinian Government were fulfilling their undertaking on joining the League to endeavour to secure the complete suppression of slavery in Abyssinia; and whether the League was not satisfied whether His Majesty's Government propose to institute an independent inquiry into the matter.

Mr. G. Lockhart Macquhrie (Under-Secretary, Foreign Office (Wood Green)):

So far as I am aware, no steps have yet been taken by the League to verify Abyssinian compliance with the terms of their undertaking. While His Majesty's Government cannot intervene in the internal affairs of a State which is a fellow-member, the League can rely upon their warm support in any action it may decide to take to assist the Abyssinian Government to fulfil its pledges.

Konya Imports and Exports

In the House of Commons, Mr. Waddington asked the Secretary of State for the Colonies the quantity, in tons, of imports and exports, respectively, through the ports of Mombasa, Kilindini in 1925.

Mr. Ormsby Gore: In 1925 the shipping tonnage of exports and imports handled at Kilindini pier totalled 236,522 tons and 207,486 tons, respectively, 92,777 tons of exports were handled at Mbarani pier.

The Committee stage of the East African Guaranteed Loans Bill is to be taken in the House of Commons this evening.

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CONDITIONS IN UGANDA, 1906

More and More a White Man's Country
From Our Own Correspondent

The more old residents see of Uganda the more are they convinced that it is becoming more and more a white man's country. Surprising ignorance exists even in other parts of Africa, let alone at home, of the country and its conditions. There are some men, a couple of hundreds, who believe that to come to Uganda spells almost certain death. Uganda has had a terrible name, and it is not easily lived down. A few facts about the climate of the liveable places may help to put matters right.

As I have often said, we are only in our infancy and it will take some time yet to induce those at home to make Uganda for a while the country of their adoption, but with coffee at its present price, and the fact that it is surely demonstrated that the soil here, as it now grows is the right one for coffee, here alone is a means of making a living which is not to be despised. Not so long ago planters really did not know what it was best to grow. We had failure upon failure, till one was tempted to believe that coffee, or any other crop for that matter, was not a paying proposition; but time, experience, hard work, necessity, and adversity have all disproved our fears. Almost for the first time we know what to grow and how and when to grow it, and although there is still a lot to learn, and many new kinds of crops to try, it is beyond the slightest doubt, these days that anyone with the necessary capital can make a good thing here, provided he or she goes the right way about it. There are people who will agree thus far, but suggest that the only drawback is the climate.

The answer is that in seven months out of the year the old residents of Uganda enjoy a good health here as they probably do in Devon. A glance at this "ancient" will convince you that he is as young as anyone his own age in England, Ireland, or Scotland—though he suffers from one complaint which the old homester cannot contract, namely, influenza, owing to his old native land and to see and to do with old schoolmates of ages ago. Even though he may have no relations at home, he is at home to nearly all of us, and will so remain in the future.

Climate and Health.

In most places here, where there are plantations, and where there are towns like Kampala and Jinja, the climate is as good as anywhere on God's earth, so that one can live long and well if reason is exercised and observed in all things, and these are good things to observe. Of course, one is in the tropics, with the concomitant drawbacks; for instance, whether the sun is shining or not, a comfortable and weighty headgear is necessary on daylight.

As for malaria and fever of other kinds, they are not a bit more dangerous than are mallowpox and scarlatina at home. We have toothaches, so have the good people at home. At times we have influenza, so too have the good people at home—only more so. We have heat, so have they, but to a bearable degree in such places as London and Birmingham and Glasgow in the summer time. They have cold; we have very little of it, and the little just enough to make us feel comfortable. I know places in Ireland and Scotland where it rains almost every day of the year, where it is cold almost all the year, and where in spring and autumn it is neither one thing nor the other. Here all is over at it is raining, as I am writing this, and in five minutes the sun will shine with all its strength and glory, when it rains it is cool and comfortable, and not, but in the best places it is never unbearably

hot, for we are from four to six thousand feet above sea level, and that in itself makes the atmosphere cool, and the wind is always blowing.

People of all climes and kin have been living here for many years, and they are as hale and as hearty as if they were just the time at home. We have those amongst us who do not go home more than once in six or seven years, and then it somehow seems that most of them do enjoy the good health of those who never or seldom go home. I can't say how the sun starts and continues here, with a fairly robust constitution, and care of oneself in Uganda, the white man or the man can enjoy being here as much, and as long, as in the Old Country.

THE BIBLE IN UGANDA

From a Correspondent

The British and Foreign Bible Society is to present a specially bound Bible to Messrs. Cathedral on the occasion of the jubilee of the Uganda Mission, which is to be celebrated next year. The Society has issued translations in no fewer than twelve languages spoken within the diocese of Uganda—all but three of these translations having been made by missionaries of the C.M.S.—and has printed nearly three-quarters of a million volumes of Scripture for the peoples of the Protectorate.

The first Bible lessons in Uganda were given not by missionaries, but by explorers. In 1862 Speke, the first European to enter this country, spoke of the Bible. One of the pictures in his book shows him in the act of giving a Bible lesson to the King of Unyoro. In 1875 Henry M. Stanley made some rough translations of the Scriptures, which he left in the hands of Muteba, the King. Alexander Mackay, one of the first missionaries, translated the whole Bible. Other missionaries continued the work. George Pilkington, the Cambridge scholar, completed the whole Bible in Uganda. The Rev. H. E. Maddox put the whole Bible into the language of the Bagyoro. Mackay's first translation was printed by himself on a hand press, but every subsequent volume, used in Uganda, has been published by the Bible Society.

ITALY IN KENYA

Italy is authorised by the Foreign Office to demand that there is the slightest foundation for the story, semi-officially issued in Rome that Sir Austen Chamberlain had discussed it, would further discuss with Signor Mussolini the transfer to Italy of Kenya Colony.

The news, to which considerable prominence was given last week in certain sections of the Press, was obviously ridiculous, for it treated the cession of Kenya to Italy almost as a foregone conclusion. If it was intended as a *batton d'essai*, Italy must now be assured that to covet Kenya is to nourish absurd hopes. The story is so far fetched that we do not consider it worth notice in the "Standard."

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OUR KENYA LETTER

From Our Own Correspondent

The article on federation published in the 17th issue of East Africa from a Tanganyika independent would apparently read very convincingly if East Africa were in parallel political condition to the several high examples he notes. The British Overseas Dominions but such a union is not a true one. In some years federation has been rejected both in England and in East Africa. It has seemed an natural and advantageous principle has always been turned down as impracticable when examined more closely. Downing Street has abandoned any immediate hope of achieving such a thing, and the Governors' Conference held at Nairobi has likewise considered the aim as not within grasp, at least at the juncture of political development.

The barrier to federation is both ethnological and political. Kenya, Uganda, and Tanganyika differ both in tribal races, and more so in the conditions of their development. But these differences might be surmounted if British settlements were common to all. The Government of Kenya Colony is constitutionally different from that of Uganda, and Tanganyika stands politically distinct from both by being a Mandated state. Even Zanzibar off the coast of Kenya Colony, could not easily be politically incorporated with the mainland territories, though it may be administered from the mainland and Swahili inhabits both Zanzibar and the mainland coast. But the greater political obstacle of them all is the strong British settlement in Kenya, which might annex or administer its neighbouring States, but could not permit them equal citizenship in a common Legislature, which would result in weakening white control.

Low Taxation

The new taxes proposed and passed during the concluding sittings of the Legislative Council have not been very favourably received by the public and the Press. The first object was to impose a cess on the European and Indian communities, and the express purpose of providing more funds for education. This proposal was rather well received, as ordinary revenue did not permit more expenditure in this direction. But this cess, proposed to be levied in some special manner, such as a special tax, has been abandoned, and the common revenue derived from duty on wines and spirits has been attacked. Wines and spirits are very heavily taxed here now, both in heavy duty and high excise rate. They may still stand this further impost, but it is very near the last straw towards affecting revenue.

And the proposal, already passed in principle, to tax domestic servants over two in an establishment £1 per head will have to be very carefully worked out to meet the demand of white-housing regard to bachelor and family establishments. It was Major Gwyn who first proposed a tax on the personal boy, a luxury evil which almost every young man affects here while the supply of labour does not go round. But he never suggested a tax on the family domestic servants.

As a foil to these essentially European luxuries or necessities, the new tax imposed an additional poll tax on Indians and non-Natives of 20s. per head, for which the Indian Representatives on the Legislature strongly objected. Both sections had agreed upon the principle of a cess for education, but they have disagreed upon the method of raising this extra tax. For really cess and tax are synonymous.

An East African Viewpoint

Mr. Ormsby Gore's paper on his West African visit contains many interesting reflections on the African Native question, more particularly his statement that "Native Africans vary in character, psychology and temperament just as do the white races of Europe." One derives from this the conclusion that the Native problem is not the same in all colonies and lands of the Dark Continent, which is very true. The Under-Secretary also distinguishes between the conditions in West Africa and East Africa, and apparently realises that a West African policy adopted for East Africa would be rather impossible, for while a European is only a sojourner in West Africa he may become a permanent colonial citizen in Rhodesia, Kenya, and certain other parts of East Africa.

If we accept this condition, it rather weakens the postulate that British colonists in those parts emigrate to Africa as trustees for the Natives. Of course they do nothing of the kind, whatever the assumption of "Horn" people. As Mr. Ormsby Gore says, British rule has gone and will continue to do a great deal for the uplifting of the Native, but British colonists will remain as a people and race apart, and where they take root will dominate by virtue of their ruling qualities. These are facts, while the equality thesis is a theory that does not stand or work in practice.

THE FUTURE OF KENYA

By Edward Crigg on African Labour

SIR EDWARD CRIGG, the Governor, in a speech at the traditional dinner, referred to the demand on Kenya for self-government. He said that whilst this demand had his instinctive sympathy, such change would bring about many grave problems. Much of the criticism on Kenya emanated from friends anxious for the Colony's welfare. The most important problem was what mutually helpful and progressive relations could be established between a highly civilised and uncivilised race.

The critics wanted an assurance that Kenya was opposed to forced labour, which assurance he gave unequivocally. In regard to taxation, Europeans were only paying a quarter of the total, and friendly terms critics needed an assurance of their realisation of the onerousness of their responsibility. Referring to severe criticism of the proposed compulsory Defence Force, the Governor declared that on all grounds their dependence on the African in this Colony was too great.

He alluded to the settlement and the development of wheat and other crops requiring a minimum amount of Native labour. Stability and security were only possible if the settler community based their output on crops free from the vagaries of African labour and recognised that Africans developing their own Reserves were in no way compelled to labour for Europeans. Times telegram.

Next Week's Special Features

East Africa will publish in its next issue an important exclusive message from the Prime Minister of New Zealand on the subject of the Mandated Territories, previously in the possession of Germany. A full report of the African Society dinner given by William Gwyn, Governor of Uganda, will also appear.

GERMAN NATIONALS IN TANGANYIKA.

In its issue of November 22 last, *East Africa* requested some Member of Parliament to ask certain questions, and we are glad to say that Mr. Ramsden, M.P., has lost no time in raising the points to which we directed attention. Unfortunately, as will be seen from the following extract from the official report, the Colonial Office is non-committal. Perhaps Mr. Ramsden will put the questions again in a few weeks.

Hansard records.

Mr. Ramsden asked the Secretary of State for the Colonies the number of German nationals who have taken up their residence in Tanganyika, the number of applicants who are awaiting permission to enter, and whether he is aware that a German organisation exists which will advance half the capital for any properties acquired.

Ormsby Gore, the right hon. friend has not yet received the report from the Governor for which he called, but he is asking that it may be expedient.

The Pretoria correspondent of the *Cape Argus* reports that Mr. Alexander Boshoff, of Arusha, visited him in an interview:

"Germans by the score have been buying up land at enormous prices on what was German East Africa. German businesses are being established everywhere. The Germans profess absolute confidence, this, before very long they will have Tanganyika returned to them."

Mr. Boshoff, who emigrated to East Africa shortly after the Anglo-Boer War, complained of the administration and excessive red tape which now exists. Survey costs are, he said, excessive, and when land is put up for auction the speculator secures it. The Arusha settler was, however, full of enthusiasm for much of Tanganyika, which he described as the best part of Africa.

THROUGH RUANDA AND URUNDI.

Major F. G. Jackson, who has just returned to London from a twelve months' journey across Africa to Portuguese East Africa, Northern Rhodesia, Tanganyika Territory, Urundi and Ruanda, and the Belgian Congo, is said by an interviewer to have said concerning his visit to the Belgian mandated territories of Ruanda and Urundi:

"M'shinyi, the only remaining great potentate in Central Africa, is an enlightened person, but the great power in the family is his mother, who is more than six feet in height. She is said to have poisoned six of her relatives to ensure her son's occupation of the throne. The tribes in this region, the Watusi and the Bahutu, have unpleasant methods of poisoning. They collect the lungs of persons who have died from tuberculosis and, from a prepared powder, fill the tubes from which the tribesmen drink their native beer. The mortality from tuberculosis is tremendous."

He added that the men of the tribes, who are well known as high jumpers, leapt easily over the head of his companion Mr. Eyles-Moncell, who is 6 ft. 3 inches high.

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Khartoum-Kisumu Airway Supplement.

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THE ZAMBEZI BRIDGE.

Nyasaland Chamber's Opinion.
From a Correspondent.

At the annual meeting of the Nyasaland Chamber of Agriculture and Commerce held at Blantyre on October 30, the following resolution was unanimously adopted—

That this general meeting of the Chamber of Agriculture and Commerce reaffirms the urgent necessity for the Zambesi bridge and the extension of the railway from Blantyre northwards to make connection with Lake Nyasa, in order to provide for the increasing production of Nyasaland and the contiguous territories of North-Eastern Rhodesia, Tanganyika Territory, and Portuguese East Africa.

That this meeting supports the report of the East African Guaranteed Loan Committee as regards guarantees and proper business arrangements with the Portuguese authorities regarding charges on and mode of regulation of the through traffic, also regarding railway charges which may be imposed by the lines which have been built under guarantees from the British Government, and that there should be some form of control as regards rates and general efficiency.

That in order to effect this it is desirable for the Nyasaland Government, which will presumably build any extension of the present line, either to acquire the Shire Highlands Railway, and/or to promote a merger of the existing lines and the proposed Zambesi bridge (and coal line) built, in which the Government would hold a controlling interest, or, otherwise, that those lines be controlled by an arrangement similar to that recently adopted in Southern Rhodesia.

That generally on communications this meeting supports the findings of the above committee, and urges the Imperial and the local Governments to lose no time in making the necessary investigations as the matter is urgent in view of the large increase in the production of these territories.

It may be recalled that on the date on which this meeting was held Major Newcombe—who, with Brigadier-General Hammond, is to make the investigations referred to, had already left England for Nyasaland. In regard to the proposal that the Government should acquire the Shire Highlands Railway, it is mentioned in the report of the East African Guaranteed Loan Committee that proposals for this purpose, on the lines of a public-private company, had been put forward, and the Committee considered that such an arrangement might be suitable in the case of the Shire Highlands Railway, the Central Africa Railway, the new coal line, and the Zambesi bridge.

Should General Hammond and Major Newcombe report in favour of the bridging of the Zambesi and the construction of the coalfield branch, for which £1,500,000 was provisionally allotted by the East African Guaranteed Loan Committee, it is not unlikely that an arrangement on a public-private company lines, covering the existing railways in Nyasaland together with the bridge and the coalfield and lake extensions when built, will be adopted.

OUR NYASALAND LETTER.

Vagabond of the Fambesi.

From Our Own Correspondent.

This year we seem to have had a fine exhibition of what the Zambesi can do. Four or five months ago it was overflowing its banks, now it is lower than ever before, so low that a few days ago the ferry boat "Empress" was high and dry on a sandbank for about four hours, while on the same day the "Hydra" (another of the railway boats) was hung up for the greater part of the day in the same predicament. I suppose the time is once more approaching when passengers will be forced to transfer their goods or other small craft in order to travel along side if they are not compelled to cross alto-

gether by motor boat, although the river steamers have a draught of only about two feet, yet they cannot always find a channel with enough water to allow of their passage from Murrumbidgee and the Murrumbidgee.

The Weather.

We have been experiencing some excessive heat this year, down at the Lower River the thermometer has registered over 108° at times, while in the Highlands it has been as high as 100°. During this hot spell the Imperial Tobacco Company have earned the gratitude of many people by providing ice to the public at a very reasonable price. Lime of course, benefits most in this respect, for the factory is situated in the midst of the town.

All the streams are dry now, and the water question in parts is becoming rather serious. Some of the Zambesi people have suffered particularly in this respect, as the well which supplies the town drinking water supply has run dry, and so with many baths are the greatest luxury.

Strike of Mozambique Officials.

The strike of the Government employees of the Mozambique Company has fizzled out, and once more Beira has resumed her normal work. Although we heard that the strike was fairly universal and everything was at a standstill, Nyasaland traffic appears to have suffered little check, at least as regards our imports, though I am given to understand that our exports were not quite so lucky. It is also rumoured that the mails were delayed for a whole week during the height of the strike.

The Late Mr. Engelbach.

It is with great regret that I have to report the death of Mr. George de R. Engelbach, one of our leading citizens and a very well known man in the legal world. Mr. Engelbach had not been at all well for some months, but his death came as a great shock to all his friends.

Country Club Bymkhana.

The Country Club recently held a very successful and amusing Bymkhana, at which the most amusing item on the afternoon's programme was the Donkey Derby, though the spectacle of our friends trying to catch a greasy pig was good fun.

1926

MOTORING IN ENGLAND

Any Make of Car ready for EAST AFRICANS on their arrival.

We SPECIALISE in Selling Cars with a definite guarantee to

RE-PURCHASE AT PRICES SPECIFIED.

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COSTLY.

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HIRE AND DRIVE YOURSELF.

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WRITE US DIRECT for fuller particulars. We will send you a possible make of car desired.

The Eccleston Motor Co. Ltd.

40-42, Eccleston Place, Victoria, London, S.W.1
Phone: VICTORIA 2257. (5 mins. from Victoria Station.)

OUR MISSION NOTES.

Bishop Willis of Uganda said at a recent missionary congress that Africa was at present experiencing her Renaissance, her Reformation, and her industrial revolution within the life-time of a single generation. He attributed the conversion of Uganda partly to the outstanding missionaries, but mainly to the workers there, and he referred to education in Uganda as the very heart of missionary work.

The Church Times, in a long review of Canon Maynard Smith's fine life of the late Bishop Westcott of Zanzibar, says:

"Weston was an African to Africans and an Englishman to Englishmen. His main concern was the Native population, but he by no means forgot the European community, with whom he lived on the happiest possible terms. He would cite two tributes which together admirably summarise the man. 'An English layman described him as a man's man, a genial companion, a sincere friend.' And a little African boy wrote of him, 'If you see him you will know that he is a loving man; for his mouth is always open ready for laughing.'"

Mr. W. E. H. Young, East African Secretary of the British and Foreign Bible Society, has been selected to take the part of St. H. M. Stanley in the pageant to be held in Uganda next summer in celebration of the Jubilee of the Uganda Mission.

Speaking at Hornsey, Essex, Archdeacon A. B. Lloyd of Uganda said that he was once addressing a large crowd when but skilled the gigantic figure of a Native, ferocious in looks, carrying a great spear. He stuck his spear in the ground and said he wished to hear more of the wonderful words he (the Archdeacon) had been giving. "We will talk together," he said after the Archdeacon had finished his address. The Archdeacon wished to take him into a grass hut, but the man said he was unworthy to go inside. That man, the preacher said, eventually accompanied him all over Central Africa for fifteen years and served him loyally, developing into a fine example of a real Christian man. That Native was well known as a bandit, a highway robber, and a murderer before he was converted by the first words he ever heard of a God of love.



BY APPOINTMENT

Regent Plate

lasts a lifetime and longer

REGENT PLATE (registered) is the recognised substitute for Sterling Silver and is obtainable solely from the Goldsmiths & Silversmiths Company, Ltd., 112, Regent Street, London, W. 1. Only the finest nickel silver is used in its manufacture, and it is plated with three heavy deposits of pure silver thus ensuring unsurpassed durability in wear.

ILLUSTRATED CATALOGUE SENT UPON REQUEST

THE "SHERATON" CANTEN

Famed Oak Canteen containing Regent Plate "Sheraton" pattern Spoons, Forks, etc. and oval xyleneite-handled Cutlery (50 pieces) Complete

£10

Orders from abroad receive the same attention and the same satisfaction is assured as if a personal visit were made, while the prices charged are those prevailing in the Company's London Showrooms.

The Goldsmiths & Silversmiths Company Ltd.

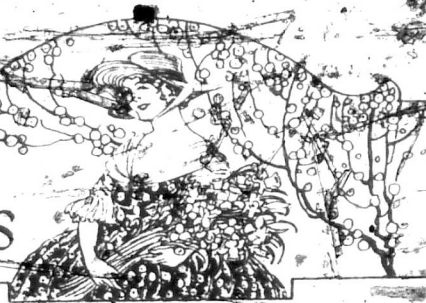
with which is incorporated the Goldsmiths Alliance Ltd. established 1751.

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only address no branches

Our Woman's

Page



NEWS, NOTES AND NOTIONS.

Some of the Christmas Magazines.

The main features of the Christmas Numbers of the leading weekly and monthly periodicals is the lavish use of coloured illustrations, many of which might pass uncriticised even by the critically inclined. One is also greatly struck by the fact that so many advertisers have this year adopted the American practice of having their advertisements printed in colour, with the result that in some journals and notably the *Sphere*, practically every other page is strikingly gay and bright.

In the *Sphere* the two-page coloured plate, "The Nativity in Bethlehem," reproduced from a painting by Mr. Eric George, is arresting in its simplicity. Miss Gertrude Lindsay's fantastic illustrations of a fairy wedding have almost the Barrie touch, and Mr. F. Matania's depiction of Christmas in Roman London is as forceful as it is unusual. The work of other artists combines to make an exceptional number.

The *Punch* Almanack for 1927 is as usual full of wit and laughter, and has a dozen pages in full colour. Mr. Punch has his portrait painted by Sir William Orpen, Mr. Augustus John, Mr. Frank Brangwyn, Mr. A. F. Munnings, and Mr. William Nicholson, who have produced a really remarkable gallery, but not more remarkable, though in a different way, than the Members of Parliament caricatured as "The Westminster Follies." The contributions, pictorial and otherwise, are well up to *Punch* standard.

Nash's has a brilliant list of contributors, including the Countess of Oxford and Asquith, A. E. W. Mason, W. J. Locke, Philip Gibbs, J. A. R. Wylie, St. John Ervine, and Laurence Binyon's lines on "The Cheerful Heart" constitute a poem of beauty.

The fiftieth Christmas number of *Truth* offers as characteristic short stories and amusing sketches as well as reproductions of some of the cartoons drawn

for this weekly by the late Sir Francis Gould during the eighties and nineties.

The *Strand Magazine* has excellent pages in colour and fiction by Sir A. Conan Doyle, P. G. Wodehouse, Denis Mackail, Cosmo Hamilton, H. de Vere Stacpoole, and "Sapper," while W. Townsend has a readable East African yarn of a merchant ship abandoned during the war.

Hutchinson's has a new adventure of "The Scarlet Pimpernel," a new story by Ethel M. Dell, humour by Sir Harry Lauder, a topical article on Bethlehem To-day, and numerous other articles and sketches.

Pearson's tells us what few of us know the history of Good King Wenceslas, and has the budget of good fiction always to be found in this magazine. The coloured pages are numerous.

The Christmas *Royal* has thirty-two pages in colour, and articles and sketches by Michael Arden, Robert Hichens, Rosita Forbes, John Maschfield, A. A. Milne and others.

Stephen McKenna writes the opening story for the always popular *Windsor*, which has features by Anthony Hope, F. Benson, Barry Pain, Temple Thurston, Mrs. Belloc Lowndes, Alec Waugh, and others.

Edgar Wallace, Stacpoole leads off in the *Grand*, to which Phillips Oppenheim, Edgar Wallace, and a number of other short story writers contribute.

Good Housekeeping gives its readers more than 100 pages at the small cost of 1s. 6d. Of the women's journals none could surpass this bulky number in knowledge, interest, and value for money.

Homes and Gardens we have articles on Christmas decorations, cooking, gifts, games, and other seasonable topics, all excellently illustrated.

The Ideal Home is another home magazine to publish a not-worthy Christmas issue. This monthly is always full of interest, particularly to those furnishing or anxious to renew or introduce new ideas into the home. NANETTE

To Preserve Health and Strength

Physical health and mental alertness during exhausting climatic conditions can be maintained if you make "Ovaltine" your daily food-beverage. A cup of this highly-nutritious beverage taken regularly in the morning imparts a delightful feeling of freshness and vigour which enables one to carry out the day's duties with ease and pleasure. Taken at night it restores in fatigue and ensures sound, restful sleep.

This delicious combination of the concentrated food elements extracted from malt, milk and eggs contains all the essential factors necessary for a complete and perfect food. Prepared in a minute with fresh, condensed or evaporated milk.



OVALTINE

TONIC FOOD BEVERAGE

Manufactured by
A. WANDER, Ltd.
London, Eng.

Builds up Brain, Nerve and Guts



**INSPIRES
CONFIDENCE**

Whether you ride a bicycle for sport, or touring, or for utility you must have confidence in your machine. No bicycle in the world can inspire that so completely as the

**RALEIGH
THE ALL-STEEL BICYCLE**

It may cost a little more when new, but reckoned on mileage it is the cheapest machine in the world.

Send for
The Book of the
Raleigh

THE RALEIGH CYCLE CO., LD., NOTTINGHAM, ENGLAND.

Agents in all parts of Africa

Specify Sturmey-Archer gear and Dunlop tires

*Handiest
thing in the
house*

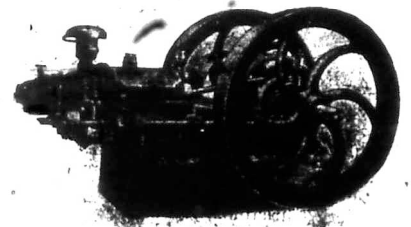
**for Cuts, Burns
Wounds, Scalds**

Vaseline

TRADE MARK
PETROLEUM JELLY

DEALERS WRITE FOR TERMS TO
CHESEBROUGH MFG. CO.
(CONSOLIDATED)
17 STATE ST. NEW YORK CITY
BRANCHES AT
LONDON MONTREAL COPENHAGEN

**The "Blackstone"
Paraffin Engine.**



Large numbers of this type of Engine have been supplied for Farm, Estate, Plantation, Irrigation, and Pumping duties.

It will run on ordinary paraffin lamp oil and is started by heating the vapouriser and igniter with a lamp for a few minutes only.

It is made in sizes ranging from 4 to 40 B.H.P. And its paraffin consumption per B.H.P. hour is from .78 lbs. in the smaller sizes to .54 lbs.

Our agents can supply these engines from Stock.

For full particulars and Booklet concerning Blackstone Oil Engines write, mentioning "East Africa."

Blackstone & Co., Ltd.,
Stamford Oil Engine Works, Stamford, England,
or to our Agents
Kettles-Roy, Limited,
Mombasa, Nairobi, Kampala, Zanzibar & Dar-es-Salaam

Buy only advertised goods: only good quality can stand advertising.

"EAST AFRICA'S" INFORMATION BUREAU.

"East Africa's" Information Bureau asks for the free service of subscribers and advertises by using the Editor's aid on any matter. One of its principal objects is to contribute to the development of British trade throughout East and Central Africa and any information which readers are willing to give for the purpose will be cordially welcomed. Manufacturers wishing to appoint agents, and agents seeking further representations, are invited to communicate with the Editor. No charge is made for the service rendered by this Journal in such matters.

The last issue of the *Tanganyika Gazette* to reach us contains adjudications in bankruptcy concerning no less than eleven Indian traders of Mwanza.

The Customs receipts for the Port of Beira during September amounted to £13,795, as compared with £14,258 for the corresponding period of 1925.

31,920 bags of maize were received during the week ended November 13 by the Government trader at Kilindini, who rejected 7,010 for various causes.

Condensed skimmed milk containing less than 9% of milk fat has been prohibited importation into Tanganyika since 1921. That prohibition has now been rescinded.

During August the principal exports from Tanganyika included: Coffee, 18,610 cwt.; sisal, 2,537 tons; simsim, 1,031 tons; groundnuts, 4,331 tons; hides, 1,671 cwt.; and gold, 1,141 oz. iron.

Stocks lying in bond at warehouses in Tanganyika Territory on September 30 included: Blankets, 399 bales; corrugated iron sheets, 355 bundles; condensed milk, 325 cases; whisky, 1,848 cases.

Exports from Kenya and Uganda during the week ended October 30 included: coffee, 4,921 bags; groundnuts, 4,438 bags; hides, 1,143 bundles; maize, 17,888 bags; sesame seeds, 1,335 bags; sisal and sisal tow, 4,903 bales; wool, 427 bales.

Exports from Kenya and Uganda for the week ended October 30 include: Coffee, 2,088 bags; cotton, 1,891 bales; groundnuts, 14,089 bags; hides, 649 bundles; maize, 6,814 bags; cotton seed, 7,909 bags; simsim, 930 bags; sisal and tow, 3,038 bales; wattle bark, 1,985 bags; wool, 25 bales.

Imports into Kenya and Uganda for the week ended October 29 included: Cement, 3,125 packages; disinfectants, 744 packages; industrial and agricultural machinery, 807 packages; iron and steel manufactures, 584 packages; motor vehicles and parts, 421 cases; paints and colours, 307 packages; soap, 326 cases; wines and spirits, 3,527 packages.

Representations have been made to the Zambian Chamber of Commerce against the practice of the Public Works Department and the Port and Marine Department in purchasing through the Crown Agents certain commodities readily obtainable from local stocks held by merchants. Among the articles mentioned are cement, iron bars, paints, nails, wire netting, corrugated and plain iron sheets, girders, pipes, rope, and machine oil.

The business of Stephen Ellis & Co., Nairobi, has been acquired by Messrs. G. Ashworth and J. G. Davidson.

We are advised that Mr. J. E. Under, manufacturers' representative of Beira, has now been joined in business by Mr. H. Stamm (of Swiss nationality) as an active partner. The firm will be known in future as the Beira Trading Company, Limited.

Notice is given of the dissolution of partnership heretofore existing between Percy Brunt, of Dar-es-Salaam, Tanganyika Territory, and Thomas William Robert Walmesley, a resident of Glen Cove, Long Island, New York, formerly trading as Brunt, Walmesley & Company.

British manufacturers seem to be behind and American, Jap, and German goods seem to be pouring into the country," says a Kenya pioneer in a letter to a Home newspaper. "Within this last three months two big machinery and implement firms, the Massey-Harris and McCormick-Deering, both from the American Continent, have opened up service depots through the country."

Imports into Kenya and Uganda during the two weeks ended November 6 included: Cement, 16,843 packages; cotton piece goods, 1,241 packages; disinfectants, 4534 packages; galvanised sheet, 3,878 packages; iron and steel manufactures, 1,140 bales; industrial and agricultural machinery, 1,156 packages; iron and steel manufactures, 6,847 packages; motor vehicles and parts, 276 cases; painters' colours, 415 packages; soap, 935 cases; tea, 72 cases; wines and spirits, 2,052 packages.

From the British West Indies.

Rose's Lime Juice

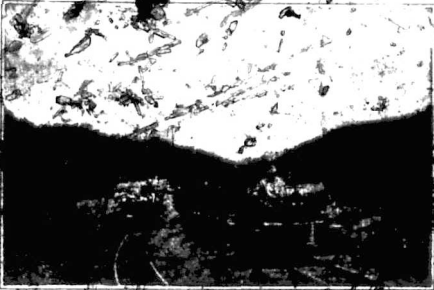
Made from fresh Limes and Cane Sugar

Entirely British

SIMPLEX PETROL LOCOMOTIVES

Built for all Gauges 1'-4" to 6'-6"

THEY INCREASE PRODUCTION & REDUCE EXPENSES



THERE ARE NO STAND-BY LOSSES OR BOILER TROUBLES.
THEY ARE LOCOMOTIVES FOR PLANTATIONS.

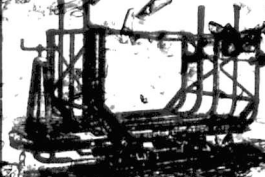
ALSO RAIL AND INSPECTION CARS, 20 H.P. TO
110 H.P. BUILT TO SUIT ALL CONDITIONS.

FOR PARTICULARS ON APPLICATION.

THE MOTOR RAIL & TRAM CAR CO., LTD.,
Simplex Works, BEDFORD, England.

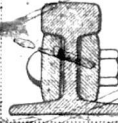
Telegrams & Cables: "Motorail, Bedford"
Codes: A.B.C. Eng., 5th Ed. & Bentley's

Complete Equipment for Light Railways



For over sixty years
we have special-
ized in the manufac-
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ment for all kinds
of Light Railways.
"Hudson's" material
is recognised as the
best equipment in the
world for "standing
up to its job."

SIGNAL WAGONS
SUGAR CANE CARS
MINING WAGONS
TIPPING WAGONS
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LIGHT
RAILS
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Points &
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Write for the Hudson Catalogue of Light Railway Equipment.

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HEAD OFFICE: 58A, BOND ST., LEEDS.
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OFFICERS' SERVICE BOOT.

A LENNARDS' model justly
famous for its great dur-
ability in all-weather service,
and its moderate price. In ad-
dition to the best of materials and
workmanship, this model has two
special features. First, the use
of sheet rubber between the outer
and middle sole layers, secondly, the
"norm" welt. These advantages make
it perfect for wet or damp ter-
ritories, and, in addition, the sole
is so thick that the welts and the
whole is an all-weather boot that
will be thoroughly dried out
for protection. The Willow Cam
lappers are a high class and are
lined throughout with soft calf
leather, the special feature of nearly
half-inch substance.



A guaranteed boot with a great
reputation.

LENNARDS LIMITED

BRITAIN'S BEST BOOTMAKERS.
BRISTOL—LONDON—NORTHAMPTON—LEICESTER
OVERSEAS DEPARTMENT—BRISTOL, ENG.

ROBEY & CO. LTD.

LINCOLN ENGLAND



Specialists in the manufacture of

SISAL HEMP DECORTICATING PLANT



TRACTORS
TRACTIONS
WAGONS
&c.



ENGINES & BOILERS OF ALL TYPES

SOLE AGENTS FOR EAST AFRICA
ROBEY & CO. LTD. LINCOLN ENGLAND
(BENTLEY'S MARCONI)

Write your friends you saw it in East Africa

EAST AFRICAN PRODUCE REPORTS

DOMINION PREMIERS AND KENYA PENICILS

THERE WAS AN UNUSUAL DEMAND AT THE LAST AUCTION'S, BUT PRICES SHOWED LITTLE CHANGE. PRICES WERE AS FOLLOWS:

| | |
|-------------------|---------|
| Kenya | |
| A size | 1485.00 |
| B size | 1385.00 |
| C size | 1155.00 |
| Uganda | |
| London cleaned: | |
| First size | 1135.00 |
| Second size | 1085.00 |
| Third size | 1035.00 |
| Peaberry | 1085.00 |
| Tanganyika | |
| Palms: | |
| London cleaned: | |
| First size | 1425.00 |
| Second size | 1375.00 |
| Third size | 1275.00 |
| Peaberry | 1405.00 |
| Nyasaland | |
| Palms: | |
| London cleaned: | |
| First size | 1405.00 |
| Second size | 1365.00 |
| Third size | 1325.00 |
| Peaberry | 1375.00 |

LONDON STOCKS OF AFRICAN COFFEES TOTALLED LAST WEEK 16,026 BAGS, COMPARED WITH 33,852 IN THE CORRESPONDING PERIOD OF 1925-26.

COTTON. During last week good business was done in East African cotton, though quotations are higher 45 points. During the eighteen weeks from August imports of East African cotton into Great Britain have totalled 31,883 bales, compared with 62,056 in the corresponding period of 1925-26, and 1,000,000 in 1924-25. Imports of Sudan cotton during the same period have totalled 65,000 bales, compared with 60,000 in 1925-26. Deliveries of East African cotton to spinners during last week amounted to 1,012 bales, the total for the eighteen weeks since August 1, 1926, being 20,700 bales. This figure compares with 36,000 bales for the same period of 1925-26, and 1,000,000 from the corresponding date of 1924-25. Last week deliveries of Sudan cotton to spinners amounted to 1,142 bales, the total for the eighteen weeks since August 1, 1926, being 20,350 bales, which figure compares with 36,000 bales in the corresponding period of 1925-26, and 1,000,000 for the corresponding period of 1924-25.

OTHER PRODUCTS. **Castor Seeds.** For November/December shipment to Hull East African is quoted at £24.10s. in 50-lb. lots, but very little business is being done. **Cotton Seed.** Business in East African has been done at about 26 2s. 6d. per ton, but for forward shipment the market is unchanged at about 26 s. ex-ship. **Groundnuts.** There is little change. Sellers are asking £20 15s. 6d. afloat, £20 15s. October/November, and £20 5s. November/December, with values about 2s. 6d. less in each case. **Maine.** Lower grades are easier, and sellers of No. 7 East African are now asking about 75s., which is still more than buyers are inclined to give. The value of No. 2 white G remains unchanged, but little business is being done. **Simsim.** The market is easy, with East African white and/or yellow quoted around £24 10s. for November/December.

NYASALAND AND RHODESIAN TOBACCOES

In their last report Messrs. Edwards, Goodwin and Co. state that Nyasaland tobacco, with colour, are in strong demand and short supply, the same remarks applying to strips both light and dark. Prices are as follows:


| | | | | |
|---------------|-------------|------------|--------------|-------------|
| Dark | 1025 | 1925 | 1025 | 1925 |
| Semi-dark | 1025 to 24d | 13d to 24d | 16s. to 22s. | 18s. to 22d |
| Semi-bright | 10d to 16d | 12d to 18d | 16d to 20d | 16s. to 20d |
| Medium bright | 10d to 16d | 12d to 18d | 16d to 20d | 16s. to 20d |

Tea. At the last tea auction, 1000 bales of Nyasaland tea were offered, and realized an average price of 16s. 4d. per bale.

MESSRS. CHAMBERLAIN, of 10, Whiteford, Notts., the well-known manufacturers of Kenya pencils—whom we believe to be the 100% Empire pencils—were invited to supply samples to the Dominion Premier, Ministers and other delegates attending the Imperial Conference special samples of their products. We have been privileged to see some of the correspondence received in connection with Mr. Bruce, the Australian Premier, suggesting means for the promotion of the sale of Kenya pencils in Australia, and indicating that Australia House would be pleased to give the names of firms importing pencils into the Commonwealth. The Prime Minister of New Zealand promised to bring the sample to the Prime Minister of New Zealand Government Statutes Department with a view to business resulting. Sir William Hay made a similar promise on behalf of South Africa, and the Prime Minister of Newfoundland expressed satisfaction at this practical step for the utilisation of Imperial products. Messrs. Chamberlain have, in short, certainly taken to the best possible advantage the timely opportunity offered by the meeting of the Imperial Conference.

EAST AFRICAN MAILS

MAILS for Kenya, Uganda, Tanganyika and Zanzibar close at the G.P.O., London, at 6 p.m. on December 6, and at the same time on December 16, 21 and 23. For Nyasaland, Northern Rhodesia, and Portuguese East Africa mails close at the G.P.O., London, at 11.30 a.m. on November 10, December 10, and the same time on December 17. Inward mails from East Africa are expected in London on December 14, 17, 20 and 24.



What is Bisto?
It's the one thing needed for making gravy—it calls for one operation only—and the result is always the same.
No flour, no browning—no peacocking required.
No mixing, no burning that and adding something else. No getting the gravy too thick or too thin—too light or too dark. Bisto makes perfect gravy in the perfectly simple way.

BISTO

for making Gravy

Representatives for East Africa: General Agencies Ltd., Nairobi

PASSENGERS FOR EAST AFRICA EAST AFRICAN STEAMSHIP MOVEMENTS.

The "Glasgow Castle," which left London on December 2 and Plymouth on the following day, via the Cape and the Cape, carries for

- Beira: Mr. F. A. Donnithorne, Mr. J. H. James, Mr. F. R. ... Mr. G. M. Meredith, Mr. A. A. B. Donnithorne, Miss E. I. Mosedale, Mr. C. J. C. Donnithorne, Mrs. Tucker, Mrs. Donnithorne, Miss R. Tucker

The s.s. "Moldavia," which left on December 3 for Australia, carries to

- Port Sudan: Mrs. Grace and child, Mrs. H. Oakes, Mr. Daniel, Mr. W. Vincent, Mr. E. His, Miss Walsh, Mr. K. E. Edgworth, Mr. M. A. Carter, Mrs. Edgworth, Mr. C. H. Grace

EAST AFRICAN FARES AND FREIGHTS.

Messrs. A. Barbosa & Co., of the Albany, Liverpool agents for the Companhia Nacional de Navegação, contradict, at the request of their principals, the recent statement issued by a news agency that the Portuguese Steamship Company in question was reducing fares and freight rates to Mozambique. In contradiction the news agents state the present cost of coal makes it impossible for any reduction to be made.

The current issue of the Monthly Record of the Manchester Chamber of Commerce contains the following statement:—

Merchants shipping to East Africa are requested to note that there is a possibility of freight rates being increased early in 1927, owing to the coal strike. Details are not yet available as negotiations are still taking place through the medium of the East African Shippers Committee in London.

THE proprietors of "East Africa" are prepared to consider the publication of books dealing with East African agriculture, industry, travel, and strikes and animal life. Manuscripts, of which every care will be taken—but for which the proprietors do not hold themselves responsible—should be sent under registered cover to 91, Great Titchfield Street, London, W. 1.

Madura "left Aden, homewards, December 4. Madasa "left Durban for East and South Africa, December 2.

Madras "left Durban for further East and South African ports, December 3.

CLAN ELLERMAN-HARRISON. "Orbita" left Aden for East Africa, December 3. "Clan Macaulay" left Durban for East Africa, December 3.

HOLLAND-AFRICA. "Ry" arrived Durban for further South African ports, December 24.

"Nia" arrived Beira for further East and South African ports, November 26.

"Randfontein" left Harar for East and South Africa, December 1.

"Heemskerk" arrived Antwerp, homewards, December 28.

"Sahapaka" left Port Said, homewards, December 28.

"Nyker" left Mombasa homewards, November 25.

"Bilendi" left Mozambique for further East African ports, November 26.

"Java" left Lourenço Marques for further East African ports, November 26.

"Kilpatrick" left Mossel Bay for further South and East African ports, November 26.

"Roeroe" arrived Amsterdam for East Africa, November 29.

MESSAGERIES MARITIMES. "General Vacon" left Port Said for Mauritius, December 1.

"Dumba" arrived Marseilles from Mauritius, December 2.

"Leconte de Lisle" left Mombasa homewards, December 2.

UNION CASTLE. "Dundrum Castle" left Delagoa Bay for Beira, December 4.

"Durham Castle" left East London for Beira, December 4.

"Gascon" left Beira for Natal, December 4.

"Glenelg Castle" left Plymouth for Beira, December 4.

"Grantly Castle" left East London, homewards, December 5.

"Guildford Castle" left Ascension for Beira, December 3.

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