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British East Africa Corporation, Limited.

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Secretary:

F. T. PRESSLAND.

TELEPHONE: LONDON WALL 8176. 9

TELEGRAMS: TAAL, AVE, LONDON.

CABLES: INCREASE, LONDON.

CODES:

WESTERN UNION AND BROOMHALL'S
COMBINATION.

AND AT

MOBASA, NAIROBI, KISUMU &c.

BRITISH EAST AFRICA PROTECTORIES,

AND

KAMPALA, JINJA, MACHAKOS, &c.

UGANDA PROTECTORATE

96, GOSWELL ROAD, LONDON, E.C. 1.

LONDON, 12th August, 1915.

In your reply please refer

to No.

Dear Head,

We received a cable to-day from Cox at Mombasa re transport of Belgian ammunition to across Uganda, and it seems best to give you a copy of it as I think you may like to know of the probability it holds out of very serious competition and delay.

The chief items now on the way out or just arrived at Mombasa, are the 11 tons of artillery ammunition ex. s. "LABRASE" re which you kindly cabled lately, and which will need about 500 porters. We have just got advice of another 10 tons artillery ammunition to be shipped from Mombasa on the "BRITISH CASTLE" early September, and which would need about the same number of porters. The only other shipment intended is a parcel of heavy equipment and medical stores, not more than 20 porter loads in all, going out in the "BRITISH CASTLE".

Evidently General Hertz has been negotiating with Cox for supplies of provisions from East Africa or Uganda, thus requiring porters to go across from Kampala via Fort Barotsi. What quantity and what number of porter loads these requisitions may amount to, is not known to the Belgian Colonial Office nor to me, but evidently it must be a very big lot if it is enough to require all the porters that they have in sight for the next six months.

It seems undesirable to upset the mind, and possibly the plans of the Belgian Authorities by handing them so alarming a cable as this without fuller information, so perhaps you would agree that it may be best if our people could be asked by cable, through the Governor, to let you and us in London know just what

it is that they have on hand to forward, what the average monthly number of loads is that can be handled by the porters they have at present available, and what increase in the porters is necessary to get General Henry's requirements adequately met. On that information there would then seem to be two courses open, both of which might be used, namely that we should put additional posts & axes on such portions of the roads as are fit for that sort of work, or that the Uganda Government could employ additional porters. As regards porters, I think you know that private recruiting is not allowed and that all porters have to be requisitioned through the Government, so that we are, in that matter, absolutely dependent on what the Government can find for us, on the other hand supplying the skilled supervision, equipment, conductors and so forth.

Yours sincerely,

Colony Office,
 Downing Street, S.W.

BRITISH EAST AFRICA CORPORATION, LTD.

COPY OF CABLE TO HAND FROM INCREASE, MOMBASA, DATED 18. 8. 1915.

REC'D 19.8.1915.

Congo transport present position (see
 following page) and is clear
 that previous requisitions do
 not present sufficient work for six months
 with (with) present transport facilities
 before completion delivery
 # headquarters further shipments will
 cause serious contention among
 Mombasa route water difficulties
 reverting Fort Portal.

Cox.

PARAPHRASE

TELEGRAM. The Secretary of State for the Colonies to the Governor of the East Africa Protectorate.

12.40 p.m. 1915

Subject: Artillery Ammunition

The British East Africa Corporation have been informed that owing to the impossibility of obtaining sufficient permits for transport to Congo, the Belgian artillery ammunition shipped in S.S. "Caucaso" as well as later shipments are likely to be held up for considerable time. Could you ascertain from Corporation how the matter stands and consider, in conjunction with Governor Uganda whether anything can be done to expedite the transport of this ammunition. Would an increase in number of permits be feasible or could more carts and oxen be used on those portions of the route over which this means of transport is practicable.

BOWEN TAY.