

E. AFRICA

52523

REC'D
POSTED 3 NOV 15

Crown Agents

1915

13 Nov

Last previous Paper:

C.R.
11650

Union Castle Co service via Cape.

Ends letter from Co. stating that they are now waiving 10% in their rebate to them if shipped by Cape route or payment of the present mail steamer rates for 1st class.

Mr. Bottomley

The cost of a passage to Mombasa or Zanzibar by M.M. and by U.C. via the Cape is as follows:-

By M.M. Net fare 1 class £51-13-1
 " " " 2 class £35-4-11

By U.C. (Cape Route) 1 class £55-13-0
 2 class £36-13-0

Thus, as regards the cost, there would be nothing to be gained by sending men round the cape. One should also remember that they would be liable to a wait at Durban, and would be drawing 10% a day subsistence allowance during the period of detention. The C.A. tell me that they

Next subsequent Paper:

C.R.
1951/16

way spoken of the V.C. as officially
abolished first, and that it is said,
that passengers might have to wait
any time up to six months longer.
Apparently the Durban-Durban service by
the B.S. line is in full swing again now.

For passage future, E.A. will
fall into three classes, viz -

- (a) 1 class E.A.P., Uganda, & 2 days over
- (b) 2 class
- (c) all Nyasaland men.

This Cape service does not baffle the youth
of Nyasaland men, who have to go to
Durban and wait there for a connection to
Beira, whence they get taken on to the
Ingenious route, they may have to go
to Capetown and take the train to Beira

In cases, however, where the M.M. let us
down, as is not infrequently happens, by
the failure of the British Army provide
or postpone^{*} of their sailing, the
Cape service by V.C. is useful. The C.A.
make use of it without hesitation in
such cases, e.g. a number of our men
are booked by the "Comme Comte" for next
month.

So is really class (b) which might be
most affected by the re-establishment
of this Cape service to Mombasa. It was
originally suggested (in 1865) that
they should all go by this route, in
consequence of being sent overland to
Marseille. It was found, however, that
there was then (April last) little prospect

of a communication being obtainable
between Durban and Zanzibar & Mombasa.
The experiment was therefore adopted of
sending all 2 class E.A.P., Uganda, & 2 days
men by M.M., and this proved quite
successful. This is, I think, no need
to alter the arrangement. In exceptional
cases, of course, the Cape route will
continue to be used.

It seems, then, that no action
is required on this paper. The C.A. do not
need instruction to avail themselves
of its re-established service. But it is
a convenience to us to know of it.

7. But by

A.C. 26/11/15

~~1. Please ask C.A. as to frequency & practicability
of the Bombay-Durban service. Wish to I
think a weekly service feasible and we
should like one boat per week.
Will you the "Comme Comte" for the day?~~

W.C. 26/11/15

7. But by

8. Have consulted C.A. as to this,
and they say that they have tried
unofficially to get some info. as to
the date of sailing &c of the Bombay-
Durban steamer, but neither the V.C. Co
nor the B.S. Co have told them anything
definite except that the service is
a fortnightly one. M. Drew asked me

to send over a minute gal and that they would then write officially to the Companies and try to get some definite particulars I have run over a minute accordingly.

2. The "Comet Castle" is sailing via Suzy. I understand that it is to this port as you were stat, just as they will themselves, in case of need of V.C. Suzy sailings, or they will make use if necessary, of the West Coast service.

A.C. 26/12/15

Mr. Read
This may be useful info. There are
good hopes with the liner voyage & the
last at Durban (which I understand might
not be longer than ten days) being
such as should have been to 18/12/15.
Arrangements already arranged for
Mysore, the next port, will
keep you posted as regards
passenger services at any via Suzy
and that applies.

Of course if this is a mistake to
stating the British sailings via Suzy,
the harbour will be altered, especially
for 2nd the year.

The drawback of the M.M. is
that many of its boats are small,
bad,

bad, and first class only.

? Party C.L.B. 27

stone,

& S.D.

29/12/15

Mr Bottomley.

Please see attached the
minute from C.R. in reply to my
enquiry. I observe that the dates
of sailing from Durban are "not
guaranteed", but if so will be
useful to know the approximate
dates. The fares do not concern us,
if, as I understand, the V.C. Co issue
through tickets at an inclusive rate.
It will be necessary for us, if we
are to know what can be made
of the West Coast service, to have
regular info' as to the scheduled date

of arrival of the V.C. boats at Durban
and of departure of the B.S. boats.

? Ask C.R. to keep us informed of
these particulars.

A.C. 2/12/15

Mr Bottomley

I asked Doctor SR

whether the C.C. mails were regular,
and Mr Hobson tells me (as in minute
noticed) that the service has been
regular all the time (with one or two),
but he cannot ascertain whether the
goods at Durban have been up to time.
The C.C. are unable to supply the info.
It seems, therefore, that, if we make
use of the Cape route, we shall have
to chance punctuality at Durban,
and be prepared for a wait there of several days
costing 4/- a day. ? put by

A.C. 6/12/15

Generally there is a 3 days interval between
the date of arrival at & departure from
Durban.

The C.C. having to wait until
6.00 am to have a quay the coming

Put by until 6.12.15
stone

Mr. Webster

Dear S.R. will be able to
tell you where the U.S. Mail
Service to Durban departs
and at regular time here
and in occasional partan
that is all he said
possible as far as I go with
any for now I think you will
not be able to get any more

Yours

2/1/11

Mr. Webster

In your very pleased
to have the Mail Service to
Durban being regular before
leaving here & I am writing as
soon as I can

AS IT IS

Mr Cooke.

The sailings from England
have been regular throughout the
year 1904, with exception about
2 months ago, when 2 sailings
were cancelled.

We have no information about
the arrivals at Durban. The CO's
head office state over the telephone
that they are unable to say
whether or not regular time is
kept.

The CO vessels are sent
to Capetown, and appear to
arrive about the due dates.

108 ft
3.12.15

Mr Cooke.

411

The first crop of the new tree will not be picked until 1914, but we suppose that next year will be a small one, and therefore an account of the tree planted ten years ago are now enclosed.

The sailings from England have been regular throughout the war, with one exception about 2 months ago, when 2 sailings were cancelled.

We have no information about the arrivals at Durban. The C.O. head office state over the telephone that they are unable to say whether or not regular time is kept.

The CO units are sent to Capetown, and appear to arrive about the due dates.

1084

3.12.15

5-25-23/15 East Africa

412

Crown Agents (M Dept)

M. D. W.

With reference to your official letter M/Misc. 1301 of 12 November, enclosing copy of a letter from the "Union Castle" Co reporting that they are now issuing 1st & 2nd Class tickets to Mombasa by the West Coast Route on payment of the present Mail Steamer rates for 1st & 2^d class, could you, please, obtain either from the "Union Castle" Co or from the "British India" Co, particulars of the Bombay-Durban service by the latter line?

It is, of course, very desirable for us to render, if possible, the approximate dates on which these B.I. steamers are expected to leave Durban, so that, in case of sending E. African officials by the Cape route, we could select the "Union Castle" steamer giving the best connection.

A.C. 26/11/15

PTD

Mr Cooke

~~Mr Cooke~~

They have to say that the Durbar to
Durbar + Jangoba service is a
fortnightly one & the date of sailing from Durbar
at present known.

9 Dec.

23 Dec.

6 Jan.

20 Jan.

These dates are not guaranteed
as far as

1st class

2nd class

Durbar + Durbar Rs 360

Rs 240

Engines Rs 350

Rs 235

If any more information is required you
will write to Mr. Dace + get the
full particulars you want.

29/1/15
30

52523

REC'D
PERIOD

M.V.15

Disc. 1301.

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE ABOVE REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED

TELEGRAMS: CROWN LONDON
TELEPHONE 7780 VICTORIA

WHITEHALL GARDENS.

LONDON S.W.

13th November, 1915.

Sir,

11.15. I have the honour to enclose for the information of the Secretary of State a copy of a letter which we have received from the Union Castle Mail S.S. Co., Ltd. regarding the issue of tickets from England to Mombasa and vice versa by the Cape route on payment of the present mail steamer fares.

2. The Cape route is, as you are aware, a weekly service and the fares from London to Mombasa by this route and the East Coast route are as follows -

Cape Route.

1st class	£55. 13. 0
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2nd class	36. 15. 0
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East Coast route.

1st class	£46. 4. 0
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2nd class	32. 6. 0
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We understand that passengers may have to wait a week at Durban for the connection to Mombasa.

I have the honour to be,

Sir,

Your obedient servant,

for Crown Agents.

Under Secretary of State,
S. & C., &c.,
Colonial Office.

recd. 1301.

52523

REC'D

Dec'd

THE UNION-CASTLE MAIL S.S. CO., LTD. TO [REDACTED]

3 and 4, Fenchurch Street,

London, E.C.

8th November, 1915.

Gentlemen:

Passengers to Zanzibar and Mombasa via West Coast Route.

We have pleasure in confirming telephone conversation today from which you will have noted that we are now issuing 1st and 2nd class tickets from England to Mombasa and vice versa by the West Coast Route on payment of the present Mail Steamer rates for first and second class.

No connection is definitely guaranteed at Natal, and passengers have to pay their own hotel expenses while waiting for connecting steamer out and home.

We also confirm the provisional reservation of Berth 22U at the £3 rate to Mombasa per "Comrie Castle" sailing 10th December for a gentleman, and await your advice by Thursday as promised.

Yours, &c.,

THE UNION-CASTLE MAIL S.S. CO., LTD.