

E. AFRICA

36401

36 401

23 SEPT 1914

Agent

1914

23 Sept

at previous Paper.

55976

Union Castle Steamers sailings

Sends letter from C. notifying cancellation of sailing of Gloucester Castle 1 Oct & offering to transfer passages to Alcock Castle 3 Oct. Await instrs.

W B. Downing

1 sent in 77. to U.C.C. today without these papers.

all

23/9/14

To U.C.C. (London cover to 23 Sept with other from Philippines)

at subsequent Paper.

31/6/31.

~~W. G. Fiddler~~ W. G. Fiddler.

A most annoying thing has happened:
Today (23 Sept.) the U.C.C. suddenly
announced that the Stanthorpe (Castle
sh. was to have sailed for E. a.
via Suez (or as we have recently
understood via the Cape) on
30th Sept. from London (1st Oct.
from Southampton) will be used
for mails to S. Africa & that
no E. African officers will travel
on her. She will ~~certainly~~ go
~~as far as Durban, but there will~~
as far as Durban, but there will
(so far as is known) be no
connection at ~~Durban~~ Durban ³⁹² &
it wd. be hopeless to have our
men hung up there for weeks
where living is exceptionally expensive.

The B.I. do not expect to have
any boat running in October
at all & the C.A. doubt whether
the Messageries will have a boat:
in any case the men probably
could not get across to Marseilles.
The U.C.C. calmly suggest

to the men who have looked on
the Stanstephan that they
shall have their money back or
wait 28 days when a U.C. boat
will be leaving for E.A. We
have however absolutely no
guarantee that the C. will
not again inf. us a few days
before the boat is due to
go that they have cancelled
the sailing - ~~was an~~ ad. inf.

To the C.A. they say
that most of their boats have
been taken (this may be true)
but that on 3rd Oct they propose
to send the Alnwick Castle
via Sney to E.A. & that some
of our men might go on this
boat. The Alnwick Castle

they admit, is not admirably
used for passengers, ^{+ the} accommodation
must therefore be really bad.
If the U.C. have any qualms
about shipping Gvt. passengers

It is quite
out of the
question that
a boat for
handy

If it is
a boat
used in
immigrant
to S.A.
only

50 3rd
class berth
also available,
but other
not
concerned

In any case she can only 393
take 12 1st class passengers
& ~~12~~ 25 2nd class
passengers. I ~~and~~ cannot
believe that the Gvt. would
compel men to travel by so
inferior a boat - inferior,
I am assured, to the Dunvegan
Castle; but as the C.A.
alone have 16 first class
passengers to provide for,
apart from those who have
booked their own passages by
the Stanstephan, the Alnwick
Castle will not solve the
question entirely even if
we compel some of ^{our} wretched men
to travel by it.

The possible course
appears to be -

(with full pay)
① Keep them all back for
a month in the hope that
the C. will not again
go back on their word.

(2) Write an urgent letter to the
 U.S. C. under cover of a note
 to Sir Ross Phillips, recognizing
 their difficulties, but pointing out
 that they ought to play the
 game by the E. African men-
 & preparing very strongly
 for the Zanzibar Castle
 to go right up to Mombasa
 from S. Africa like the Durban
 Castle is doing - & add that
 we understand from Cd. that
 the U.S. C. do intend to send
 the Almirante Castle in his
 3rd Oct., but that, apart from
 the fact that there are more
 Gt. Responders than can be
 accommodated, H.P. is inf.
 that she is not ordinarily
 used for passengers, & that
 he is not disposed to compel
 Gt. Officials to travel by
 a boat of this kind.

Accel 23/9/14

I enclose to (2) It is really very annoying
 on the top of our previous disappointments

to have this news just after a B.S.
 boat has started (via the Canal) the
 U.S. are making no effort to keep the
 E. A. service going, & that from our
 passengers, I am afraid that the trade
 will be seriously damaged. If they
 can't run the Almirante ^{Castle} round to
 Mombasa they ought to be able to put
 on a local service from Zanzibar or
 Durban in connection with her.

? To U.S. in proposed

Accel 23/9/14

H. J. R.

23/9/14

Spr. at home

Pm. 23/9/14

being
 and by
 not get
 able -

Can we get any of
 the Officers we usually
 wanted?

They tell me
 some are
 being required
 will be
 of whom
 and letters
 as if it
 is more
 it might
 in the
 being used
 all!

M
Misc. 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 (8 LINES)

36401
REC'D
NOV 23 1914

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WHITEHALL GARDENS.

LONDON, S.W.

23rd September 1914

PRE-SSING

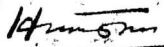
Sir,

I have the honour to enclose a copy of a letter
Sept. 1914 which we have received from the Union Castle Company
notifying the cancellation of the sailing of the s.s.
"Alamstejn Castle" which was originally intended to
sail on the 1st October.

In accordance with verbal instructions received
from the Department we are sending you an order for
the transfer of the "Alamstejn Castle" on board
steamer "Alamstejn Castle" for the "Alamstejn
Castle" and the "Alamstejn Castle" to
receive the despatch of the "Alamstejn Castle" if
it is cancelled on the 1st October "Alamstejn Castle".

Sir,

Your Obedient Servant,



for Crown Agents

The Under Secretary of State

cc cc cc

Colonial Office

35401

REC'D
SEP 23 1914

396

The Union Castle Mail Steamship Company Ltd

to Crown Agents

3 & 4 St. Andrew Street E.C.

22nd September 1914

Gentlemen,

We beg to inform you that owing to the present
 exceptional circumstances it has been found necessary
 to cancel the sailing of the S.S. "Elizabeth Castle"
 originally intended to leave London on 30th September
 and Southampton on 1st October for East African ports
 via the Suez Canal. As you will see from the enclosed
 circular no other S.S. "Elizabeth Castle" will sail
 from London on 30th September, and although
 the number of passengers she is fitted with a
 few passengers of the first, second, and third class,
 so that should you wish to particularly
 avail themselves of this opportunity.

THE UNION CASTLE MAIL STEAMSHIP CO LTD

Sd, R.T. Gibb

Joint Manager

cap 36401/ Ea

C.L.
23 SEP
1894

Very urgent

DRAFT.

The Secretary
War in Canada mail S.S. Co. Ltd

23 Sept 1894

Sir,

MINUTE.

- Mr. Reed 24/9/114
- Mr. Bottomley 23/9/114
- Mr. Reed 29
- Mr.
- + Sir G. Fiddes 23/9/114
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr. Baycourt.

I am etc. to inform you that
 he has today learnt ~~with~~
~~surprise~~ from the C.A. for the Cols.
 that the Union Castle S.S. Co. have
 cancelled the sailing of the
 "Blanchepan Castle" for East
 African ports on the 30th
 inst. from London, advising
 Sub. officials who had booked

their passages by that
 steamer that they might
 be ^{refunded} ~~repaid~~ the amount
 paid for their passages or
 alternatively that they
 should await the departure

to be sent under
 cover of a copy
 personal note
 from Sir G. Fiddes
 to Sir John Phillips

of the next U.S. steamer for
E. Africa 28 days after
the sailing of the "Lansdowne
Castle".

2. Ad. H. understands that
the C.A. have further been informed
by you that ~~the~~ ^{the cancelling}
of the sailing of the "Lansdowne Castle" for Africa
~~is due to the present exceptional circumstances;~~
that the "Lansdowne Castle"
will sail ~~at an early date~~ ^{on the}

30th of Sept. or the 1st of Oct.
in place of the ordinary mail steamer,
for South Africa with mails.

but that she will not proceed
further north up the East
Coast of Africa than Durban;
that you are unable to
rally the E. African Govt. officials
by this boat & transfer them
at Durban as you have
no connecting steamer there;
but that you ~~are~~ propose to send
the "Albion Castle" from
this country on the 3rd of October
via Suez to East Africa &
that a limited number of
baths

baths (12 first class and
25 second class) ~~can~~ can
be made available for
Govt. passengers in this
steamer. 398

3. Ad. Harcourt fully
realizes that at a time like
the present the U.C.C.
must have serious difficulties
to contend with in main-
taining a regular service
to South & East Africa,
but he trusts that they
will bear in mind the
special position which
they hold in connection
with the E. African service
& that they will ~~be~~ ^{show}
~~themselves~~ themselves
ready to do all that is
possible to convey Govt.
passengers to the East
African Provinces at
with in reasonable
comfort & at
regular intervals & in

DRAFT.

MINUTE.

Mr.

Mr.

Mr.

Mr.

Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Emmott.

Mr. Harcourt.

in reasonable comfort.
 It is understood that the
 "Albion Castle" is an old
 boat of less than ~~5,000~~ ^{6,000} tons
 not ordinarily used for
 purposes of the class ^{of Govt.} ~~that~~
 The ~~Govt.~~ ^{Govt.} ~~seems~~ ^{is} to ~~be~~ ^{be} from
 the African Pt., & ~~to~~ ^{to} ~~be~~ ^{be} ~~sent~~ ^{sent}
 is not expected to compel
 Govt. Officers to travel by ~~boat~~ ^{the steamer,}
 even if the accommodation
 (which is not the case) were
 sufficient to ~~enable~~ ^{enable} all
 the Officers due to ~~return~~ ^{return}
 on the "Llanstephan Castle"
~~many of whom have already~~
~~been in command with you~~
~~direct in the subject.~~

4. The suggestion which
 Mr. H. desires to urge very
 strongly is that the
 "Llanstephan Castle" ~~should~~
 be

On the other
 hand, if they
 are detained in
 this country for
 another 2 or 3 days
 the local Govt.
 will undoubtedly
 be put to
 considerable
 inconvenience
 through the ~~absence~~
 of their Officers
 at a time when
 their presence
 is especially
 required.

be allowed to go as ³⁹⁹
 far north as Marbora

with a view conveying
 mails to Durban.

This is the arrangement
 made, so it is under-
 stood, in the case
 of the "Dunvegan
 Castle" which was
 substituted for
 the "Llanstephan
 Castle" at the
 beginning of this
 month; & Mr. H.
 trusts that the C^o.

will see their way to
 accept this suggestion.
 Concern in this respect

for harm to be done
 that a very early
 reply may be sent

DRAFT.

MINUTE.

Mr.
 Mr.
 Mr.
 Mr.
 Sir G. Fiddes.
 Sir H. Just.
 Sir J. Anderson.
 Lord Emmott.
 Mr. Harcourt.

Unless they are in
 a position to make
 other & satisfactory
 arrangements

W

to this letter, as grave
inconvenience is being
-caused both to the Officers
concerned & to this Dept.
by the sudden change in
the plans of the C.
announced only a week
before the "Blanshardian
Castle" was due to
leave England) & the
consequent uncertainty
as to when they
are to sail.

L H J R

23/1/14

Dear Mr. Pitt

I send this to
 under cover to you as
 the matter is of much
 importance to the office
 and Mr. H. hopes that
 you will take it to hand
 in your description of his
 attitude is that I left
 in a state of

ing, & that he would have
then himself if he could
be trusted himself to

20

401

Wm

G. H. F.

Colonial Office.

Downing Street, S.W.

26 Nov. 1914

water
 Mr. Harcourt

Your Telephone message!

have had trouble with

Philipps of the various

which he runs and

have dealt with

officially & privately.

at Africa.

I believe in the
 older Parliaments

liberalism of war the ~~the~~

~~Castle~~ raised their passage
 rates 50% after report
 comes. we beat them
 down to a rise of 15%
W. Indies There have been
 complaints both as regards
 accomodation & increase
 rates. This has been done
 through B. of Trade.

Africa

(Enclosed) 2
 usually the Private letter
 Philips by Read the
 and from S. Afr. Dept.
 will give you a notion
 our feelings towards
 Union Castle.
 letter had its effect -
 they put on the British

to link up with the
Hanslipha Castle

Please return the
H when you have
read them.

Yours sincerely
J. Davidson

Henry at Grade,
Mitchell & Co.,
S. M.

14th December, 1914.

Dear Mr Davidson,

In reply to your letter of today,
I return the papers with regard to Sir
Owen Phillips. At the request of the
Foreign Office, Mr Rungtman wrote to
Sir Owen, and I enclose a copy of his
letter dated December 7th. I also send
a copy of Phillips' reply of the follow-
ing day. Copies of these two letters
are also being sent to the Foreign
Office.

Yours very truly,

G. L. Maumder

(COPY).

7th December, 1916.

With reference to my Private Secretary's talk with you by telephone last Friday, I enclose, for your information, copy of a letter from Captain Webb of the Admiralty, with reference to an interview which he had with Mr Alfred Wood and Mr Lambert, on the subject of the voyage of the "Titian" on the 2nd December.

I have been asked to communicate with you on the subject of the representations which have been made by the French Legation in Colombia, relating to the passenger rates charged by the Royal Mail Steam Packet Company in respect of 35 French Reservists who were shipped in the "Titian" at Barranquilla at the end of August of the present year. It appears from the reports which have been brought to my attention that the Reservists were charged £25 each for their passage, the ordinary first class rate before the commencement of the war having been £12. I think it right to mention that, according to the report of our Consul at Barranquilla, the Reservists in question were given first class privileges with the exception of cabins, but I shall be glad to have your observations with regard to this particular case and also as to the passenger rates now in force on the Royal Mail Steam Packet Company's steamers. According to information contained in a letter written by the Barranquilla Consul on the 4th September your Agents at that port were acting under instructions to charge passenger rates ^{which} were ~~double~~ double.

double these in force before the commencement of war.

I also think I should mention that our Charge d'Affaires at Bogota calls attention to the fact that the Royal Mail Steam Packet Company's Agency at Barranquilla is in the hands of Messrs. A.H. Berg and Company, the senior partner of whom is a German, and he also states that the Agent of the Company in Bogota is remarkable as being one of the few Colombians whose sympathies in the present war are profoundly German.

(COPY).

18, Markgate Street,
LONDON, E. C.

8th December, 1914.

My Dear Functionary,

Your letter of 7th instant to hand.

Passenger Rates from Central America. I find that the French Reservists you refer to travelled home on 27th August, and paid the third class fare, £24, plus £1 for 1st class privileges, which were granted them during the voyage. This was during the first few weeks of the War, when the acute dislocation in trade generally necessitated a heavy increase in passenger rates all over the world. The first class fare by this steamer was £60 the Reservists in question paying less than half that amount, which I think you will agree was a very reasonable concession. As conditions became more normal rates were reduced, and the fares from Colombia by the following steamer were £18 3rd class and £45 1st class, since when they have been further reduced to £12 3rd class and £37.10s 1st class, compared with £12 3rd class and £30 1st class before war broke out. You will thus see that these Reservists were charged £5 less than the 1st class rate before the War, and enjoyed all the privileges of 1st class passengers except that they did not occupy 1st class cabins. In many somewhat similar cases from other places we have made a special reduction of 20% and I shall be pleased to do the same in this case.

You are no doubt aware that neither the Republic of Colombia nor the Republic of Venezuela have ever given us any subsidy for running a regular mail

service

service to their ports, and under these circumstances it is impossible to carry on the service if we charge low rates of freight and passage money.

For the first 4 months of the war the Royal Mail Steam Packet Company continued to carry all passengers to and from the West India Islands from which we receive a Mail Subsidy, at the same rates as were current before the war, but we endeavoured to make up a part of the heavy war insurance premiums we have had to pay to the Government by charging extra rates from Central American ports, which, as already stated, do not contribute a subsidy. But the results of the voyages have been so disastrous that we have been obliged to discontinue that portion of our service from the Isthmus to Jamaica and back, and back via Jamaica to the Isthmus, from 1st January 1917, as the competition of the neutral trade, who have not to pay any war insurance either on mail or cargo, has knocked us out of the trade.

The company sent the Board of Trade an official letter yesterday setting out the position.

Whilst on this subject I should like to point out that the rates on grain from Buenos Aires to the United Kingdom, which were in July 6s. per ton have recently risen to 26s., or considerably over 300% so that the increase in rates to and from Central American ports, which pay us no subsidy, are infinitesimal in comparison.

I have pleasure in assuring you that to the best of my knowledge and belief the Royal Mail Steam
Packet

Packet Company have no Germana representing them anywhere, and in the few cases where this was not so before the war broke out changes have since been made. The Agencies at Barranquilla and Puerto Colombia have been transferred from Messrs. A.H. Berg and Company to Mr J.H. Gillies, a British subject, and British Vice Consul.

(P)

Yours sincerely,

(Sgd) Owen Phillips.