



EAST AFR. PROT.
UGANDA
B. CENT. AFR. PROT.
ZANZIBAR
No. 11903

C. O.
11903
REC'D
REGS 4 APR 07

DOMESTIC

1907
April
Page 450

(Subject)

Steamer service to E Africa

Will be prepared to make an offer for a service such as indicated above for certain months of the year as of next month.

First Part (Mombasa)

It will I think be well to consider the 1st block as to the way which the Company require before the time bringing that up to the Committee, which cannot meet for some days. I have mentioned the various points.

(1) The first volume of fuel usage is about 1200 or 1400 tons a month. But this may not be continued regularly, & may vary at times, but the 1500 tons is an average by these means. I say it fluctuates greatly but is not likely to exceed 1500 a full load of 500 tons a month. It consists mainly of material for constructing buildings, bridges etc. etc.

(2) The second part is the third thing you say for in fact the same offer. We should say that the idea was that it would be more convenient for shipment of the fuel if a part of it was in the north of England but that it is for the Company to make an opinion as to whether it is

the best part to choose

(1) It can't be any estimate but the number cannot be large because we'll be chiefly for the purpose of the

(2) in the same way, as the other side, and if any there were a point

(3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)

(6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)

(11) I cannot say that is long of it, but just suppose must be some kind of what else but we buy and sell the rest is to be forgiven

(12) There can be no question of putting any more articles, and the fact has greatly increased yet to get to point that if that was the business of the world justly - particularly since also but in right way that of the question were the right could be put and a course is to be taken to get the following the same truth to which we have to

6/24

... ..

... ..

... ..

6/24

Mr. Road

- I have consulted our shipping agents and we agree in thinking that the attitude taken up by the B.I. India Co. is a serious one and must be examined before anything else tentatively is done. However, it is also the duty whether the Co. has any real desire that the business should go forward. I would suggest that (1) the Co. should be present to present a defence on the basis suggested in the L.O. letter of 27 March.
- (2) They might be told that the most desirable second part in the latter would be to be left.
- (3) A statement of 100' cargo shipped to India from 1900 to the end of February of the present year is desired. It would not be safe to pin any guarantee as to the amount the Co. will ship.
- (4) It will be desirable to stipulate

may have no special / doubts for
dealing and so which they
will require to be especially paid.
The system which is desirable is that
the lightning business should be operated
by a local company or companies which
render their services to every body &
not to any particular line of railways.
In the case of the W. Coast of Spain
Sir G. Jones has strong showed his policy
monopoly by getting the works of the
lightning business, its lines & lands
at S. Spain also at S. Spain Bay the
local line of railways, then / his
first offer to the Railway Adminⁿ of
the Transvaal by requiring to allow
the lightning works to be done by
any one except the lightning Co.
in which they are interested
Upon the whole I am disposed to
recommnd that no right should be
to be the lightning Co. until C.O.
I have heard your proposals for
lightning Co. have to make it the matter

27/18.4.07

at the ...
at the ...

Kilindini Cargo.1900Tons.

Month	Tons	Notes
January		
February	630	
March	620	
April	209	
May	145	
June	608	
July	50	
August	700	
September	201	
October	108	
November	1140	(including 211 tons timber)
December	<u>1761</u>	

4,227

(Average Tonnage per month 352 Tons)

1901

January	308	
February	131	
March	1514	includes 284 tons timber
April	508	
May	800	
June	467	
July	1200	(including 281 tons timber & 713 tons iron)
August	120	
September	674	
October	215	
November	315	
December	1221	(including 905 tons coal & 316 tons timber)

10,064

(Average Tonnage per month 838 Tons)

1907

January	1361	(including 470 tons coal & 572 tons cement)
February	1227	

2,588

(Average Tonnage per month 1294 Tons)

26,773

Vol 247
11903

278

about the
15 of 27

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108



478

BRITISH INDIA STEAM NAVIGATION COMPANY LIMITED

1150
The Regent's House
London. The April 1907

Sir,

Ref. No. 10227/1907

I am directed to acknowledge receipt of your letter of 27th March, stating that the Earl of Elgin is prepared to entertain an offer for the establishment of a steamship service, with accommodation for cargo and second class passengers, between the United Kingdom and East Africa and of a local cargo and passenger service between Zanzibar and the ports of the East African Protectorate.

The Directors understand that what Lord Elgin wants is -

- (a) A four-weekly outward service of steamers of not less than 5,000 tons carrying capacity leaving two ports in the United Kingdom on fixed dates via Suez Canal, to arrive at Mombasa and Zanzibar in accordance with a definite time table, subject to a margin of one week in the dates of arrival. The Contracting Company to undertake to provide a fortnightly service as soon as the volume of cargo necessitated such a service.
- (b) A direct homeward four-weekly service, leaving Zanzibar and Mombasa on fixed dates.
- (c) A local weekly service of steamers of not less than 500 tons plying between Zanzibar, Mombasa and other East African ports as far as Kisumu, with cargo and passenger accommodation.
- (d) Suitable lightering facilities at Mombasa, Kilindini and Zanzibar.

It is understood that the steamer will be at the call of the Governments concerned for the despatch of troops and

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

10227/1907

other special services.

The Government would undertake -

(a) To send by the contracting line all Government cargo for the East Africa, Uganda and Zanzibar Protectorates, at rates to be agreed, such Government cargo to have precedence over all other cargo, and also all second class passengers whose passages would be provided at Government expense, except (1) passages of Protectorate officials proceeding to or from the United Kingdom during leave of absence and (2) in cases where the Secretary of State is satisfied that there is sufficient reason on the ground of urgency for taking a passage by a quicker route.

(b) To discontinue the public coastwise services of steamers belonging to the Governments of the East Africa Protectorate and Zanzibar.

(c) To send all Government coastwise traffic, both cargo and passengers, by the steamers of the contracting line, so long as to be arranged, subject to the condition that in cases of emergency, when there was no available vessel belonging to the contracting line, the Government should have the right to send troops or military or civil officers whose despatch was urgently required by the most expeditious route.

The contract would be for five years and the contracting company would be required to give security to the satisfaction of the Secretary of State to cover any loss which the Government might incur through higher freights or otherwise in the event of the service being discontinued before the end of that period.

You desire to know whether the British India Steam Navigation Company is prepared to make an offer for a service on the foregoing conditions, and if so, you request

to be informed what rates of freight the Company would propose

- (a) for various classes of outward Government shipments,
- (b) for homeward Government shipments, if any, and
- (c) for Government coastal cargo traffic.

what the rates would be for Government passages both on the through and on the coast services, and what security the Company would be prepared to offer.

You also enquire whether the Company would be prepared to extend the proposed through service as far as Chindo or Zeila, providing suitable facilities at the former place for transshipment into her steamers, and, if so, what rates they would propose for cargo and passengers.

You state that it would be understood that if His Majesty's Government decided at any time to revise the present arrangements for the conveyance of mails between Aden and Zanzibar, the contracting Company would, on terms to be settled, undertake to arrange the sailings of their steamers so as to convey the Mombasa and Zanzibar mails to or from Aden in connection (within two days) with the Peninsular and Oriental Mail.

In reply to your letter, I am instructed to say that the Directors of the British India Steam Navigation Company will be quite prepared to make an offer for a service such as that indicated by the Earl of Ripon, and, in making them to go into the question, the Directors will be glad to be favoured with the following information:

① A statement of the probable quantity and description of Government cargo which would be likely to be shipped every four weeks by the Government for Mombasa, Zanzibar, and Zeila during the proposed term of the contract, that is, how much would be likely to be shipped from London and what the other port of departure in the United Kingdom Lord Ripon would desire the ships to load

②

from

The number of Government passengers which the Government would undertake to send forward every four weeks by the steamers from this country.

The quantity and description of Government cargo which the Government would undertake to ship at Beira, Zanzibar and Mombasa for England once every four weeks and for what port, and also the number of Government passengers which the

Government would undertake to send home in the steamers.

The Directors would also be glad to receive a pro forma time table showing the dates which Lord Elgin would like the steamers to keep of their passages. They would also be glad to receive a time table showing the service which Lord Elgin would like the small coasting steamer to make between Zanzibar, Mombasa and other East African ports as far as Kismayu, with a statement showing the quantity and description of Government cargo and passengers which the Government would undertake to ship from each port every week.

The Directors would also be glad to know whether, in the event of the line being made fortnightly outwards, it is proposed to have a fortnightly one homewards, or how it would be proposed to dispose of the second portion of the service after the steamers have discharged on the African Coast, that is to say, whether the Company will be free to send them to India or elsewhere to load homewards.

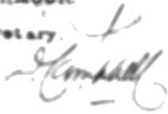
The Directors would also be glad to have an indication of the lighterage plant which the Government consider necessary at Mombasa, Kilindini and Zanzibar, and what rates they would propose to fix for landing and shipping Government cargo.

I have the honour to be, Sir,

Your obedient servant,

FRASER W. ARMOUR

Secretary



1903.



~~NY~~

~~S.A.C.~~
~~177~~

482

DRAFT

1000
1000

Lowning Street,

3rd Floor, Canal, N.Y.

MINUTE.

Mr. Tolson

Mr. [unclear] 26

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

is directed by the Board of Directors
to acknowledge the receipt of your letter
of the 2nd instant in which is stated
that the directors of the Pacific
Steam Navigation Company, Limited, will be
prepared to take an offer for the steaming
services outlined in the 1st paragraph of
the letter from this Department of the 27th
of May last on these terms as with
formation on the following points:

- (1) A statement of the probable quantity

and

X-20902, 7-2-1022

Handwritten notes: 4, 1000, 1000

27-12

A description of Government... would be likely to be assigned every four weeks by the Government for... and wife... contract, that is, has been... to be... from London.

(2) What other part of... the United States... would desire the... from...

(3) The... of... which the Government... to... toward every four weeks... from this country.

(4) The quantity and description of... which the Government would... to... for... every four weeks... for... port.

(6) The number of Government passengers which the Government would pay passage to send home in the steamers

(6) A proposed time table showing the dates when Lord Elgin would like the steamers to keep on their passages

(7) ~~A~~ time table showing the service which Lord Elgin would like the mail carrying steamer to make between Natal, Cape Town and other East African ports as far as Kilmoryn

(8) A statement showing the quantity and description of Government cargo and passengers which the Government would arrange to ship from each port mentioned

(9) Whether, in the event of the line being made fortnightly outwards, it is proposed to have a fortnightly one homewards, or how it would be proposed to dispose of the

second portion of the service after the steamers have discharged on the African Coast, that is to say, whether the Company will be free to send them to India or elsewhere to load homewards.

(10) An indication of the alterations which the Government considers necessary at Aden, Kilindini, and Zanzibar.

(11) That the Government would propose to fix for loading and unloading Government cargo.

In making these points specific, I am to state, for the information of your Directors, that...

(1) The present volume of Government cargo is necessarily subject to considerable fluctuations. It is not considered that it is likely to exceed 1,500 tons or fall below 500 tons per annum, and Lord Elgin is not

in a position to give any guarantee as to the quantity which Government would forward. It consists principally of material for the construction of buildings, bridges, steamers, etc.

(2) To two parts in the United Kingdom the reference in paragraph 2 (a)

of the letter from this Department of the 27th of March last was dictated by the desirability of facilitating the shipment of goods drawn from districts situated at a distance from London, and Lord Duns is of opinion that a tariff would serve this purpose.

The guarantee or estimate of the number of persons, official or otherwise, who are given. The number of Government passengers would not be large and the remainder would mainly consist of interesting persons and their families.

27-10-27 5

(4) There are no homeward shipments of Government cargo at present and no estimate can be given.

(5) No estimate or undertaking can be given as regards the number of Government passengers who might proceed homeward by the proposed line.

(6) (7) The Lord High will be glad to receive the proposals of your paraviers under these heads as it is not a case where it is necessary to call for tenders for an ocean and coastal service under fixed conditions.

(8) The necessary information on this point is not available in this country, but Government traffic would be inconsiderable except when it was found necessary to move

troops

6

troops along the coast or to Zanzibar.

(9) There can be no question of instituting a fortnightly service outwards until the present volume of traffic has undergone a considerable increase, in which case it is possible that the homeward traffic also would then be such as to justify a fortnightly service from the East Coast. In that event Lord Sleigh would be prepared to consider on its merits the question of allowing the extra steamer placed on the service to return to this country via India.

(10) After further consideration Lord Sleigh desires to waive the stipulation laid down in paragraph 3 (a) of the letter from this Department of the 27th of March regarding the necessary facilities at Mombasa, Kilindi, and Zanzibar, provision for which need not therefore be taken to account in

9

the offer which your directors propose to
make.

With reference to paragraph 3 (c)
of the letter of the 25th of March above
mentioned, I am to add that Government
would make a similar reservation with regard
to the shipment from this country of passen-
gers or cargo by the most expeditious route
if occasion demanded whether a vessel of the
contracting line was available or not.

Lord Elgin will be glad if your
Directors would submit their proposals for
his consideration as late as the week
ending on the 11th of May next.

I am, etc.

2. Am. 10227

J.