

EAST AFR. PROT.
UGANDA

N^o. PS/19



(Subject.)

202

1906.

Bank

Postage Papers

New Comings

Enclose designs for nickel-bronze
and aluminium pieces half size if
necessary

(Handwriting)

Not Read.

The obverse designs are originally
approved for the bronze coins on
9494/05. The design for the obverse
is less happy than for the reverse.
It is a question whether East Africa
ought to appear on the half cent. If,
however, that coin is not wanted in
the E.A.P. it is not likely to go there,
so the inscription may stand.

If these designs are approved
by the S.O.S. we can write to the
Treasury and ask them to include
the new designs with the
amendments O. & C. - so far as this
can be done before we get the ^{letter}
info. asked for in the last para of

Copy of a communication
Designs for new coins
1906

Subsequent Paper

is therefore becomes
necessary - my opinion
to consider whether
the consequence of the
the following -
straight carriage
would be enough
and sufficient so
much as to justify
the sum given as
annual subsidy of
£9000, and shall
be glad to have
your observations on the
matter.

Yours, &c.

Egerton.

872
1 P.M. E.A.P.

8592

AIR MAIL

874

S/

201

DRAFT.

AT 2-178)

Committee

Hago Sader CBS

MINUTE

Mr. Lobb 2/3

Mr. Ellis

Mr. Attributed

Mr. Cox.

Mr. Lucas.

Mr. Graham.

Sir H. Ommanney

Mr. Churchill.

The Earl of Elgin.

11/2/4/1

Sir,

I have the honor
to acknowledge receipt of
your Jackson's Desp. 2-56
of the 26 of October 1905,
and in reply to
transmit to you, for
your consideration, the enclosed
copy of yours of the
subject of the
service between Aden
and Zanzibar.

2. The Company's service
would appear to be
singularly ill-adapted for
the carriage of
goods from the interior
of the country mentioned
as it is clear that
it will be at a
considerable advantage
over the present.

6 G.P.O. 2-203/6
(40296)
10-11th Oct.
0.67 D. 53051
(8592)

Zanzibar communities by alternating the British and German mail services as proposed, especially seeing that Zanzibar and Mombasa have besides these two mail services, three other mail services per month.

I am instructed also to mention that this cargo service, which is the only British cargo service via the Suez Canal, is of some value to the Foreign Office, who have at least on one occasion urged the maintenance of the connection. The proposed alteration, involving twelve days detention at Aden, would practically make the service unworkable.

The Directors express the hope therefore that the Postmaster General will be pleased to sanction the continuance of the same sequence of sailings for 1906 as at present, and that he will approve of the pro forma time table which I have the honour to submit herewith, and which is made up on that basis.

I am, etc.

(Sd) P. W. Arbour,

Secretary.

COPY.

A.C.O.G.
8572

British India Steam Navigation Company, Limited
12 MAR 06

9 Throgmorton Avenue,

London 18th October
E.C.

Ref. No. 443.982/05.

Sir,

With reference to your letter of 4th instant, I am instructed by the Directors of the British India Steam Navigation Company to say that they have carefully considered the proposal made by the Postmaster General of the East African Protectorate, to start the mail packets from Aden for Zanzibar a week earlier than at present, so as to alternate with the sailings of the German Steamers, and find that the effect would be to interfere materially with the cargo service between London and Zanzibar, which is maintained by a connection at Aden between the Company's steamers which between London and Calcutta, and the local steamers which between Aden and Zanzibar, insomuch as it would involve cargo for Mombasa and Zanzibar, which is already detained five days at Aden by the present arrangement, being detained seven days longer at that port.

The Directors do not think there any advantage, commensurate with the inconvenience and expense involved by the

detention of cargo, would be secured to the Mombasa and

Secretary.

General Post Office,
London E.C.

Zanzibar

materially with their cargo service between London and Zanzibar, and that they do not think the public either here or in Mombasa or at ~~Nyassa~~ would find the reoptioning of the steamer Elgin inconvenient and the expense involved. In view of a portion of the company's proposal to carry out the plan, and of the fact that the steamer Elgin is now available at the demand of the Postmaster General, the Post Office have agreed to defer the adoption of the revised service for 1896, on the same lines as those proposed.

On August 1st the Postmaster General sent that the steamer Elgin should be used for the delivery of mail to the steamer Wesleyan and that she should be sent to the steamer Elgin port-right on the return voyage from Elmina to the northern part of Zanzibar. He also directed that the steamer Elgin should be sent to the steamer Wesleyan at those dates.

It will be seen that the steamer Elgin could, of course, use the steamer Wesleyan for the delivery of mail to the steamer Elgin port-left on the return voyage from Elmina to the northern part of Zanzibar, but the steamer Elgin would prefer to call at the two ports and return by the same route.

As far as I can see, the steamer Elgin has no right, under the contract, power to require that she call at the steamer Wesleyan, north of Zanzibar, provided that such port is not more accessible for the Packets.

As

As the steamer Elgin is doubtless aware, the Contract with the British India Steam Navigation Company now runs from year to year, subject to the concurrence of the Lords Commissioners of the Treasury. The service was formerly known as the "slay-trade service," having been maintained with a view to the suppression of the slave trade, and was balanced on the Foreign Office vote. It is not a service which could be justified on purely postal grounds.

In these circumstances and in view of the representations made by the Directors, the Postmaster General does not feel that he is in a position to cause the Company to alter their existing arrangements, except in the matter of ports of call, as referred to above.

I am, &c.

Sir,

Postmaster General

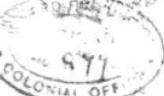
W. J. Bishop, Esq.

Address reply to "The Secretary, General Post Office,"
quoting Registered No. 53081.

3572

12 MAR. '06

GENERAL POST OFFICE, LONDON.



To March 1906. 193

Sir,

With reference to your letter of the 15th ultim.,
No. 40386/1905, enclosing a copy of despatch No. 1,561, dated
the 16th of October 1905, from the Acting Commissioner of the
British East Africa Protectorate, relative to the Contract
with the British India Steam Navigation Company for the Mail
Service between Aden and Zanzibar, I am directed by the
Postmaster General to acquaint you, for the information of the
Secretary of State for the Colonies, that the question of
altering the dates of departure of the Packets from Aden, so
as to afford a service alternating with that maintained by the
German steamships, was not long ago referred to the Directors
of the British India Steam Navigation Company, in consequence
of the representations made by the Postmaster General of the
Protectorate and in a despatch addressed to the Foreign Office
by His Majesty's Agent at Zanzibar.

From the Company's reply, of which a copy is enclosed, it
will be seen that the alteration proposed would interfere
with the Secretary of State,

COLONIAL OFFICE.

materially.

It costed him £ worth £9000 a year
- the greater of the old & new at present
Damage is one of our day expenses -
I would ask the Compt' for account on the
point. It is more probable he did not
think that we are getting a adequate return
for our money, than we had better offer the
old position to the Treasury

4 J. n'

2 3

4.11

the fortified line we will £9000 per
- the quidn of the add^t cells at Longs^t
Bomage is one of exceeding importance -
& I would ask the Comr^d for assistance in this
point. It is seems probable he will decide
that that we are getting a adequate return
for our outlay, then we had better refer the
whole question to the Treasury.

4 J. R.

3

A. 17. Jan. 1888