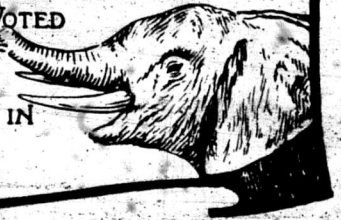


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A WEEKLY JOURNAL



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THE GOVERNMENT AND EAST AFRICA.

Now that the Prime Minister has returned from America the Cabinet is to consider the Report of Sir Samuel Wilson and the recommendations of Lord Passfield, the Secretary of State for the Colonies, arising out of that and the Hilton Young Report. Lord Passfield, who is known to have drafted proposals for the future governance of East Africa and to be ready to recommend the appointment of a High Commissioner, cannot hope for general satisfaction with his ideas, for East African opinion is solidly behind the Wilson Report, while Socialist opinion is as strongly attached to the Hilton Young Report. The reason is that in this country emphasis has been placed not on the points of agreement between those two documents, but on the points of difference, the Press generally having unhappily overlooked the fact that co-ordination in the economic services will facilitate co-ordination in other matters.

As we have repeatedly urged, the appointment of

a High Commissioner to co-ordinate the main services of common interest to Kenya, Uganda, and Tanganyika Territory in no sense debars the evolution and enunciation of guiding principles of Native policy; on the contrary, it is our conviction that the High Commissioner, if the right man be chosen, can be an immensely useful instrument in the preparation of a policy which, while allowing adequately for local conditions, will express the general British attitude to the problems of Tropical Africa. The Hilton Young Commission did unquestionably good work in setting forth its views on Native affairs, and with those views as a whole East Africans are in agreement, but there seems no adequate reason for economic co-ordination to be delayed while discussion, perhaps protracted, ranges over the whole sphere of Native policy. Discussions concerning Native policy will be in no sense prejudiced by the first step of economic co-ordination which Sir Samuel Wilson has recommended, and it is greatly to be hoped that the Dependencies will not be denied that first measure of *rapprochement* while much wider questions of East African development are debated in this country, mainly by people with only very superficial knowledge of the matters at issue.

It appears to have been definitely decided that the proposals of the Cabinet will be submitted to a Joint Select Committee of the two Houses of Parliament, which is, it seems to us, tantamount to a refusal of the Government to face its responsibility of making up its own mind. In its five months of life the present Ministry has already appointed thirteen Royal Commissions or Departmental Committees of Inquiry, and East Africa seems likely to be added to the list. In that procedure, we repeat, three dangers are evident: first, that persons with strong bias may secure appointment to the Committee and thus vitiate its usefulness from the outset; secondly, that the Committee, thinking more of itself than of East Africa's urgent need of decision and action, may succumb to the temptation of over-long deliberation; and thirdly, that the point of view of East Africans themselves will be given less weight and less opportunity of expression than it is entitled to receive. Prolongation of the present uncertainty is detrimental to the political and economic welfare of Kenya, Uganda, and Tanganyika, and to us the only reasonable course appears to be that advocated by Sir Samuel Wilson, a Colonial Servant of great experience, who has propounded a generally acceptable and administratively workable first step to which no valid objection of importance has yet been advanced. Criticisms have been inspired mainly by misconceptions, some of which are exposed by General Smuts in a forceful address reported overleaf.

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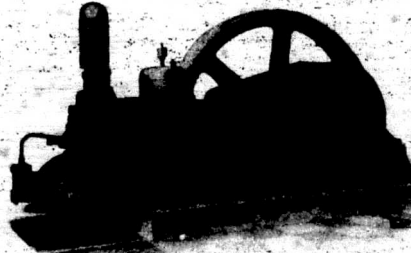
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Camp Fire Comments.

A report which reminds one irresistibly of the famous one on snakes in Ireland is that on School Hygiene in Nyasaland in 1928. It reads: "No measures to supervise the health of school children are possible in the entire absence of staff." Which seems an adequate reason!

Where Forestry Pays.

The old Scotsman was right in advising his son to plant trees: "For Jock," he said solemnly, "they're aye growing while ye're sleeping." In Uganda the Forest Department last year sold 4,430 poles and rafters (which really could be classed as "thinnings") for Shs. 3,612—a sum which exceeded by more than 100 per cent the total expenditure on the forest for both labour and supervision.

Abyssinian Elephants.

In Abyssinia, says Mr. Arnold Hodson, lately H.M. Consul in that interesting country, a man who kills an elephant is reckoned as having killed forty men; a buffalo scores five, a rhinoceros five, a lion five, and a giraffe one. The apparently excessive value placed on an elephant compared with that of a buffalo or lion—both redoubtable beasts—is probably due to the difficulty of killing them. A Dajazmatch, or Provincial Governor, told Mr. Hodson that he and two hundred men of his once opened fire—all of them—on a solitary elephant, and followed him for hours until they had shot all their ammunition away; but they never got him.

Motor Cars and Land Bank Facilities.

What would Kenya settlers, who look forward to the establishment of a Land Bank, say to the idea of barring from the benefits of that institution any farmer who had not paid in full for his motor car? Many an East African would be prepared to argue that a motor car is part of the necessary equipment of his estate and cannot be ranked as a luxury, but General Hertzog, the South African Premier, apparently thinks otherwise, for last week he strongly denounced the buying of automobiles by farmers on credit, adding that in his view no Land Bank facilities should be granted to a settler who squel money on his car.

The Native Motor Bus in the Sudan.

With the advent of the motor car in the Sudan a new and vital factor has come into the life of the country. By 1928 the number of cars and lorries has grown to 2,118, and of these 1,554 were owned by the public. A charming "sideline" is the Native motor bus, consisting often of a lorry "carrying a confused mass of goods and passengers," a highly popular conveyance owing to its

low fares. A seat from Wad Medani to Khartoum, a distance of 110 miles, costs only three shillings, and the bus will take you to the Abyssinian frontier, 400 miles away, for sixteen shillings. Presumably the bus really does get there, for Native passengers are decidedly critical, have a keen idea of money's worth, and resent anything savouring of Stevenson's dictum that it is better to travel hopefully than to arrive. As a measure of real progress and sound and beneficent government the Native motor bus is a portent.

Monkey Bites and the Law.

Monkeys are intelligent and in a way amusing, but they are apt to take sudden and incomprehensible dislikes to persons, and their bite is more than likely to be poisonous. East Africans who do happen to keep monkeys will be interested in the result of a law-suit just settled in the Redhill County Court. The plaintiff sued the proprietor of an hotel for damages sustained by her as she was eating in the garden of the hotel when a monkey, the property of mine host, jumped on her shoulder and bit her thumb. The judge pronounced in favour of the defendant, for it appeared that the plaintiff had bought some biscuits which his Honour decided had been purchased for the purpose of feeding the monkey and for no other reason. So now we know—if you "feed the brute" and get it in the neck or elsewhere, no action will lie. A dog is entitled to one bite, free; a monkey, it seems, is by law allowed to bite the hand which feeds it. It is just as well to know this.

Hailstorms in Africa.

"Quite a number of Comments," writes a correspondent from the safety of the English countryside, "were provoked by news from Johannesburg that what must be described as a number one, top-hole African thunderstorm has completely wiped out the crops and stock of thirty farmers. There is an artistic touch about that word 'completely' which delights me. To add, as the Jo'burg correspondent does, that six Natives were killed by lightning and five others burned to death in their hut, comes almost as bathos. But the 'local schoolmaster' who was knocked senseless—but not killed!—by a 6 lb. hailstone restores the level. It would be a pretty calculation to ascertain the precise striking energy of such a missile falling under the influence of gravity from the height of a thunder-cloud. My mathematics are, I fear, too rusty for the task; but I venture the statement that the answer would be in foot-tons about equivalent to that attained by our old friend the 'pip-squeak.' I once saw a full-grown coconut fall from a palm on to the head of a policeman wearing a flat, uniform cap. The victim was knocked down, but rose at once, rubbed his head silently, and proceeded on his way. But he was a pure-bred African Negro, a race which is practically immune to cranial injury. What particular nationality the local schoolmaster boasted is not recorded, but as the hailstone 'landed on his head' he can hardly have been a European."

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To the Editor of "East Africa."

SIR,

Snake stories are always readable, and it would be interesting to know whether any of your readers could give first-hand particulars of a more unpleasant experience than the following, which is narrated in *The Natal Advertiser* by Mr. J.-H. Coran. The incident occurred in South Africa, but East Africa may be able to cap it.

Whilst the guest of a Waterberg district friend, he says, he attended a tea-party held beneath the tall shady trees upon his property. Suddenly all were surprised and not a little alarmed to observe their hostess's unusually ruddy countenance turn a deadly pallor. Then she informed them in a whisper that a snake had coiled its cold wraps round her right leg. Fearful of the consequences should they attempt to kill it, all were in a quandary for a breathless moment. At that moment a light person hit upon the notion of placing a saucer of milk near the reptile. This was done, and ultimately enticed a four-foot cobra from its unpleasant position. The brave woman did not faint.

Yours faithfully,

London, W.8. "AFRICANER."

SHOULD THE NATIVE LEARN ENGLISH?

A Reply to Dr. Robert Laws.

To the Editor of "East Africa."

SIR,

No one will dispute the authority of Dr. Robert Laws to speak for the Natives of Nyasaland, but one passage in his article quoted by you recently cannot be allowed to pass without protest. He wrote:

"Wherever the Natives in a British possession speak English there is an understanding between them and their rulers, and the intention of their rulers towards them and the protection of them, by measures which may seem to press hard, introduced for this purpose, is recognised and leads them to loyal obedience instead of the suspicious opposition ignorance breeds."

Apart from our bitter experience in India, where the Indians, thanks to Macaulay, have always been taught English by us and where "loyal obedience" is to-day conspicuous by its absence, many other parts of the Empire provide convincing proof of the inaccuracy of Dr. Laws's statement. I need only instance the Gold Coast and the West Indies.

Yours faithfully,

London, W.8. "EXPERIENCE."

PROVINCIAL REORGANISATION IN KENYA.

New Provinces and Districts.

A RE-DISTRIBUTION of Districts into Provinces has just been made by the Kenya Government.

During the past few years districts in which there are no Native Reserves have been administered as separate units outside the Provincial organisation by Resident Commissioners under the direct supervision of the Colonial Secretary, while Native Reserves and a few districts which embraced both Native Reserves and non-Native development were grouped in Provinces, under the general supervision of the Chief Native Commissioner. With the establishment of District Councils and the development of Native Councils it was considered desirable to focus at local points the interest of Native and non-Native development and to provide a local liaison between them, and the Government therefore decided to maintain, where geographically possible, separate Native and non-Native districts, but to form into Provinces groups of these Districts which have closely-connected interests.

This policy is not at present universally possible, and the mixed districts of Kericho, Nandi, and Machakos are not being altered for the time being, whereas the old Fort Hall and Kymbu Districts were divided into two Native Reserve Districts and one non-Native District within the same Province. Again, it is not possible at present to incorporate the Districts of Naivasha and Laikipia with any Native Reserve, and they thus stand alone in one Province. The Provinces with their component districts and headquarters will be as follows:—

Province	Districts	Headquarters
Coast	Digo, Mombasa, Kilifi, Tana River, Lamu	Mombasa
Ukamba	Machakos, Kitui, Teita	Machakos
Kikuyu	Nairobi, Klambu, Fort Hall, South Nyeri, North Nyeri, Embu, Meru	Nyeri
Masai	Narok, Kajiado	Ngong
Naivasha	Naivasha, Laikipia	Naivasha (Ruini-ruti for the present)
Rift Valley	Nakuru, Ravine, Baringo	Nakuru
Nzoia	Nandi, Uasin Gishu, Elgeyo, Marakwet, Trans Nzoia	Eldoret
Nyanza	Central Kavirondo, North Kavirondo, South Kavirondo, Kisumu-Londiani, Kericho	Kisumu
Turkana	Turkana, West Suk	Kacheliba (at present)
Northern Frontier	Isiolo, Marsabit, Moyale, Wajir, Telemugger	Isiolo

Several Native members of the Malakite sect are reported to have been arrested and banished by the Uganda Government as agitators. A special article on the Malakites was contributed to *East Africa* issue of September 5 by Mr. J. de G. Deligne.

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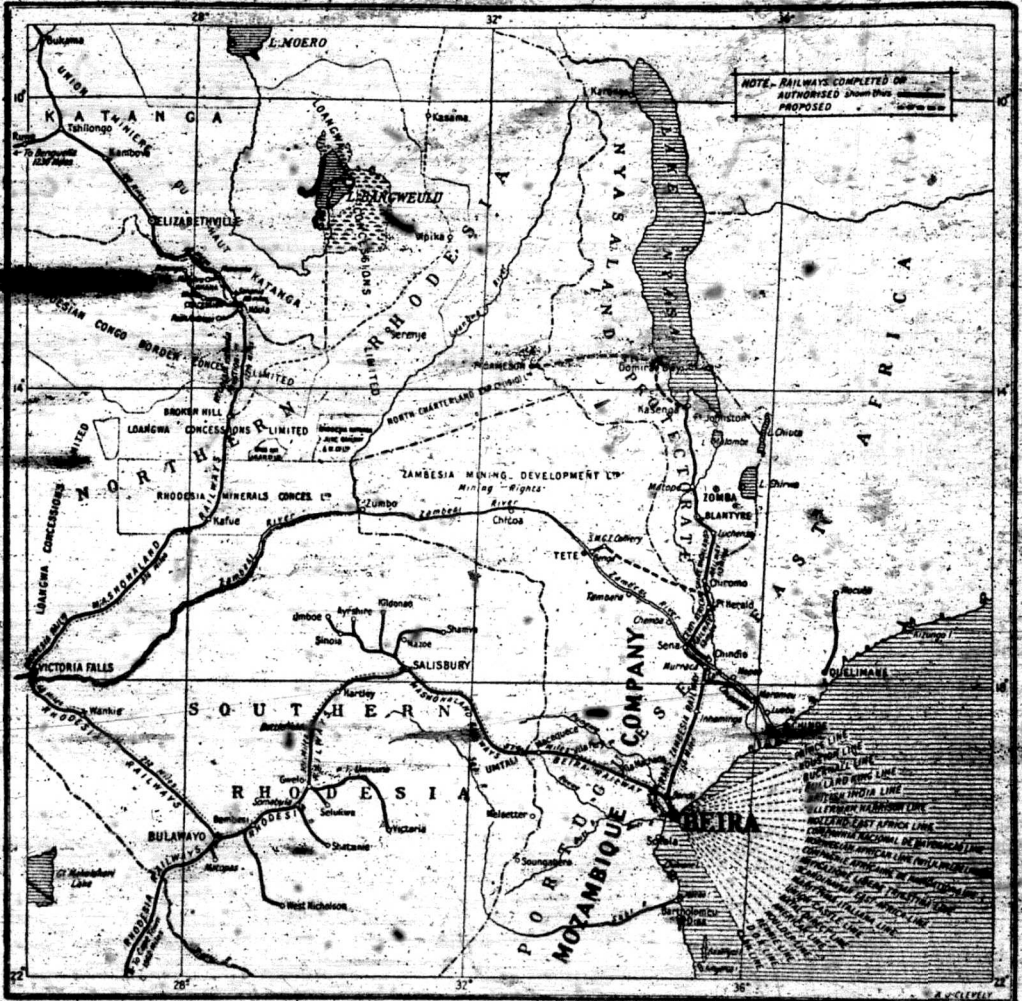
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MANICA AND SOFALA

The proportion of railway mileage constructed to total land area in square miles in the Mozambique Company's Territory of Manica and Sofala and in the British East African Dependencies is as follows:

Territory	Ratio of Railways to Area.	Territory	Ratio of Railways to Area.
Manica and Sofala	1 to 150	Nyasaland	1 to 300
Kenya Colony	1 to 180	Uganda	1 to 750
Tanganyika Territory	1 to 280	Northern Rhodesia	1 to 568

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BRITISH CENTRAL AFRICA COMPANY.

The report of the British Central Africa Company for the year ended September 30, 1928, shows a loss of £7,805, which brings the total debit balance to £48,353. During the period under review, however, debentures to the value of £29,450 were redeemed, thus reducing the amount outstanding to £9,850.

During the year the company had 1,049 acres under tobacco, the yield varying from 808 to 399 lb. per acre. 4,615 acres of land were sold for a total of £11,914, and the options to purchase over the next few years are considered to represent something like £50,000. The output of the company's sisal estate was 792 tons of sisal and 126 tons of tow. Despite extensive competition the Kubula Stores at Blantyre and Limbe showed better results.

In consequence of probable developments in Nyasaland in connection with the construction of the Zambezi Bridge and extension of the railways, which will affect the value of the company's holdings, the directors, in making their investments, the board has decided to make a thorough examination of the company's assets, especially its estates and other investments. It is hoped that this will result in the elimination in the future of the items of preliminary expenses and debit on profit and loss account in the balance sheet.

NYASALAND'S QUICKER TRAIN SERVICES.

The services of the Nyasaland Railways are to be very considerably accelerated in connection with alterations of the Rhodesian Railways time-table. The overland mail from the Cape via Bulawayo to Beira will from the end of November reach the Portuguese port at 11 a.m. on Friday, and it is therefore proposed that the Nyasaland mail train shall leave at 6.30 that same evening, reaching Blantyre at 7.30 next morning, thus reducing the time of travel from forty to twenty-five hours, and speeding up inward mails by a week. The same saving of time is to be made with outward mails; the down mail train leaving Blantyre at 6 a.m. on Sunday, reaching Beira at 7 o'clock the next morning, and so connecting with the afternoon overland mail to Cape Town. The new arrangements are a great improvement, on which both railways are to be congratulated.

The Crown Agents for the Colonies advertise for two assistant engineers for the Kenya and Uganda Railways and Harbours at a salary beginning at £480 and rising to £720, and for an electrical inspector for the Kenya Government starting at £840 and rising by annual increments of £40 to £960.

BROOME (SELANGOR) RUBBER PLANTATIONS.

Satisfactory Progress of East African Coffee Estates.

MR. J. KELLY ON THE OUTLOOK.

The seventeenth annual general meeting of Broome (Selangor) Rubber Plantations Ltd. was held on Monday at 24, Idol Lane, E.C.

Mr. John Kelly, the Chairman, said that the net profit for the past year amounted to £10,051, and the directors proposed to pay a dividend of 5%, to transfer £2,500 to amortisation reserve (bringing it up to £11,500), and to carry forward £3,476. The balance-sheet showed that the financial position of the company was satisfactory, cash, investments, stocks, debtors, &c., aggregating £25,332, as against creditors, income-tax, &c., amounting to only £4,480. The crop of rubber harvested was 636,523 lb., or more than double the restricted output in the previous year. The f.o.b. cost showed a very satisfactory reduction, being 4.75d. per pound, against 8.34d., but the gross average selling price was only 10.56d. per pound, as against 18.212d. obtained last year. Notwithstanding this, the profit was about 2½ times greater than that of last season. The estate had undoubtedly derived great benefit from the enforced rest during the years of restricted exports, and very high yields were now obtained.

The visiting agent reported that the estate was in a very satisfactory state and well managed. Adequate cultivation work was being done, and the low cost of production was not obtained at the expense of false economy in that respect. The output for the current season was estimated at 700,000 lb., and 184,000 lb. had been secured during the three months to September 30. No forward sales had been made since those reported last year, and in respect of these contracts 107,520 lb. would be delivered out of the 1929-30 crop at a gross average price of 12.1d. per lb. He thought they could look forward to the future of the rubber industry with some confidence.

With reference to their coffee interests, which represented the bulk of their investments, he had recently returned from a visit to East Africa, where he spent about three months on the estates. He was very satisfied with the manner in which work was proceeding, and about 500 acres of coffee had been planted to date. Production on a small scale had already commenced, and the coffee sold had realised good prices on the London market. Next year they should pick a substantial amount of coffee, and increasing crops were anticipated in subsequent years. The policy of the board was to invest part of the amortisation reserve in a product other than rubber, and the directors felt confident that the money so invested would appreciate considerably in value, and that good dividends would be received when coffee was being harvested on a large scale.

The report and accounts were unanimously adopted.

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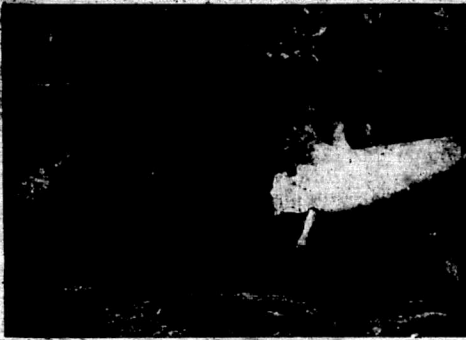
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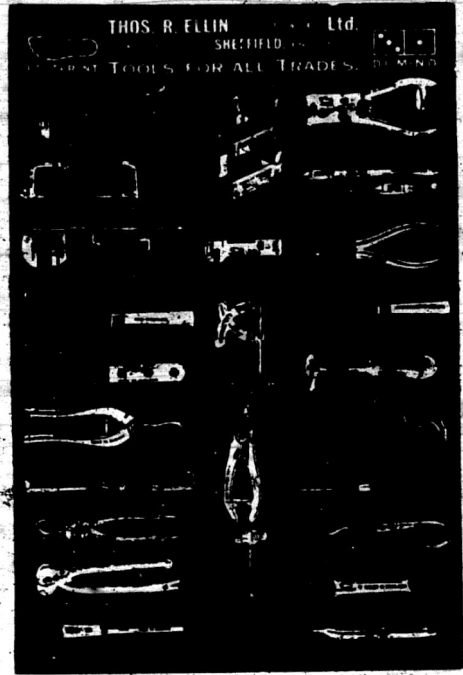
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"EAST AFRICA'S" INFORMATION BUREAU.

"East Africa's" Information Bureau exists for the free service of subscribers and advertisers desiring the Editor's aid on any matter. One of its principal objects is to contribute to the development of British trade throughout East and Central Africa, and any information which readers are willing to give for that purpose will be cordially welcomed.

Manufacturers wishing to appoint agents, and agents seeking further representations, are invited to communicate with the Editor. No charge is made for the service rendered by this Journal in such matters.

The formation of a Nyasaland Tea Association is proposed.

Barclays Bank (D.C. & O.) have opened branches in Moshi and Arusha.

The European population of the Belgian Congo on January 1 was 23,276.

Northern Rhodesian Provincial Commissioners recently met in conference in Livingstone.

Uganda's surplus balance at the end of 1928 is officially announced to have been £1,240,254.

The Mbale branch of Messrs. J. R. Farley Ltd. is now being managed by Mr. A. J. Antoine.

That the new bridge across the Tsavo river has been completed will be good news to Kenya motorists.

The registered offices of Penhalonga West (Rhodesia) Ltd. have been removed to 16, St. Helen's Place, E.C.3.

Messrs. Jowell & Ringer have taken over the Rongai Stores, the reconstruction of which has just been completed.

Mr. Rupert H. P. Collins is now acting manager of the British East African Broadcasting Company's station near Nairobi.

Minerals exported from Tanganyika during August included: diamonds, £7,000; gold, £4,352; mica, £504, and salt, £1,150.

The first session of the third Legislative Council of Northern Rhodesia is to be held in Livingstone on November 8 and following days.

Almost complete assimilation of railway rates on the Kenya, Uganda and Tanganyika Railways has now been achieved, except only in respect to the country produce rates.

Listeners to last Friday night's broadcast programme from the London station of the British Broadcasting Corporation heard a Japanese teacher recite a Swahili version of an English lullaby.

Members of the Export Association of Osaka, Japan, are at present touring East Africa, holding exhibitions of Japanese manufactured goods and investigating the possibilities of increased trade.

Nyasaland is the only one of the East and Central African Dependencies which has so far intimated its intention to participate in next year's World Poultry Congress, which is to be held at the Crystal Palace in July.

The King has given permission for the prefix "Royal" to be added to the title of East Africa's senior agricultural society, which will henceforth be known as The Royal Agricultural and Horticultural Society of Kenya.

Sir Donald Cameron, who recently visited the Lindi Province, is reported to have announced his intention of reconditioning the Masasi-Lindi tramway, and of embarking upon a policy of intensive cotton growing by Natives in the Province.

That the prospects of ranchers in Northern Rhodesia are particularly good is shown by the report that one cattle owner in the Protectorate has just contracted to supply meat to the value of £65,000 to one mine alone during the next twelve months.

An official cable received from Uganda by H.M. Eastern African Dependencies' Trade and Information Office in London states that weather conditions are generally favourable for the next cotton crop plantings for which are rather above those at the corresponding date of last year.

The capital of the Rhodesian Anglo-American Company is to be increased from £2,500,000 to £3,500,000 by the creation of two million new 10s. shares, three-quarters of which are to be offered to shareholders at £2 per share in the proportion of three new shares to ten old. As the present price of the old 1s shares is £24, the offer does not constitute a bonus. The issue, if successful, will increase the cash-resources of the company by £3,000,000 for development purposes.

The current monthly report of Barclays Bank (D.C. & O.) states: Kenya.—Good yields are expected in all districts and business generally is expected to improve with the harvesting of the main crops. The budding trade remains active. Tanganyika.—Business has been fairly good over the whole of the Territory. Nyasaland.—This season's cotton crop is expected to exceed that of last year; tea picking has begun. Northern Rhodesia.—Trading conditions continue steady and the building trade is active.



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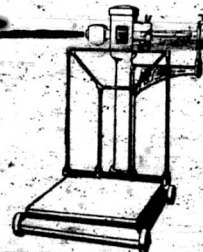
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EAST AFRICAN PRODUCE REPORTS.

Coffee.—There have been no offerings of East African sorts at public auction during the past week, but one or two lots are reported to have been sold privately. Kenya coffees of good quality, A sizes, were very scarce, prices being hardly affected, but B and C sizes of good and medium qualities of Kenya and other East Africans were down about 5s. with common qualities down 8s. to 10s. The quality of most East African arrivals continues to be very disappointing. London stocks of East African coffee on October 23 totalled 32,543 bags, compared with 24,275 bags on the corresponding date of last year.

Cotton.—The Liverpool Cotton Association reports good business in East African cotton, quotations generally being 2 points up.

Hides.—Fair business has been done in Mombasa and/or Dar es Salaam hides at 8/12, 10, and 10-lb. upwards at about 8/8sd. per lb.

Ivory.—Prices of Zanzibar and East African soft ivory are firm to £2 per cwt. higher, but medium and small tusks were some £3 per cwt. easier. No hard Zanzibar ivory was offered at the last sale. Scrivelloes were £4 to £8 per cwt. higher.

Sisal.—Steady, with good East African marks for October-December shipment quoted £30 10s. and sellers of f.a.q. at £38 15s. There appears to be quiet confidence on the part of producers, who look for better prices when the market, as they are expected to be, is more active.

Tea.—There were no offerings of Nyasaland tea last week.

WOOL GROWING IN KENYA.

Are Kenya wool growers proceeding on the right lines? The query is raised by an article contributed to *The Hampshire Observer* by Professor Alfred Barker, of Leeds University, who, as a result of his recent visit to the Colony, writes that the merino flocks of Kenya are largely "contaminated" with Romney Marsh stock, and expresses the opinion that the possibilities of the country from a wool point of view will be largely thrown away unless breeding is directed towards the finer lines of merino wools.

Why, he asks, should Kenya not take the finest Cape merino stock as its basis, and by intensive selection evolve a sheep specially fitted to thrive on the great pasture lands which it undoubtedly possesses? The Romney Marsh, he urges, is a sea level animal, and therefore scarcely likely to prove suitable in the Kenya highlands.

Last week we commended the action of the Tanganyika Government in prohibiting the export of lovebirds from the Territory. It is now officially notified that the export of wild birds of any description is prohibited.



EAST AFRICAN STEAMSHIP MOVEMENTS.

BRITISH INDIA.

- Malda " arrived London, October 26.
- Modasa " left Kilindini homewards, October 26.
- Matiana " left London for East Africa, October 25.
- Madura " arrived Kilindini, October 27.
- Elhora " arrived Mombasa from Bombay, October 23.
- Karagola " arrived Bombay, October 26.
- Khandalla " arrived Mombasa for Bombay, October 30.
- Karapara " left Beira for Durban, October 28.
- Karoo " left Bombay for Durban, October 26.

CLAN-ELLERMAN-HARRISON.

- City of Bombay " left Birkenhead, October 18.
- Clan Murdoch " left Newport, October 30.

HOLLAND-AFRICA.

- Jagersfontein " left Las Palmas for Hamburg, October 21.
- Randfontein " left Durban for further Cape ports, October 23.
- Giekerk " arrived Antwerp, October 20.
- Kupfontein " left Mombasa homewards, October 19.
- Grypskerk " left Lourenço Marques for East Africa, October 19.
- Heemskerk " arrived Durban for East African ports, October 20.
- Alkaid " left Rotterdam for East Africa, October 19.
- Nykerk " left Hamburg for East Africa, October 23.

MESSAGERIES MARITIMES.

- Chambord " arrived Diego Suarez for Mauritius, October 24.
- General Duchesne " left Port Said for Marseilles, October 27.
- Leconte de Lisle " left Zanzibar for Marseilles, October 27.
- Explorateur Grandidier " left Marseilles, October 24.
- Bernardin de St. Pierre " left Djibouti for Mauritius, October 21.
- General Voyron " left Mauritius, October 20.
- Aviateur Roland Garros " arrived Marseilles, Oct. 19.

UNION CASTLE.

- Bampton Castle " arrived Natal for Mauritius, October 25.
- Bratton Castle " left Algoa Bay for New York, October 22.
- Dromore Castle " arrived Beira for Natal, October 27.
- Dunluce Castle " arrived Algoa Bay for Beira, October 27.
- Garth Castle " arrived Beira, October 28.
- Glengorm Castle " left Cape Town for London, October 22.
- Guildford Castle " left Port Said homewards, Oct. 23.
- Llandaff Castle " arrived London, October 24.
- Llandoverly Castle " left Tenerife for Beira, Oct. 22.
- Planstephan Castle " left Suez for East Africa, October 26.

EAST AFRICAN MAILS.

Mails for Kenya, Uganda, Tanganyika, and Zanzibar close at the G.P.O., London, at 6 p.m. on:

- October 31 per s.s. "Morea."
- November 7 " s.s. "Rajputana."
- 14 " s.s. "Viceroy of India."
- 20 " s.s. "General Duchesne."
- 21 " s.s. "Mooltan."
- 28 " s.s. "Kaiser-i-Hind."
- December 3 " s.s. "Leconte de Lisle."
- 5 " s.s. "Mantua."

Mails for Nyasaland, the Rhodesias, and Portuguese East Africa close at the G.P.O., London, at 11.30 a.m. every Friday.

Inward mails from East Africa are expected in London on November 2 per the s.s. "Kaiser-i-Hind," on November 4 per the s.s. "General Duchesne," on November 9 per the s.s. "Ranpara," and on November 16 per the s.s. "Leconte de Lisle."

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PASSENGERS FOR EAST AFRICA.

The British-India liner "Matiana" which left London on Friday last, October 25, and is due to sail from Marseilles on November 2, carries the following East African passengers:

Mombasa.
 *Miss A. K. Aitlee
 Mrs. Atkins
 *Miss E. Arbuthnot
 Mr. R. H. G. Bulteel
 Mr. A. T. G. Barber
 Mrs. E. J. Barber
 Miss B. Barber
 Mr. and Mrs. E. Barraclough
 Mr. and Mrs. T. Bell
 Miss B. H. Bunt
 Rev. F. G. Brazier
 Mr. W. Browning
 Mr. F. B. L. Butler
 Mrs. J. Campbell
 Mr. W. E. Casson
 Mrs. D. J. Cameron
 Mr. and Mrs. J. Cumming
 Miss N. Chambers
 *Mr. N. E. H. Drury
 *Mr. and Mrs. A. M. Dewhurst
 Mr. R. C. T. Dalgairns
 Col. W. H. Darby
 Miss I. Douchex
 Miss M. B. Davis
 Mrs. E. De Boer
 *Mrs. N. K. A. Dean
 Mr. and Mrs. H. Friend
 Miss A. M. Dewhurst
 *Mr. R. S. Findlay
 *Mrs. D. B. Fawcett
 *Capt. and Mrs. E. A. Friend
 Mr. H. Flint
 Mr. P. D. Finn
 Mr. and Mrs. Gilbert
 Miss Gilbert
 Master Gilbert
 Miss T. Gerrie
 Mrs. Gregory Smith
 Mr. C. H. Genders
 Miss A. L. Holder
 Mr. C. Howitt
 *Mr. R. L. Hind
 Mr. F. B. Humphrey
 Mr. H. R. Hirst
 Mr. A. E. P. Hughes
 Mr. and Mrs. S. Hurrell
 Mrs. H. C. H. Jones
 *Lieut. Comdr. R. J. Jowitt
 Mr. H. C. Johnson
 Mrs. C. R. Kilkenny
 Miss P. Kilkenny
 Mr. and Mrs. F. R. Kennedy
 Miss King
 Mr. G. H. Kay
 Mr. S. R. Lowder
 *Mr. and Mrs. H. C. Lydford
 Mr. L. Landells
 Mr. and Mrs. A. P. Ling
 Mrs. E. E. Lacey
 Mr. A. N. Lewis
 Mr. F. M. Lamb
 Mrs. Mackenzie-Ashton
 Miss F. G. Mackenzie-Ashton

Mr. W. L. Munn
 Miss B. Mitchell
 Dr. and Mrs. K. A. T. Martin
 Mr. F. R. C. Marshall
 *Mr. and Mrs. A. F. Mallett
 Mrs. Q. Marshall
 Mr. R. McLean
 *Major J. W. Milligan
 Miss E. M. MacLellan
 *Miss J. Oldacre
 Mr. H. A. Owen
 Mr. R. P. Pedley
 Mrs. Potter
 Mr. and Mrs. E. F. Roy
 Miss J. Richardson
 Miss R. E. Robinson
 Mr. B. J. Ratcliffe
 Miss M. E. Roche
 Hon. Mr. and Mrs. R. S. D. Rankine
 *Miss R. S. D. Rankine
 *Capt. and Mrs. A. F. Ritchie
 Mr. W. Splade-Hawkins
 *Miss B. C. S. Saunders
 Miss E. Scaton
 *Mrs. G. M. Townshend
 The Rt. Hon. Lord Egeron of Tatton
 *Mrs. H. M. Twining
 Dr. C. R. Wallace
 Major N. G. Wright
 Mr. W. Welch
 *Mrs. E. L. Wheelock
 Miss L. Wheelock
 Miss A. J. Welsh
 Miss Milnes Walker
 Mr. W. P. Wyndham
 *Miss B. D. Williams
 *Miss P. M. Williams
 *Master R. A. Williams
 *Mrs. C. R. Wallace

Dar es Salaam.
 Mr. W. J. Apps
 Mr. A. P. M. Austin
 Mr. and Mrs. T. D. M. Bartley
 Mr. and Mrs. F. Candlish
 Hon. Mrs. Cross
 *Mr. O. P. Cousin
 Dr. H. N. Davies
 Mr. W. I. Gould
 *Mr. P. Guthrie
 Mr. E. E. Hutchins
 Mrs. Hutchins
 Mrs. P. H. Hutchison
 Mr. and Mrs. W. A. Jenkins
 *Mr. E. K. Kerrison
 Sergt. H. Little
 Mr. H. F. McCullagh
 Mr. and Mrs. J. W. McHardy
 Mrs. A. S. Mackie
 Capt. M. S. S. Moore
 Mr. C. R. D. Neame
 Mr. and Mrs. D. M. O'Grady
 *Capt. L. P. Payne Galloway
 Dr. J. H. Parry
 Mr. and Mrs. E. C. Richards

Zanzibar
 Mr. H. de Witt
 Miss de Witt
 Mr. A. H. Holliday
 Mr. J. S. Last
 Dr. and Mrs. D. D. McCarthy

Beira.
 Lieut. Col. Tudor Fitzjohn
 Miss D. James
 *Miss Beatrice Osmond

Tanga
 Mr. and Mrs. A. B. Couper
 Mrs. W. M. Duncan
 *Mrs. H. N. Davies

Passengers marked * join at Marseilles.

THE S.S. "Explorateur Grandidier," which left Marseilles on October 24, carries for

Mombasa.
 Mr. W. O. Aitkenhead
 Mrs. C. M. Alexander
 Mr. W. K. Bastard
 Mr. and Mrs. A. H. Bibby
 Misses E. Carr and V. Carr
 Miss M. Coates
 Mr. T. W. Ferguson
 Mr. C. W. L. Fishlock
 Mr. Gertrid Förbes
 Mr. C. C. Gault
 Mr. G. S. Heathcote
 Miss G. M. Hepery
 Mr. E. T. Hill
 Miss E. H. Johnson
 Mr. B. F. MacDona
 Archdeacon and Mrs. H. Mathers
 Lady Mostyn

Zanzibar
 Mr. and Mrs. H. Niblett
 Miss L. Poole
 Mr. and Mrs. V. J. M. Rasmussen
 Mr. S. S. Reddie
 Captain S. Pomeroy Salmon
 Mr. E. E. Stacey
 Miss P. M. M. Stanning

Dar es Salaam.
 Rev. J. W. H. Bullock
 Sir Geoffrey Archer
 Mr. J. E. Byrne
 Mr. C. F. Hayes
 Mr. and Mrs. E. R. E. Surridge
 Mr. W. Waite

THE R.M.S. "Walmer Castle," which left Southampton on October 25 for the Cape via Madeira, carries for

Beira.
 Mr. and Mrs. E. Martin
 Mr. and Mrs. A. de Moraes
 Miss M. de Moraes
 Mrs. S. G. Williams

Master A. W. Williams

Tanga.
 Miss I. Liebert
 Mr. G. Seymour

Messrs. Robey and Co. Ltd., of Lincoln, advise us that Major Walsh's group of companies have ordered further Robey "Superdecor" decorators for their Bushiri, Geiglitz, and Kilosa sisal estates, as well as Robey oil engines for the Bushiri, Geiglitz, and Magunga plantations. This follows very successful results of the "Superdecor" at Kange. The same makers are also supplying two haulage gears for conveying sisal leaves to a sisal-producing company in the Thika district of Kenya.

Christmas Mails for East Africa

LETTERS intended for Christmas delivery in Kenya, Uganda, Tanganyika and Zanzibar should be posted at the G.P.O., London, before 6 p.m. on November 21.

Letters for Northern Rhodesia and Nyasaland should be posted before the morning of Nov. 15, while parcels for the same territories should be delivered to the postal authorities before November 1.

EAST AFRICAN LANDS & DEVELOPMENT

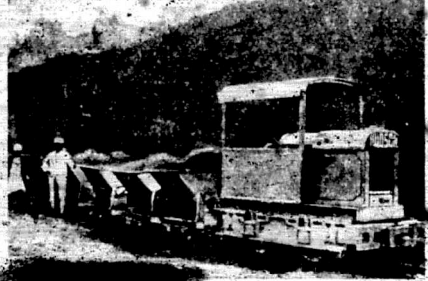
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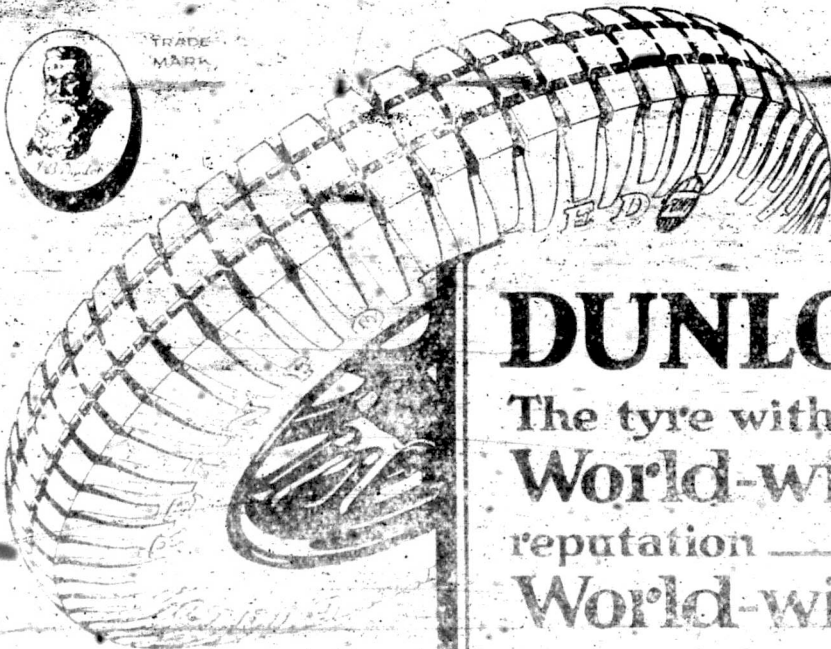
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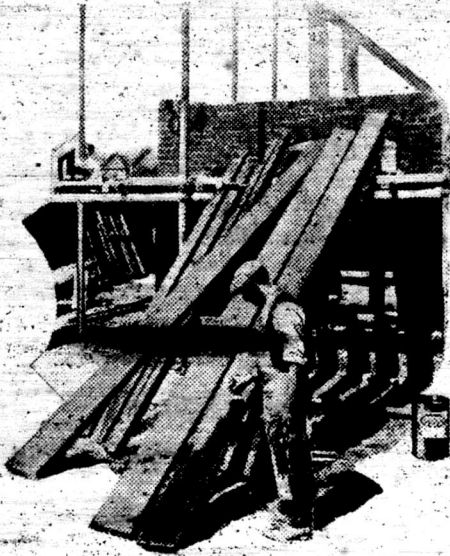
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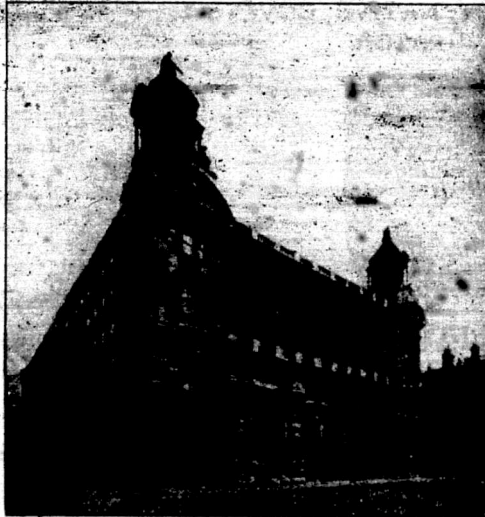
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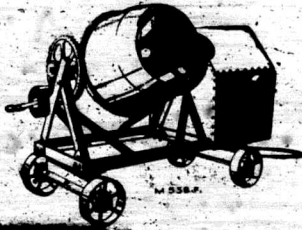
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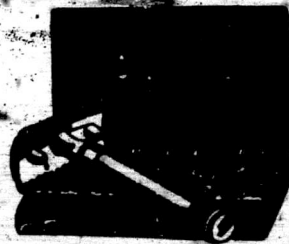
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Special to "East Africa."*

Two days hence the nation's most gallant sons are to dine with the Prince of Wales, whose idea of gathering together from all parts of the Empire holders of the Victoria Cross has made a strong appeal to public sentiment.

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"On arrival at the new position he found that one of the wounded—No. 2475, Corporal D. M. P. Bowker—had been left behind. Owing to very heavy fire he experienced difficulties in having the wounded Corporal brought in. Rescue meant passing over some four hundred yards of open ground, swept by heavy fire, in full view of the enemy.

"This task Captain Bloomfield determined to face himself, and, unmindful of personal danger, he succeeded in reaching Corporal Bowker and carrying him back, subjected throughout the double journey to heavy machine-gun and rifle fire. This act showed the highest degree of valour and endurance."

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Colonel Bell in *East Africa* learns, the only one of the above four East African V.C.'s who has found it possible to accept an invitation to the dinner.

Tickets for the East African Campaign Dinner on December 2 are selling extremely well. An invitation to be present is extended to all who took part in the East African Campaign, who may obtain tickets from Capt. A. W. Lloyd, 20, St. Thomas's Mansions, Lambeth, S.E.1, at the price of 10s. each.



**Send on
REMEMBRANCE
DAY**

to
Capt. W. G. Willcox, M.B.E.
 Organising Secretary.
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 British Legion
APPEAL FUND
 26, Eccleston Square, London.
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MATTERS OF MOMENT

That the Native needs the white man more than the white man needs the Native is strikingly emphasised by General Smuts in the address reported in this issue. The

THE WHITE MAN'S BURDEN.

great South African statesman says, in effect, with all the force at his command that East and Central Africa, to-day need increased European settlement more than anything else. With care and courage the lecturer examines each of the misconceptions prevalent among those who regard such settlement as synonymous with robbing the African of his land, and, having exposed the fallacy of such widely held ideas, instances some of the many benefits which the settler has brought and can still bring to the Native. It is the settler, he insists, not the civil servant or even the missionary, with whom the future of Africa rests, and he therefore urges that Great Britain should realise her responsibility and her opportunity in East Africa by formulating and implementing a progressive and concerted settlement policy for East Africa. His address should be carefully studied by all East Africans.

If General Smuts's address is an outstanding instance of courage, optimism, and faith in the beneficent influence of white settle-

TANGANYIKA LAND SURVEY FIRST REPORT.

ment, the first report of the Tanganyika Land Development Survey, extracts from which we also publish to-day, is a timid and depressing document, which, if its recommendations were adopted, would restrict white settlement in Tanganyika's southern highlands to a few hundred homesteads. That fact is the clearest proof that the Survey has been ultra-nervous in its conclusions, whereas we are not surprised, for the three officials seconded to do the work—and not the slightest evidence is advanced in the report to show that any one of them is qualified by past experience for such a duty—are well aware that the Government which they serve has never had a settlement policy and has alienated land in the Iringa Province only with reluctance and after endless delays. That being so, and especially as the Chairman of the Survey was personally concerned with—we do not say entirely responsible for—the difficulties which would be settlers have had to face in that portion of the Territory, it is to be supposed that the Survey would have an outlook distinctly different from that to which General Smuts has given such inspiring expression. The southern highlands of Tanganyika are generally reckoned to be about three times as large as those of Kenya Colony, in which some two thousand European holdings have already been alienated. Broadly speaking, the density of Native population is not dissimilar; moreover, whereas vast holdings have been granted to European farmers in Kenya, rights of occupancy in Tanganyika have been of strictly limited size. Some thousands, not hundreds, of European farms should therefore be hoped for in southern Tanganyika, and we are confident that instructed unofficial opinion in Tanganyika and Kenya will not accept the report as satisfactory. Some of the statements which it advances as facts are obviously open to argument, and its whole spirit emphasises the necessity for settler participation in inquiries of this character.

Last week we published the text of a memorandum drafted by a Committee of the Coffee Planters Union of Kenya and East

KENYA COFFEE PROBLEMS.

Africa in favour (a) of the establishment of a Research Department for Kenya, with a special Coffee Section under the charge of a Chief Coffee Research Officer, assisted by six entomologists, one mycologist, one soil chemist and analyst, and four cultural officers; and (b) of the establishment by Ordinance of a Coffee Board composed of the Director of Agriculture, the Director of Research, one other official connected with the coffee industry nominated by the Government, two licensed business men connected with the industry, and four planters to be elected by the planting community. It is suggested that the existing annual licence of thirty shillings should be abolished and substituted by a fee of £10 per annum on each estate containing 100 acres or less of planted coffee, with a further fee of £5 for every additional 50 acres or part thereof, and that a yearly licence fee of £20 should be imposed on all dealers, traders, and cleaners dealing in or handling raw coffee. These fees are calculated to represent £12,000, and the local Government might be asked to contribute a similar annual sum. The task of the Board would be to administer such funds in close co-operation with the Coffee Section of the Research Department and with the Department of Agriculture in order to promote "the welfare of the industry on the agricultural and commercial sides, including publicity and the extension of markets." For years past we have urged coffee planters to co-operate with each other and with the Government in closer study of their problems, and we greatly trust that the special meeting of planters called for this week will have decided that the time for action has come. It is noticeable that the committee, doubtless influenced by previous opposition to the idea, has dropped the basis of a cess in favour of a flat rate licence fee, which has the advantage of continuing the present registration system. If approved by planters and Government, the scheme will give the industry a greater measure of control over its own problems and yet strengthen the *liaison* with the Department of Agriculture. Incidentally, it will provide funds for adequate advertising of the merits of East African coffee, the high cup quality of which ought to be more widely known.

That the coffee industry needs intensive study is undeniable, for though half of Kenya's European land-owners are engaged in raising

"EAST AFRICA" TO HELP.

the crop there is still controversy on almost every aspect of the industry. Though hundreds of thousands of pounds have been lost to Kenya coffee planters in the last couple of years through pests and diseases, the right methods of combating even the chief troubles are still unknown to the vast majority of the growers, who are likewise without adequate and up-to-date guidance in such questions as manuring, shading, pruning, and so on. *East Africa*, which has long been concerned about such lack of knowledge, has been seeking a means of aiding the settlers in their difficulties, and hopes next week to be able to make an announcement of real importance to all coffee planters throughout East and Central Africa.

WHITE SETTLEMENT AND THE NATIVE.

THE NATIVE NEEDS THE WHITE SETTLEMENT MORE THAN THE WHITE MAN NEEDS THE NATIVE.

The Faith of General Smuts.

In the race between the tribal and the East African State, the lead will probably soon be taken by Northern Rhodesia, which within the next ten years may have a mining-field second only to that of the Witwatersrand. What that must mean for the development of Eastern Africa it is not easy to imagine. In the high lands of the Karoo and other areas there are also some of the richest and most valuable lands for agricultural settlement in all Africa. We should not be surprised to see in Northern Rhodesia another Transvaal on a smaller scale, with all that that will mean for the progress and civilisation of this continent. It is the very land where Livingstone toiled his hardest and perished gloriously in the end. What an act of historic justice it would be if this land becomes the centre of the great African Dominion which will realise his dream and revolutionise the position and prospects of civilisation on this dark continent.

Rhodes's work in Rhodesia did not stand alone. Circumstances seemed to favour his settlement policy farther north. The idea of European settlement throughout Eastern Africa seemed to find a ready response in high official quarters. The British Government invited and encouraged settlers to occupy British East Africa. The German Government copied this example and proceeded to settle a white population in the Usambaras and on the slopes of Kilimanjaro and Maru Mountains and elsewhere. After the conclusion of the Great War the British Government proceeded to deal with the East African territories on most favourable terms. In Kenya they apparently looked upon such settlements as a satisfactory way of dealing with one of the post-war problems on its hands. The ousting of German rule from Tanganyika, the consolidation of British rule from the borders of Abyssinia to the south of the continent seemed to present the opportunity for a strong forward movement in the policy of settling the high lands of Eastern Africa, which stretch in an unbroken belt, hundreds of miles broad, from Kenya to South Africa.

A Reply to Lord Olivier.

Just at present there seems to be a slackening of this policy. There is doubt and hesitation. There is a slowing down at the very time when there should be a determined move forward. What is the explanation of this curious development? The root cause is entirely creditable. It is the humanitarian feeling which has been, all the increase since the Great War, which sides with the underdog, which produces the policy of Africa for the Africans. This view was forcibly expressed by Lord Olivier in 1916 when he declared that "settlements in Africa produce (as they have done in all ages and all countries) first, slavery; second, or domestic, second, compulsory or indentured labour; third, the expropriation of Natives from the land in order to compel them to work for wages on the estates; fourth, pressure on the Natives to labour for wages through direct or indirect taxation—each of which has in turn given rise to reactions of the humanitarian conscience."

Now, the answer to this form of argument is that it condemns a policy which may be wise and sound in itself, by pointing to the excesses and abuses to which it leads. I do not deny that there have been these abuses and that they have to be guarded against. I am wholeheartedly opposed to each and all of the tendencies which Lord Olivier sets out, and I believe so are, probably, all fair-minded white settlers in Africa to-day. They are not the policy, but the blots and excrescences on the policy.

White settlement can proceed in Africa, without, and is all the better for being without, the dubious aids of slavery or forced or indentured labour, or labour taxes, or other forms of labour compulsion. Slavery has definitely passed away so far as the whites are concerned; compulsory or indentured labour was formerly in existence but is now universally condemned, except for public works in certain special cases. Depriving Natives of their land or of the land which is reasonably required for their present or future needs should also be out of the question, and in this respect white settlement should not and need not conflict in any shape or form with the rights of freedom of the Natives. A small tax in the form of a hut or capitation tax is universally imposed on the Natives as their contribution to the maintenance of good government. It is fair and approved of by all Native administrators; nor is it resented by the Natives, whose custom prescribes a contribution to the requirements of their chiefs.

The Native as a Worker.

It takes the raw Native some time to acquire the habit of going out to work for the white employer. But as his economic needs develop, and as he learns the value of ready money, it soon becomes habitual for him to spend part of his time in white employment. South African experience is decisive on this point. Even for those Natives, for instance, in the Transvaal territories, who have ample land for their own needs, it soon becomes customary to go out to work for part of each year in the mines or industries of the neighbouring agricultural districts. No inducements necessary beyond their ordinary growing economic needs. Employment in European industries or with European settlers are quite satisfied and happy to fall into this routine of regular employment.

By temperament they have not much initiative, and it left to themselves and their own tribal routine they do not respond very well to the stimulus for progress. They are naturally happy-go-lucky and are not oppressed with the stirrings of that divine discontent which have made the European the most unhappy but the most progressive of all humans. They are easily satisfied and a very little goes a long way with them. As workers they are slow, unintelligent, and essentially imitative. They have little foresight and display little forethought. But these very characteristics make them take readily to a routine which is settled for them by a white employer. And if they are well treated they respond with that good temper and that slow honest toil which makes them so easy to work with and so acceptable to the white employer. For thousands of years they have been accustomed to domination, and they therefore readily accept the firm handling, the lead, and the mastery of the white employer. It fits in with their character and their age-long training.

I may here add the valuable opinion of the Hilton Young Commission:

It is advantageous to the Native to learn habits of regular work and to gain practical experience of what can be achieved by advanced methods of agriculture. In certain conditions also Natives may be able to get a larger economic return from employment under Europeans than by working on their own account. Moreover, in the early days of British administration in such countries as the Eastern and Central African Dependencies, an influx of European settlers with capital may be of great assistance to the Government in staffing a process of economic development for the Natives. Without some external impetus at the beginning, there may be no escape from a vicious circle. For while, on the one hand, measures necessary to improve the standard of Native agriculture, such as the provision of agricultural inspectors, issues of seed, &c., cannot be undertaken by the Government without revenue, on the other hand the necessary revenue may not be available until some improvement in agricultural production is brought about. The activities of the settlers who have sufficient capital to carry them through the early unproductive years may provide the necessary impetus at the start.

White Settlement the Best School.

It follows that the easiest and most natural way to civilise the African is to give him decent white employment. White employment is his best school; the gospel of labour is the most salutary gospel for him. The civilisation of the African continent will be a vain dream apart from white employment, without the leading hand of the settler and the employer, away from the continuous living contact with the actual example and the actual practice of European industry and agriculture. The civilisation of Africa, therefore, calls for a definite policy, the policy of European settlement, the establishment of a white community inside Africa which will form the steel framework of the whole ambitious structure of African civilisation. Without a large European population as a continuous support and guarantee of that civilisation and as an ever-present practical example and stimulus for the Natives, I fear that civilisation will not go far and will not endure for long. From the Native point of view, therefore, just as much as from the white or European point of view, any, even more from the Native point of view, the policy of African settlement is imperatively necessary.

I find in recent years a tendency to give primacy to the Native point of view in placing Native interests first in the scheme for African development. Beyond that again is the slogan "Africa for the Africans." The underlying assumption is that there is an essential incompatibility between white and Native interests; that the promotion of white settlement must necessarily or usually run counter to Native rights and interests, and that this encroachment can only be prevented by calling a halt to the policy of white settlement. My point is that, apart from abuses and avoidable excrescences, there is no such inherent and inevitable clash of interests between the two.

Being extracts from his Rhodi Memorial Lecture in "African Settlement" delivered at Oxford on Saturday last. Cross-headings have been introduced editorially.

If Africa is to be civilised, it is the heavy responsibility for African civilisation which will be unanimously renounced and abandoned, the life will have to go together in carrying the great burden. The Native needs the white man even more than the white man needs the Native; both are indeed necessary for the due performance of the heavy task. As the Ormsby Gore Commission of 1924 said: "In order to be pro-Native it is not necessary to be anti-white. To be in favour of white settlement in such portions of Africa as are climatically suitable for European homes, it is not necessary to be anti-Native. East Africa can only progress economically and socially on the basis of full and complete co-operation between all races."

Benefits of White Settlement.

The assumption of conflict and incompatibility is quite wrong. White settlement along proper economic lines and on proper ethical principles is what black Africa most needs to-day for its development and civilisation. Granting in principle that Native interests should rank first, white settlement under proper safeguards still remains the best means to give effect to that priority. For without large-scale permanent European settlement the African mass will not be moved, the sporadic attempts at civilisation will pass, Africa will relapse to her historic and prehistoric slumbers, and once more only mining holes and ruined forts will ultimately remain to bear testimony to future ages of what once was.

It is not really a case of Natives first or whites first, but of Africa first. Any policy which (without manly justice or unfairness to any particular section) promotes most effectively the progress of African development and civilisation at the same time be most in the interests of the Natives as well as of the whites. That is good political philosophy as well as sound common sense. If white settlement in suitable and available climatic areas is, as I contend, the most effective and expeditious means of pushing forward the economic progress of this continent, it will prove to be also the best means of promoting Native interests. In support of this argument I may quote once more from the Report of the Hilton Young Commission:

"It is quite certain, for example, that nothing like the present development of the high lands of Kenya could have been achieved without the introduction of a vigorous community of European settlers. While this development has increased the wealth of the world it may at the same time benefit the Natives, since, on the best European farms, the Natives may receive, through contact with their white masters, an education more practical and more formative than anything that they can be taught in the schools. Notwithstanding the difficulties to which it gives rise, white settlement provides a stimulus and example which may in the long run promote and hasten the progress of the Natives."

The Part of Missionaries.

But white settlement is not the only way to bring European influence to bear on Native progress. I am told that the missionary and the civil servant may supply the necessary guidance without creating the crop of awkward problems which white settlement usually produces. Much as I admire the heroic spirit and the achievement of missionary enterprise, much as I respect the contribution which the various African civil services are making, I have no hesitation in saying that neither, separately nor together are they competent to play the decisive part which is here assigned to white settlement.

The Christian missionary has, after a century of ceaseless effort, not yet succeeded in making any deep impression on Africa. Compared to the enormous progress and still rapid spread of Muhammadanism his success is not very striking. These words may sound cold and unempathetic from one who believes that the message of Christianity is the greatest inspiration of the human race. But we must face facts. Muhammadanism is already in solid and uncontested possession of Africa from the Mediterranean to the tenth parallel of north latitude, and to the south of it is spreading more rapidly than Christianity. As a creed Muhammadanism makes a very strong appeal to the Native mind, perhaps stronger than that of the highly ethical and spiritual Christian religion. For these and other reasons I should not think it fair to leave the fate of European civilisation to the missionary alone.

And the missionary of the old type no longer responds to the needs of Africa. The true ruler of Africa to-day, as he has been for thousands of years in the past, is the medicine man; and the only man to fight him effectively is the scientific medicine man. Medical mission is the mission for Africa. Christian missionaries will in future require a thorough anthropological training in addition to a general scientific medical equipment. But even so,

and however well-trained and well-equipped they may be, the task of European civilisation in Africa will need the weight and the numbers and the constant example of large white communities for its progress and success.

The Civil Servant not a Safe Guide.

Then there is the civil servant, the Native administrator in Africa. His contribution to African progress has been very great, and I have the deepest respect for the human spirit of service, the incorruptible justice, the patience and high efficiency which the African civil services have brought to the performance of their heavy task. And they can point to remarkable success. In West Africa, for instance, the success of the civil servant has been such as almost to change the policy of white settlement, which is not possible there. But recent developments in West Africa and Uganda have not lasted long enough to justify any sure conclusions. Cocoa, palm-kernels, and cotton have indeed led to a phenomenal economic development. But the real test is still to come, when competition elsewhere under up-to-date methods and with scientific equipment may once more put the Native producer out of court. Already the wasteful character of Native production is beginning to be realised, and misgivings are beginning to be felt about the future.

While paying our tribute to the Native administrator, guiding the Native producer in the wilds of Africa, we should be wise to suspend final judgment for the present. Nor does experience elsewhere justify a child-like faith in the official guidance or control of industry. An English farmer or manufacturer would be horrified if he were advised to put his faith in Government officials. The enterprise and private initiative, the free experimentation and taking of risks, which are essential to economic and industrial success, are remote from the official routine of the civil servant. The training of the civil servant is to play for safety, to follow his book and stick to his regulations. With him the fear of the inspector and the auditor is the beginning of wisdom. He is not a safe guide in the uncharted sea of industry; in Africa perhaps even less than in Europe.

It is widely urged against white settlement that it must encroach on the land which is needed for the Natives. This objection is perhaps the one most generally entertained and most honestly felt, and it is the one in which there is the least substance. In the remarks I am now going to make I shall confine myself to Eastern Africa. West Africa is admittedly a different situation. It is already fairly thickly populated; it is climatically very unsuitable for white settlement, which has in consequence never been tried there. It is at present making fair progress without any but official assistance, and in the interior the Negro population is already largely dominated and controlled by a superior emigrant race of Hamitic race and Moslem creed. In Eastern Africa I also except from my argument the low-lying countries of Uganda and Zanzibar, which are well populated and have no areas climatically suitable for white settlement.

Arable Land for the Natives.

We are left then with Kenya, Tanganyika, Nyasaland, and Northern Rhodesia, all four of which lie on the broad backbone of Eastern Africa and contain an abundance of elevated lands above 4,000 ft. high, in addition to immensely larger areas of fertile lowlands and river valleys. These territories comprise about a million square miles with a population of about twelve million Natives, mostly confined to the low-level areas, and even there occupying only a comparatively small portion of the land. Northern Rhodesia, which is more than double the size of the British Isles, with a high rainfall and a fertile soil, with much of its territory between 4,000 and 5,000 ft. above sea-level, and with a pleasant climate, has little more than four Natives to the square mile, perhaps the most promising territory of Eastern Africa practically unoccupied. (Compare this figure with 30.2 in Northern Nigeria or 22.3 in British India.) The point that strikes the traveller forcibly in these territories is the extreme sparseness of the population and the large vacant areas everywhere stretching in all directions.

Leaving the Natives all the land which is occupied by them, or which may become reasonably necessary for any future expansion, there will still be left immense unappropriated unoccupied areas. On one point there cannot be the least doubt, and that is that even with an extensive reservation of the high lands for white settlement there will always be more than enough land for all Native purposes. Lord Lugard, after reviewing the statistics of land and population in both East and West Africa, concludes with the following observation:

In all except the few very densely populated districts

(Continued on page 253.)

EAST AFRICANS WHO WON THE V.C.

*Their Deeds of Valour Recalled
Special to "East Africa"*

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So far as we have been able to trace, after a careful search through the records of the War Office, four V.C.'s have been awarded to soldiers who took part in the East African Campaign or who, having won their decoration elsewhere, may now be regarded as "East Africans" by long residence or interest.

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The senior by service is Lieutenant-Colonel Frederick William Bell, V.C., an Australian by birth, who, when a Lieutenant in the West Australian Mounted Infantry engaged in the South African War, distinguished himself by rescuing a wounded comrade at Brakpan. The official record, as published in the *London Gazette* of October 4, 1901, reads:—

"At Brakpan on May 16, 1901, when retiring through a heavy fire after having been severely wounded, Lieutenant Bell noticed a man dismounted and took him up behind him. The horse, not being equal to the weight, fell with them. Lieutenant Bell then remained behind and covered the man's retirement till he was out of danger."

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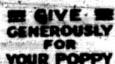
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"2nd Lt. Moore held this post under continual shell fire for thirty-six hours until his force was reduced to ten men, out of six officers and 130 men who had started the operation. He eventually got away his wounded, and withdrew under cover of a thick mist.

"As an example of dashing gallantry and cool determination this young officer's exploit would be difficult to surpass."

Colonel Bell is, *East Africa* learns, the only one of the above four East African V.C.'s who has found it possible to accept an invitation to the dinner.


Tickets for the East African Campaign Dinner on December 2 are selling extremely well. An invitation to be present is extended to all who took part in the East African Campaign, who may obtain tickets from Capt. A. W. Lloyd, 20, St. Thomas's Mansions, Lambeth, S.E.1, at the price of 10s. each.



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SETTLEMENT IN THE IRINGA PROVINCE.

First Report of Tanganyika Land Development Survey.

In response to constant public pressure for a systematic survey of the settlement possibilities of the Territory in general and the Iringa Province in particular, the Government of Tanganyika appointed about eighteen months ago an Agricultural and Pastoral Survey under the chairmanship of Mr. F. J. Bagshawe, then Provincial Commissioner in Iringa, seconding Mr. H. Wolfe, the Deputy Director of Agriculture, to assist him. The scope of the work has since been extended, and it is now known as the Land Development Survey. The first report, dealing with the Iringa Province, has just been published by the Crown Agents for the Colonies, Millbank, S.W.1, at the price of 10s. That may seem a high figure to the general reader, but no one contemplating settling in the Territory should be without this 95-page brochure, which includes a useful map and Capt. M. F. Bell's report on tea planting prospects in the Southern Highlands.

The Position in Uhehe.

Mr. Bagshawe, the Land Development Commissioner, says in the course of his introductory chapter:

"The Uhehe comprises a total area of 17,140 square miles. The Wahehe are both agricultural and pastoral and they must live in country suitable for both pursuits. For this reason the majority of them live in the central area of Uhehe and they do not use to any great extent certain large areas of their country. Approximately 4,000 square miles to the north-west and south-west are useless to them as they cannot keep cattle there, and for the same reason they do not use much of the 1,000 square miles of forests within their borders. There remain, therefore, for the Wahehe as they are at present approximately 6,000 square miles of land which suits them.

"Into this area, prior to the commencement of the survey, European settlement had already intruded to a considerable extent, principally round Ifunda, Sao, and near Dagaba, in Central Uhehe, including missions, 100 European holdings, most of which are indicated on the map, occupy 265 square miles. Unfortunately these holdings, selected by the haphazard methods originally used, have picked the eyes from a larger area than is enclosed within their boundaries; under the methods now in force a much greater acreage would have been alienated with less effect upon the tribal land.

"The total population of Uhehe is 65,000, of whom 16,750 are householders. They own 120,000 head of cattle and 24,000 small stock. Allowing fifteen acres per beast, three acres per goat, and five acres of agricultural land per householder, I find that the tribe actually uses 3,055 square miles of their country to-day. The population is increasing, and although at present East Coast fever

levies a heavy toll on the cattle, their livestock is increasing also. Provision must be made for their future, and I find myself unable to recommend any further alienations in Central Uhehe except in the Nyololo Basin. The total area of the Nyololo Basin within Uhehe is 744 square miles, of which only 470 square miles are uninhabited or considered of use; this habitable area, exclusive of some references to grassland, is described in Mr. Wolfe's Report No. IV, which he divides into three sections—Kisitu Ridge, Mgororo Flats, and Miombo Forest.

Alienation of Kisitu Ridge Recommended.

The total area of Kisitu Ridge, which lies in the middle of the Nyololo Basin, is fifty square miles, the whole of which, as far as can be ascertained, is uninhabited; the Natives say that it is too cold and damp for their manner of life.

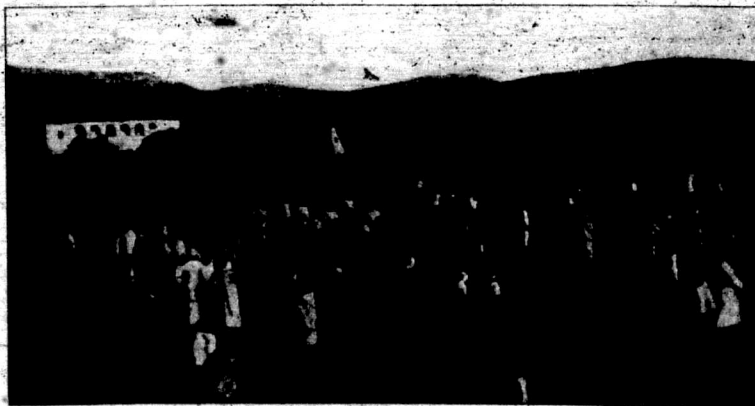
Mr. Wolfe records at length his opinion that Kisitu Ridge is certainly superior mixed farming country, which may be found suitable for coffee growing; experiments with coffee are being made by settlers in the Uhehe intermediate area, which he describes as similar in all respects. He is, as regards both areas, in difficulties as to the economic unit—

"If it is good coffee land the unit is 600 acres. If it is not, the unit must be based on pastoral farming without a railway, and mixed farming with a railway. Should a 600-acre unit be adopted and coffee not prove to do well, the acreage is hopelessly below economic requirements, and settlers will be obliged to purchase their neighbours' holdings or dispose of their own. The recommendation is that this area, which possesses conditions too favourable to be classed as pastoral while the present possibility of a railway close at hand remains, should not be brought into the determination of units as a basis for alienation of land until that possibility is decided. In the meanwhile the suitability of the area for coffee will have been tested.

"The whole possibility of Kisitu Ridge appears to depend upon a railway. At present it is 280 miles from Dodoma, but it lies close to the route proposed. I have already stated that the area is uninhabited; its surrounding scanty population does not and is not likely to want it, for cultivators can get better land in Mufindi. I can therefore recommend the alienation of the whole of Kisitu Ridge, which will provide fifty coffee units, six to ten mixed farming units, or six pastoral units according to circumstance. I agree with Mr. Wolfe's suggestion that alienation be postponed until the prospects of a railway are more definitely known.

Mgororo Flats for Cotton Growing.

The Mgororo Flats are fifty-seven square miles in extent, and the area is described by Mr. Wolfe as particularly suited to intensive cotton cultivation. He is of the opinion that most of the area would be dealt with best by means of syndicate operation, as he considers that the most valuable results would be obtained by methods requiring moderately large capital investment. Here again the situation depends entirely upon the prospect of a railway. Mgororo Flats are distant at present thirty



IRINGA MARKET SQUARE

Photo: G. A. Debenham.

miles from a main road and 150 miles from the railway at the end of it. They have, apparently, vast potential values, which without a railway must be untouched indefinitely, for Europeans will not come without a railway, and, even if a ginney could be established there, I see no possibility of attracting sufficient Native population to grow cotton at the prices which must rule so far from the railway. Eight Native families live on the flats, and twelve more are considered to have right there which they may choose to exercise. For these, and for possible Native immigrants who might be attracted, I recommend that seventeen square miles be retained, and after much consideration I am of the opinion that, given a railway, the interests of the community, including the Natives, would be best served by the alienation of the remaining forty square miles to a syndicate or group of individuals with capital to develop such a large area.

"Mr. Wolfe considers that miombo forest is particularly situated to the production of tobacco, including Turkish, and recommends in addition pig rearing for bacon and certain branches of mixed farming. For these purposes he recommends an economic unit of 1,200 acres. The area is a long way (280 miles) from the existing railway, but if the proposed line is built it will be well served. It is doubtful if any branch of farming can be made to pay in this area without a railway. The population is scanty, averaging over the whole of the Nyololo Basin less than 2.5 per square mile. One farm of 1,000 acres has been alienated, and abortive applications were made for other farms after the district had been closed. Twenty farms of the acreage recommended by Mr. Wolfe, making a total of nearly forty square miles, could safely be alienated here, and should be cited with care, in consulting the Commission, as I consider the rest of the Basin will one day be required by the tribes.

The Most Important Areas.

"By far the most important region in Uhehe was that covered by the extensive forests, measuring no less than 1,075 square miles, in which are included, however, areas of forest soil upon which the timber has been destroyed wholly or in part. In the map submitted the Uhehe forests are divided into areas as follows: Mufindi, from its commencement above the Nyololo Basin to the Muenga river; Dabaga, from the Muenga to a large non-forested gap to the north of Dabaga; Ukwama, lying to the northeast of this gap and Kisinga, an isolated block lying between Dabaga and the Iringa-Kilosa road. In his reports Mr. Wolfe has not followed entirely the place names of the map: Dabaga is referred to in Part II as Southern Uzungwa and Ukwama as Northern Uzungwa; I can trace no special reference to Kisinga Forest, but I am under the impression that it should be included in his remarks about Northern Uzungwa. In general Mr. Wolfe writes that this forest area is regarded as suited to the growing of high-priced perennial crops. For the present, tea and coffee only may be considered." Capt. Bell writes: "I am of the opinion that in the absence of any unforeseen deterrent there are very good grounds for believing that tea of high quality should be grown successfully within the heavy rainfall belt." Owing to the somewhat cold conditions progress will probably be slow.

Tea and Coffee Prospects.

"Mr. Wolfe has found that the soil of Ukwama and perhaps Kisinga Forest differs from that of Mufindi and Dabaga, at all events where he had opportunity of testing it. He is doubtful if any of it is suitable for tea and considers that the prospects of coffee are better. In the higher and afforested portions of Ukwama and Kisinga both tea and coffee can, he believes, be grown, but for tea it is essential and for coffee it is desirable that the soil be protected from wash by contour drainage and improved green manuring.

"Mr. Wolfe considers that the bracken land adjacent to Ukwama, an extensive area of forest soil without much timber, is suitable for coffee growing, though it lacks the humidity required for tea. Ukwama and Kisinga Forests are well situated for European settlement, being close to the existing railway and entirely free from Native inhabitants. It has been decided, therefore, on the advice of the Director of Agriculture, to make a further search which may reveal areas of soil more suited for tea-planting than that seen by Mr. Wolfe. In this connection I observe that Mr. Wolfe writes that with road access to Kilosa from Northern Uzungwa, it may be found profitable for the settler to produce wheat until his coffee or tea comes into bearing.

"During my passage through the forest, I went into the matter of its Native inhabitants carefully, and obtained the following results:

Forest Lands.

"Mufindi Forest is 338 square miles in extent, and at the western end of it are the Mufindi alienations, forty-six in number, with one freehold property and a small mission holding, amounting to eighty-two square miles. Provision was made prior to the alienation of the Mufindi farms for the local Native population, whether they moved or desired to remain where they were. The balance of the Mufindi forest beyond the settlement area contains a very few Natives. There are two Forest Reserves in the European settlement portion of Mufindi.

"Dabaga Forest is 466 square miles in extent, and within it there are eight alienations and one mission, totalling eleven square miles. The number of registered householders who cultivate in the Dabaga forest does not exceed 1,200, or approximately 2.5 to the square mile.

"Ukwama Forest is definitely uninhabited and entirely unused by the Natives. It is surrounded, though at a considerable distance, by a sparse population of the Sagalla section of Wabehe, living in a dry and apparently infertile region. I questioned them closely as to why they did not use the vastly superior forest soil, and their reply was invariably the same: "We are not Wazungwa; we do not like the cold, and our cattle will not live in the forest." It was only with difficulty that I found anyone who could guide me across the forest, which could, indeed, be traversed only with the aid of elephant paths.

"Kisinga Forest is also uninhabited, and, as far as could be ascertained, is entirely unused by the Natives, though there is cultivation close to its edges. I do not think that the Natives have as much aversion to it as they have to Ukwama; this is, perhaps, because it harbours few, if any, elephants.

Further Alienations Proposed.

"I have devoted much consideration to the amount of forest ground which can justifiably be alienated, and have come to the following conclusion: Mr. Wolfe, supported by Captain Bell, states that the economic unit for tea and coffee is 600 acres, by which they mean that a suitable individual planter of moderate means in possession of this amount of suitable ground can hope for success. I have, however, taken as the unit a square mile, or 640 acres. I am of the opinion that in the Mufindi Forest a further 100 square miles can be alienated, in Dabaga, 100, in Ukwama 120, and in Kisinga 30, making a total of 650 square miles of unalienated land. Within this unalienated land Forest Reserves which are judged essential to the general interests of the community can be selected, and the balance should be available for the present and future use of the Natives. I do not know how much land will be necessary to hand over to the Conservator of Forests, and suggest that the selection of blocks for alienation for Forest Reserves and for Native use in a matter for the close joint consideration of the Administrative, Forestry, and Agricultural Departments.

Ubena Tribal Area.

"The tribal boundaries of Ubena contain 4,086 square miles, of which about 400 square miles on the south-east appear to be unsuitable for any form of Native life, though Mr. Wolfe thinks that an experiment with robust coffee might be made there by the tribal authorities. The total Native population is 61,373, of whom 17,273 are householders. The bulk of them live in the western end of their country, which, on this account, has not been considered with a view to alienation. Western Ubena is a dry and by no means prepossessing area. I have questioned many Natives as to why they live there instead of in the opposite end, and replies have been in most cases to the effect that eastern Ubena is cold, wet, and short of timber for fuel and building, and that western Ubena, though admittedly not so fertile, produces enough food for their domestic requirements.

"The Wabena are poor: they owned apparently large herds in the past, but at present they have only 35,000 cattle and 5,000 sheep and goats. They are, however, an industrious race, and go abroad freely to seek work. At present their methods of domestic agriculture are primitive, and they make no attempt to produce more than they require for their own needs. They are, however, bound to learn much about agriculture for profit from their contact with European planters and farmers, and, moreover, their chief has displayed the keenest interest in schemes intended to raise the standard of tribal agriculture. I am satisfied that before long the Wabena will realise that even now they can and should grow produce for sale, whilst if a railway is built, they will certainly become large producers.

(To be continued.)

HOME OPINIONS ON EAST AFRICA.

Mr. Amery's Tranchant Letter.

THE Archbishop of York has written to *The Times*: "It is fundamentally a question of the broad principle that no man is a good judge in his own cause. Regarded in the light of that principle, Sir Samuel Wilson's suggestion no longer appears as a proposal to adopt for action a part of the proposals of the Hilton Young Commission; it appears as something directly antagonistic to those proposals. For while Sir Samuel Wilson approves the setting up of a High Commissioner in East Africa, he would exclude from the jurisdiction of that official the very question for the handling of which it was chiefly proposed to create the office—the question of Native policy."

"The British Empire is, in my belief, the noblest great political construction that has yet come to birth. But its record is not faultless. It is no censure of the Empire-builders to say that the ideal solution of the most difficult of all political problems—the just relationship of a civilised and an uncivilised community living side by side under one rule—has not yet been found. It was because by its frank introduction of the principle of an arbitral authority through a High Commissioner, the Hilton Young Commission seemed to some of us to point to a way of improvement even upon the record of which we are in the main justly proud that we welcomed its Report as likely to mark the beginning of a new and still more beneficent epoch in our Imperial administration."

To that reply Mr. L. S. Amery replied: "When the Archbishop suggests that Sir Samuel Wilson's recommendations are directly antagonistic to the proposals of the Hilton Young Commission, I fear he is giving currency to a complete misconception of the relation of the two reports which may seriously prejudice that very care for which he pleads. The Hilton Young Commission dealt with two main questions—the co-ordination or unification of certain common business services, and the co-ordination or unification of Native policy. On both these questions they came to the conclusion that a central authority was required for evolving a common policy. Both aspects were provided for at each stage of their tentative outline of future procedure. That this particular outline was not the only possible one was fully realised by them. They realised, too, throughout, that 'the form of government must keep pace with the development of the actual situation,' and that no particular scheme could be imposed without a wide measure of local agreement."

"What is the 'actual situation,' and what are the possibilities of agreement? On these questions Sir S. Wilson was able to report that on one aspect, that of the co-ordination of business services, there was a general agreement, not only to accept the Commission's conclusions but to advance even more rapidly than the Commission had anticipated in their tentative programme. On the other hand, he found no one, at this moment, in favour of a central authority directly responsible for the co-ordination of Native policy."

"Clearly the original time-table provisionally sketched by the Commission is inapplicable. But is there any reason why that part of the Commission's conclusions which is acceptable should not be put into effect? Is there any ground for supposing that closer union in its less controversial, though possibly in the long run less important, aspect will prejudice future proposals for closer co-ordination of high policy? I should have thought that it was

obvious that co-ordination in any direction is bound to facilitate co-ordination in others. I cannot conceive how a High Commissioner dealing with a number of services, in all of which Native policy must be affected to some extent, presiding at intervals over Governors' Conferences covering the whole field of policy, himself the chairman of the Native Lands Board in Kenya, could fail, whatever his legal powers might be, to exercise a co-ordinating and unifying influence on Native policy. And, if the need for more definite powers for these purposes should emerge, will they not be conceded far more readily to an authority that is already in existence, and has justified itself by its record, than they would be under present conditions, aggravated as they would be by refusal at this end to allow such measure of co-ordination as East Africa is ready for to-day?"

"After years of consideration and inquiry, at home and on the spot, we have reached a moment when some advance towards union can be registered by common consent, at home and in East Africa. Surely we should not reject an opportunity, which may not recur, simply because the movement towards union is not following the precise sequence some of us might prefer, or take up the attitude that one aspect of that movement is 'directly antagonistic' to other aspects, instead of realising that they are essentially complementary."

Lord Lugard, addressing the Royal Scottish Geographical Society recently, said that no sensible man would wish a doctrinaire solution of East African problems to be made in London for the embarrassment of the man on the spot, but it would be better, no less for their fellow-countrymen in Africa than for the Natives, that general lines of policy accepted by all parties in the State should be laid down after full local inquiry. It was time for the cloud of misunderstanding and controversy to be swept away. His ideal of British administration in tropical Africa was based on evolution. The primitive races could only be brought to a higher plane of life by developing what was best in their own institutions.

Professor R. Coupland, who recently visited East Africa, pleads that the settlement of the East African question should not be unduly hastened, since it must affect the whole future of British Tropical Africa. He concludes: "There can be no durable settlement, none of that peace and progress in East Africa which everyone desires, until the cloud of suspicion that poisons the atmosphere and obscures the view has been dispelled—suspicion as to the motives of this or that group concerned, suspicion as to what this or that interested party may be doing behind the scenes. Such suspicions may be baseless, but they exist, and a hasty decision might well strengthen them. The only way to clear the air is to put all the essential facts and arguments on the table and thrash the matter out. Only so can the verdict of Parliament be given with such moral weight that no one will be able to doubt its just intention or question its authority."

The Manchester Guardian has received from the President of the Kikuyu Central Association a telegram in the following words:—

"Kikuyu Central Association, representing 5,000 Kikuyus, unanimously resolved to assure the Government of their unswerving loyalty to the British Crown and strongly repudiated the Governor's statement in the Legislative Council that there is any tendency on the part of the Kikuyus to challenge con-

stipulated authority. The Association also passed a resolution, strongly protesting against Sir Samuel Wilson's proposal regarding the representation of Native interests on the Legislative Council, exclusively by non-Natives, reiterating their demand for Native representation embodied in their memorandum presented to Sir Samuel demanding at least three Natives on the Legislature. The Association strongly resents the refusal of Sir Samuel to grant an interview to representatives of the Association, and protests that his inquiry was one-sided, Natives being totally excluded. The Association requests that the matter may be taken up in Parliament, and declares that the paramountcy of Native interests should be a condition precedent of any constitutional change."

West Africa, dealing with the two reports, writes: "Tropical Africa has never yet been successfully colonised by peoples from Europe, nor is there any sign that it ever will be, in spite of our advances in knowledge. On the other hand, the European races possess capital and directive power that are of the most evident value to the Last Continent, for they represent what is at present most lacking among the African races—the African races bring a physique which is the result of an evolutionary process of far longer duration than that which has given us our capital and directive power, and they possess a land in which, in spite of short-sighted methods of agriculture—methods which we can help them to improve—they produce results of such economic importance as we have been unable to equal without them. On no higher motive than that of the world's need, therefore, co-operation with them would be a good policy. It is possible, of course, to steal their land, but it is not, in these days, possible to steal their labour, and by no trick of legislation has it yet been found possible to compel labour without working serious hurt ultimately both to the fount of that labour and to the poorer classes of the compelling race." Most East Africans would be prepared to join issue with more than one of those statements.

The New Leader, whose views are usually those of the Socialist Party, wrote recently under the title "Sir Edward Grigg's Hysterics":—"The melodramatic statement on the situation in Kenya, issued by Sir Edward Grigg, is only an attempt, following the arrival of Sir Samuel Wilson in this country, to stampede public opinion in favour of the outrageously reactionary claims of the white settlers. No one with even a passing knowledge of Kenya affairs will be unduly worried by the Governor's hysterics. These border troubles are by no means unfrequent, and in the normal way are easily handled by Native police. The drafting of a company of King's African Rifles to the Masai Reserve is obviously intended to create panic among simple-minded and well-meaning people. As to the impudent effort to shift responsibility for his own incapacity upon the steady stream of propaganda from this country, it is in the wildest degree unlikely that any one of the young Lumbwa warriors have ever heard of the statements of those who challenge root and branch the system for which Sir Edward Grigg accepts responsibility. The causes of the Kenya unrest are in the Colony itself—not outside. What else can be expected when a Governor, like Sir Edward Grigg, without one day's previous administrative experience in tropical Africa, is pitchforked into such a position? Lord Passfield might very well consider his immediate recall."

INTERVIEW WITH MR. R. S.-D. RANKINE.

Cotton Problems in Uganda.

Special to "East Africa."

BEFORE he left London last week to return to East Africa we had the pleasure of a talk with the Hon. R. S. D. Rankine, Chief Secretary to the Government of Uganda, who is very hopeful that an agreement satisfactory to the Uganda cotton industry as a whole may be reached as a result of the recent discussions in Africa and in London following the publication of the report of the Uganda Cotton Inquiry Commission. As we have already reported, the main points at issue between the Government and the industry have been remitted for further local study to a small committee in Uganda, while on this side the British companies interested in the trade are still in close contact with the authorities.

Mr. Rankine believes that the policy inaugurated this year when £10,000 was provided by the Protectorate Government in the estimates for the stumping of cotton fields (so that ploughing may be undertaken and with the object of encouraging better methods of cultivation and rotation crops) will be effective in increasing considerably the yields per acre, and thus in providing more raw material for the local ginneries. The improvement of rail and road communications should make it an economic proposition to grow maize and other crops in districts in which cotton has hitherto been the only cash crop, and when the world tobacco situation improves it is to be expected that Uganda will produce considerable quantities of leaf for export. Moreover, if mining develops on a large scale, as some people believe likely, there will be a useful internal market for maize and other foodstuffs.

Mr. Dyon Blair's Sudden Death.

Mr. Rankine spoke with deep regret of the sudden death of Mr. Dyon Blair, until recently Director of Surveys, Lands and Mines in Uganda, with whom he had first served some twenty-five years ago in Fiji, and of whom he entertained a very high opinion as an able and energetic official, popular with all with whom he was brought into contact. Until ten days before his death Mr. Blair had, we learnt, felt in the best of health. On the morning of his death he complained of pains in his chest, but there appeared to be no reason to believe that there was anything seriously wrong. In the afternoon, however, he was sitting in an armchair in his home in Scotland in the presence of Mrs. Blair and his eldest son, who is qualifying as a doctor, when, without warning, he passed suddenly away from angina pectoris. Mr. Rankine expressed deep sorrow for Mrs. Blair and her two sons, in which feeling East Africans in general, and Uganda residents in particular, will join.

That Kenya settlers are dissatisfied with the organisation of their Department of Agriculture has been repeatedly represented to the Agriculture Commission on its recent hurried visits to the chief settlement areas. In district after district stock and sheep farmers, coffee planters, and maize growers complained that the necessary expert information is not forthcoming, that specialist officers are not able to pay sufficiently frequent visits, that the literature of the Department is inadequate and out-of-date, that expenditure is disproportionate between the veterinary and the agricultural sides and between the various crops, and that letters to the Department often remain without acknowledgment.

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C.F.H.

Tell your friends you saw it in "East Africa."

OUTWARD BOUND FOR EAST AFRICA BY AIR.

Second Article by Capt. H. C. Druett,

Editorial Secretary of "East Africa."

Malta, October 30.

BETWEEN Lyons and Sicily our journey has been intensely interesting, for we have passed over watering places nestling at the foot of hills running down to the sea, buildings centuries old, and ruins near Rome thousands of years old, have seen snow-capped mountains in the distance, and have crossed the calm, blue Mediterranean.

From Lyons we passed down the valley of the Rhone, flanked on one side by the French mountains and further away on the other by the mountains of Switzerland. Instead of travelling *via* Marseilles, we turned towards St. Raphael and crossed the Alps at 6,000 ft. Beneath us, like dolls' houses, were hotels in positions of solitary grandeur. Reaching San Raphael, we spiralled down to the aerodrome from 6,000 ft. and here I learned the useful lesson that in coming down from such a great height the air traveller becomes almost deaf if he does not talk continuously on the downward drop.

Along the Riviera.

After refilling with petrol, we left for Italy, flying low over the well-known holiday resorts of the Riviera which, bathed in brilliant sunlight, made a picture not readily forgotten. As we passed Genoa we saw 2,000 ft. below us a small seaplane, evidently a patrol plane, for it set off in pursuit, caught us up, and flew level for a brief while. At a small aerodrome at which we alighted we were surrounded by a great crowd of black-shirted school-boys, and as we crossed Pisa *en route* for Rome we saw clearly the famous Leaning Tower.

Daylight was fading when Mr. Campbell Black decided that it would be unwise to carry on until we reached Rome, for it was Sunday night and their floodlights might not be working. Within a few moments we had made an excellent landing in a field. Incidentally to show how observant a pilot must be in such cases, I may record the pilot's remark afterwards that a neighbouring field in which sheep were grazing had probably been recently cropped and would be furrowed.

Italian Control of Travellers.

Within three minutes of landing it was pitch dark, and we could only just distinguish figures running towards us from all directions. There was no telephone and the nearest hotel was, we found, twenty miles away, but while Mr. Fletcher and the mechanic remained in the plane Mr. Black and I were taken to a large house near at hand, whose owner, a genial Italian farmer, spoke French, and having seen us arrive, had had a meal prepared. The first course was something—but not much—like roast beef, and the second appeared to be frogs. We valiantly did our duty, but the penalty of our politeness was that we were strongly pressed to take more!

Half-an-hour later our kindly host offered to send an armed guard to the aeroplane, so that our two fellow-passengers might join us, and at 10 p.m. he sent us in his car to the nearest village, on the way to which we had to stop at a barracks, for in Italy strict control is exercised of those arriving at or departing from a town. After a long delay we were allowed to proceed to the hotel on condition that we reported again on the following morning before leaving for Rome.

Typing over Vesuvius.

Rome appears from the air to be excellently laid out, most of its streets being perfectly straight. It was easy to pick out the more famous buildings, while beyond the confines of the present city we could see ruins of many towns which had prospered in long past ages. Leaving Rome, we flew down the coast of Italy. It is mountainous country, and our pilot took advantage of the rugged coast by cutting across points of land jutting out to sea and traversing the bays.

Am I the first man to hammer the keys of a typewriter over Vesuvius? As we took a short cut past that famous volcano we experienced a bump that made the swiftest drop by lift in the tallest building seem of little account; later I discovered that we had dropped 800 ft. in about a second. But—and this is sober truth—it was nothing to our first day out from Croydon.

As we crossed the sea to Sicily we could discern Stromboli on our right, while ahead of us Mount Etna, its peak covered in snow, towered above Catania. Here we replenished our petrol supplies, leaving next morning for Tripoli, a four-hour journey across the Mediterranean *via* Malta, which is so small a spot in so wide an expanse of ocean that I should not have been surprised if we had missed it. But I need not have worried. Our pilot has a wonderful gift of locality; if my sense of direction serves me half as well on my long motor tour of East Africa I shall be more than satisfied.

Airing a Grievance.

But I have one distinct grouse, and my displeasure should, it seems, be divided equally between the pilot and my two other companions. Sleep is at the bottom of the trouble. Our navigator is at the top of it, for when he looks back from his cockpit and perceives the two mechanics (for Mr. Fletcher is acting as supernumerary mechanic) wrapped in slumber, he swoops down and then zooms swiftly upwards just to wake them up. Incidentally, it shakes me up!

In retaliation I will disclose one of Mr. Black's weaknesses—or perhaps it is a sign of strength. He sings gaily away as we speed through the air, but, as he argues with undeniable truth, it does me no harm, since nobody can hear him in the cabin; worse or better—he cannot even hear himself. How did I discover his secret? Because I spotted him heating time with his hands. Let him sing to his heart's content if only he will spare me steep banking or swift zooming followed by a quick flattening out.

THE PRINCE RETURNING TO AFRICA.

Kenya Settler to conduct his Safari.

East Africa is able to announce that the Hon. Denys Finch Hatton, the well-known Kenya settler, big game photographer, and white hunter, has been invited to take charge of the Prince of Wales's safari when, early next year, His Royal Highness resumes the tour of Africa which was cut short last year on account of the dangerous illness of the King.

No definite arrangements have yet been made, but accommodation has been provisionally booked for the Prince on the "Kenilworth Castle," which is due to leave Southampton on January 3 for the Cape.

It is the Prince's intention to proceed with as little delay as possible to Northern Rhodesia and to devote most of his time to big game hunting. Whether the journey will be continued into Tanganyika Territory is still undecided. Probably about six weeks will be spent in Central Africa. The Prince may fly from Northern Rhodesia to Kenya and Uganda.

PERSONALIA.

Mr. F. C. Hayter has left for Nyasaland.

Vicomte de Jonghe recently arrived in Europe from Kenya Colony.

Sir Sydney Hemi reached London yesterday on his return from Canada.

Archdeacon and Mrs. Mathers have left England to return to the Elgon mission.

The death in Iringa some weeks ago of Mr. Alfred John Leddingham is reported.

Sir John and Lady Sandeman Allen are due in London to-morrow from Canada.

We regret to report the sudden death in London of Mrs. Spencer Tryon, of Molo.

Mr. C. M. Drummond has been elected captain of the Kenya Club for the current season.

Sir Geoffrey Archer is on the way out to Tanganyika Territory for a big game shooting expedition.

Mr. C. A. Barron, of the Imperial Tobacco Company's Limbe branch, has arrived from Nyasaland.

Mr. Robert Scott is to be married in Mombasa Cathedral on November 22 to Miss Barbara Maud Mitchell.

Dame Alice Godman has returned to London from her visit to South Africa and Southern and Northern Rhodesia.

Congratulations to Mr. J. W. Hinds on his promotion to be a Provincial Commissioner in Northern Rhodesia.

Lieutenant A. E. P. E. M. G. van Outryve D'Ydewalle, of the 2nd King's African Rifles, is on leave from Tabora.

Sir George Schuster, the financial member of the Hilton Young Commission, is paying a brief visit to London from India.

Mr. F. Kreglinger, the Belgian financier with considerable interests in Ruandi-Urundi, is on his way out to Dar es Salaam.

Dr. A. S. Mackie, who has been transferred from Kenya to Tanganyika Territory as a Senior Medical Officer, is now stationed at Mwanza.

Dr. Antonio Jose de Almeida, President of Portugal from 1919 to 1923, and at one time Portuguese Minister for the Colonies, died last week.

Ex-Service men in Nyasaland are to hold a reunion dinner on November 9. The honorary secretary of the Central Committee is Mr. C. A. Barton of Limbe.

Sir Hilton Young addressed the Royal Empire Society on Tuesday evening last on "The East African Opportunity." A full report will appear in our next issue.

The Prince of Piedmont, heir to the throne of Italy, whose betrothal to Princess Marie Jose of Belgium was announced last week, recently paid a visit to Somaliland.

Lieutenant-Colonel A. Mercer Davies, late of the Royal Army Medical Corps, whose death at the age of seventy-six is announced, served in the Sudan Expedition of 1884 and the Nile Expedition of 1885.

Mr. Mortlock, of the Muthaiga Cricket Club, has the distinction of having scored the first century in the current contest for the Kenya Country Cup. Not content with that feat, he proceeded to take five wickets for thirty-eight runs.

Messrs. W. Grant-Adams and J. B. Williams-Gerard have been appointed members of the Ndola Management Board, to which Mr. Edwin Booth has also been appointed a member in place of Mr. J. Fitzhugh MacDonal, resigned.

Mr. G. Garveth Wells, who last year visited East Africa, recently lectured in Halifax on "Coldest Africa; or Climbing the Mountains of the Moon." He showed what he claimed to be the only motion picture taken in that part of the continent.

Canon Garfield Williams, O.B.E., M.B., who is relinquishing the Secretaryship of the Missionary Council of the Church Assembly to accept the deanery of Llandaff, was a member of the Phelps-Stokes Educational Commission to East Africa.

The marriage arranged between Mr. W. A. Bromilow, of the Sudan Plantations Syndicate, Barakat, Sudan, son of Brigadier-General W. Bromilow, C.B.E., and Miss Ruth Breck, of Dinard, France, will take place at Khartoum in December.

According to *The Uganda News*, Mr. Kenneth Carr, the well-known Masaka planter, has received a commission from the Tanganyika Government to shoot four hundred elephants at £10 per head—a tall order for even the most redoubtable of hunters.

General Smuts will deliver the Rhodes Memorial Lectures in the Sheldonian Theatre, Oxford, at 12 noon on November 7, 9, and 16. His subjects will be (1) The Settlement of Africa; (2) World Peace; (3) Native Policy. The lectures will be open to the public.



Dr. Samuel M. Zwemer, editor of *The Moslem World*, who travelled through East and Central Africa a couple of years ago, has accepted the Professorship of the History of Religion and Christian Missions at Princetown Theological Seminary, U.S.A.

Colonel H. E. M. Douglas, V.C., C.M.G., D.S.O., who has been promoted Major-General and appointed to be Deputy-Director of Medical Service of the Southern Command in India, served in Somaliland in 1903-4, and was present at the battle of Jidballi.

The engagement is announced between Major F. E. Fowle, M.C., and Miss Mona Beaufoit Spillance, only daughter of Mr. J. C. and Mrs. Spillance, of Maningford Abbotts, Wiltshire. Major Fowle is the son of Colonel and Mrs. T. E. Fowle, of Charlton Manor, Upavon, Wiltshire.

The betrothal is announced of John Noel Richardson, Sudan Political Service, son of the Rev. G. F. and Mrs. Richardson, of Canford Magna Vicarage, Wimborne, and Irene Elizabeth (Betty), daughter of Lieutenant-Colonel and Mrs. Frank Garrett, of Aldringham House, Leiston, Suffolk.

His many East African friends will be glad to learn that the Rev. W. Smith's fine biography, "Aggrey of Africa," has met with such success that over seven thousand copies of the British edition have been sold since its appearance five months ago, and that the third edition is now passing through the press.

Sir Daniel Hall, Chief Scientific Adviser to the British Ministry of Agriculture, who visited Kenya on his way back to Europe from the British Association meetings in South Africa, and who consented to remain in the Colony a few weeks in order to act as Chairman of the Agricultural Commission, is now on his way home.

The engagement is announced between Rupert William Arthur, son of Mr. J. A. W. Cooper, M.I.C.E., A.M.I.Mech.E., F.S.I., and the late Mrs. Cooper, of Richmond, Surrey, and Barbara Mary, only daughter of Mr. Harold E. Henderson, F.R.I.B.A., and Mrs. Henderson, of Greystones, Muthaiga, Nairobi.

The Caledonian Society of Kenya has elected the following officers: President, Mr. R. R. Oswald; Senior Vice-President, Mr. J. B. Blacklaws; Junior Vice-President, Mr. T. L. Hatley; Hon. Secretary, Mr. J. Cleland; Hon. Treasurer, Mr. A. Cooper; Committee: Messrs. W. N. Mackenzie, J. Loch, head, J. G. Davidson, G. M. Jack, Gourley, Ballantyne, and MacDonald.

Mr. Herbert Jebbett, a twenty-seven year old Leicester builder now on his way to Zanzibar to join the staff of the Universities' Mission to Central Africa, is said by Rev. G. W. D. C. Brooks, also of Leicester, to have been offered a secular post in Zanzibar as a builder at a salary of £600 per annum, but to have refused it in order to devote himself to missionary work.

Captain R. Milward recently made an interesting quick motor run from Blantyre to Johannesburg and back in order to demonstrate the ease with which road communication can be maintained between the Union and Nyasaland. The journey can, he is confident, be done without undue strain in three days, though in the ordinary way he would recommend that five days be allotted.

Mr. J. R. Leslie, the resident partner in Dar es Salaam of the well-known East African accountancy firm of Messrs. Gill & Johnson, has left England for South Africa *en route* for Tanganyika. His leave has been spent mainly in Scotland, where, with Mr. Lindsay Allan, another prominent Dar es Salaam resident, as a near neighbour and companion, he got in a good deal of angling. Mrs. Leslie, whose musical talents have given much pleasure to the public in Tanganyika's capital, is not sailing until the spring.

Some delightful water colours of Kenya and Uganda, the work of Miss E. Muriel Evans, were on view at the Graham Gallery, New Bond Street, last week. Quite a number of East Africans attended the exhibition, and many made purchases. There were striking views of Mount Kenya from Nyeri and Nanyuki, of the Aberdares, Mount Elgon, and the Mountains of the Moon; other subjects were flamingoes on Lake Nakuru, the Nile near Jinja, sunrise and sunset over Victoria Nyanza, Lakes Naivasha and Baringo, and two excellent likenesses of a Nubian girl and a Native house boy.

East Africa learns that the Hon. J. Cumming, senior resident partner in East Africa of Messrs. Smith Mackenzie & Co., who is now outward-bound on his return from Scotland, is to leave Mombasa for Dar es Salaam in order to take charge of the company's business in Tanganyika Territory and Zanzibar, while Mr. Jenkins will henceforth be responsible for their trade in Kenya and Uganda. Mr. Cumming is a member of the Legislative Council of Kenya for the Mombasa district, which has been temporarily represented by Mr. Arthur Bemister—so he will presumably resign his seat.

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DEBATE ON ROAD AND RAIL IN EAST AFRICA.

Interesting Speeches at London Chamber Meeting.

Specially reported for "East Africa."

INVITATIONS to attend last week's special meeting of the East African Section of the London Chamber of Commerce were accepted by Mr. Rees Jeffreys, Chairman of the Roads Improvement Association, and Mr. Reginald Brackenbury, one of the members of the Colonial Office Transport Committee.

That money could be better spent on the development of roads than on further railway construction in Africa was urged by Mr. A. Wigglesworth, who declared that that Section should give the Colonial Office and the authorities in Africa a lead as to the way in which transport should be developed. He moved that the Secretary of State for the Colonies be invited to appoint a committee to study the problems of road transport between Rhodesia and the Sudan, with instructions to put forward definite proposals for a satisfactory road and bridge system.

Balance in East Africa.

Mr. Rees Jeffreys, who for the past thirty years has studied transport problems in various countries, and who was first secretary of the Road Board established in this country in 1910, said that he was especially interested in the co-ordination of road and railway services. How could these two forms of transport be brought into co-ordination so that they would yield the maximum benefit to the community? He held no brief for either, but had tried to keep himself informed of all developments affecting both.

"As I went through all parts of Africa," continued the speaker, "I became convinced that under present conditions there is not a perfect balance between road and railway interests, and not a proper appreciation of their respective functions in a civilised community. In East Africa—and also in South Africa and Egypt—I found that the road interests are a more or less unorganised mob, whereas the railway interests are highly organised, being, indeed, the most powerful single unified financial interest in East Africa. East and Central Africa can at present spend only a limited amount of money on transport, and I am of the opinion that it would be better to spend it on the building of all-weather roads than on the construction of more branch railways.

"The question to decide is: on a given haul how much can be profitably and cheaply carried by rail, and how much by road? That question I approach not as a politician, but as an economist. Two of the first points to be borne in mind are (a) mobility, and (b), the development of a vehicle which can deliver cheaply any sized load, for in East Africa loads are not large and the volume of traffic at any given moment is limited. The appointment of a competent committee to investigate these problems might be very useful.

"In the past Africa has not had any great expert assistance in the persons of road engineers, road chemists, or even road gangers. I should like to see some of the best chemists available set to consider the slippery soils of Africa. Fifty years ago there were mountains of slag in this country for which no use could be found, until chemists discovered that, impregnated with tar at a certain temperature, that material made one of the finest of road surfaces. If a few competent road chemists were turned loose in Africa to investigate local materials, the results might be great." (Applause.)

A New Vehicle Needed.

Mr. Brackenbury, who reminded the meeting that a Colonial Office committee was already quietly at work, was strongly of the opinion that the problem of African transport called for the construction of a new type of vehicle, since the physical and economic conditions of the Dependencies differed so greatly from those of the Mother Country. In East Africa the main lines of communication must always be the railways, though railways were very inflexible pieces of mechanism. It was regrettable that even to-day human labour was being used in Africa for the transport of goods; that labour would be more properly employed as a loader, not as a shifter, of commodities.

The best of modern motor vehicles was the six-wheeler mounted on pneumatic tyres and drawing a trailer. That vehicle had a wider range of action than any other wheeled vehicle, and had substantially overcome the physical requirements of tropical territories, though it had done nothing to meet their economic requirements, for though the six-wheeler would carry its load over terrain impassable by a four-wheeler, it did not carry that load any more cheaply. There was undoubtedly need for a transport unit with a much greater radius of action (say 150 or 200 miles) at a cost of about 2d. per mile. To make that possible the vehicle would have to carry a large load, not 100 tons or more; four- or five-ton loads could never be carried cheaply. Nothing but earth roads could be expected in Africa for a long time to come, and the vehicle must therefore be able to pass over earth roads without destroying their surface, preferably consolidating them as it travelled along. Moreover, the vehicle should be driven by a more economic prime mover than the petrol engine. It was certainly possible to make a road vehicle of the type indicated, given a reasonable degree of co-operation between the Colonial Governments and motor manufacturers at home. The six-wheeler did not adequately meet the case; it was an important link, but only a link, in the complete chain; the next link must be the production and perfection of a road vehicle of large-carrying capacity.

Views of Railway Experts.

Sir Trevellyn Wynne, speaking as a railway expert, who is leaving for India in a few weeks to study on the spot a large number of projects for short branch lines, said he was so much attracted by Mr. Rees Jeffreys's suggestion that he would have estimates prepared in some such cases of the cost of constructing a road which would eventually take a railway. (Hear, hear.) In many such cases a road might pay its way from the start, whereas a railway could not do so. Mr. Brackenbury's remarks seemed to throw cold water on the main idea, for they amounted to the suggestion that a new vehicle must be produced before constructing roads.

Major Blake-Taylor, a former General Manager of the Kenya and Uganda Railway, said that the East African public seemed to want roads in competition with railways, and instanced the Mombasa-Nairobi and Dar es Salaam-Morogoro roads, which, though they might be convenient to a limited number of people, could not be regarded as economic propositions. Money spent on road construction in East Africa should, he urged, be devoted to routes which would bring produce to the railways and distribute goods from the railways. Some East African branch railways had been too hastily built. A point often overlooked, he thought, was the fact that good roads could be

kept up only where population was fairly dense. The excellence of the roads in India and Uganda was largely due to density of population, and sparsity of population was one of the main reasons why roads were so much worse in Kenya and in most parts of Tanganyika. From his experience he could not see that the 400-ton road vehicle was a practical project for new countries.

Sir Humphrey Leggett believed that one of the best results of such a discussion was the resultant publicity, as a result of which the East and Central African public might keep the matter before their local Governments. He suggested that the Prime Minister, not the Secretary of State for the Colonies, should be approached to appoint the type of committee they had in mind. That suggestion was unanimously adopted, after Mr. Rees Jeffreys had pointed out that the existing Colonial Office committee was apparently intended to study the vehicle rather than the road side of the question, and that its personnel was incapable of dealing adequately with the question of road development. It was agreed to request the Council of the Chamber to communicate with His Majesty's Government on the matter.

Sir Samuel Wilson's Report.

The next item on the agenda, said the Chairman, was "to consider further the Report of the Commission on Closer Union of the Dependencies in Eastern and Central Africa, and also the Report by Sir Samuel Wilson as to the lines on which a scheme for Closer Union in East Africa would be administratively workable," but as the Chamber made it an invariable rule to abstain from the discussion of political issues, the remarks of members would be trusted, be confined strictly to the economic and business aspects.

The economic side, said Mr. Wigglesworth, was that relating to Customs duties and railway freights, which had combined to cause a substantial increase in the cost of living in Kenya, Uganda, and Tanganyika. Preferential tariffs had been introduced to protect certain agricultural industries in Kenya, which might be better protected by subsidies granted by the Kenya Government.

The Chairman referred to the Inter-Colonial Customs and Railway Conferences to be held in Nairobi in January and to Sir Edward Grigg's recent statement in the Legislative Council that he would have preferred an impartial chairman, instead of having to preside himself. Sir Humphrey Leggett suggested that the Section should urge the Secretary of State to send out an independent chairman.

Colonel W. H. Franklin submitted that Mr. Wigglesworth's remarks did not fall within the terms of the agenda (Hear, hear), and Lord Cranworth protested against the raising of the tariff issue without notice. He thought it a delicate step for the Section to interfere in a purely domestic matter, and especially to raise it without giving proper notice to those who might have wished to be present. Colonel Franklin added that certain of Sir Samuel Wilson's recommendations for the co-ordination of economic services were of definite interest to trade, and that the proposed Customs Union and the co-ordination of railway transport certainly fell within the terms of the agenda. Mr. Ponsonby also urged that the commercial aspects of Sir Samuel Wilson's memorandum should be debated by the Section at its next meeting.

The Mandate for Tanganyika.

Major Walsh referred to the recent arguments at the League of Nations of the German and Italian delegates, who had claimed that the British Man-

date for Tanganyika was of a merely temporary nature, and suggested that the Section should invite the present Government to announce whether it adhered to the unequivocal declarations of the last Ministry. It was agreed that the Section should represent to the Government that the matter was one of great importance to commercial interests in the City of London, and to invite a definite statement on the subject.

A NATIONAL PARK FOR UGANDA.

At a recent meeting in Brussels, M. Jaspar, the Belgian Prime Minister, announced that the Government of Uganda proposed to set aside an area of land in the British Protectorate contiguous to the northern border of the Albert National Park in the Lake Kivu district of the Congo. This Belgian Game Reserve has an area of about half a million acres.

At the Winchester Divisional Petty Sessions last week Colonel Ernest Victor Samuel Wilberforce, described as on leave from Kenya Colony, was charged with driving a motor car on the London road near Winchester while drunk, also with driving to the common danger. He pleaded "Guilty." It was stated by the police that the defendant drove into another car, and that when told he would be reported he tried to bribe the police, and then said that he could drive the car better when drunk than when sober. The Bench considered the case a very bad one and ordered the defendant to pay a fine of £50 for being drunk in charge of the car and £5 for driving to the common danger, in addition to costs. The defendant was also disqualified for holding a driving licence for two years.



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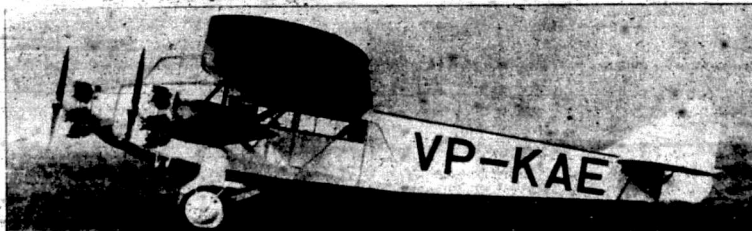
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WHITE SETTLEMENT AND THE NATIVE.

(Continued from page 240.)

It may be said that there is ample room for the legitimate needs of alien (European) enterprise and development. In those regions, whether in the East or in the West, where European settlement is not possible, the demand for land by non-Natives is so limited, the area available is so large, and except in limited districts, the Native population is so small that, whether the Government in theory owns the land or not, it is not likely in practice that the Native Cultivator will find any difficulty in obtaining all the land he needs."

This opinion ought to satisfy even those who are most solicitous for the interests of the Natives. The Governors of the East African territories in conference assembled in 1926 were agreed that the sparse Native population of East Africa not only leaves the opening for white settlement in the high lands, but also calls for such settlement, if the productive power of these possessions is to be developed to the utmost.

The prospect of white settlement has for the future been rendered easier because Native land rights have been placed on a definite footing in most of these territories. The Governments of the majority of these four territories have not been satisfied with the enormous areas of land in any event generally available for Native settlement, and wisely taken the precaution to reserve definitely for the future all such areas as the Natives may need for their future expansion, even taking a very liberal view of such expansion. It is unfortunately the fact that throughout much of the African continent the Native population is not increasing, and in some parts, like Angola and the Congo, it is definitely declining. The part of Africa in which the Native population has been increasing most rapidly within the last fifty years is the Union of South Africa, a great tribute to the blessings of a settled Government, to the favourable economic conditions, which render such an expansion possible, and to the medical care taken and welfare work carried on among the Natives.

It is a very significant fact that in that part of Africa where a great white community exists alongside the Natives they have shown the greatest economic progress, the largest increase and the greatest advance in education and civilisation. The fact gives additional force to my argument that the existence of a white community, so far from being contrary to Native interests, is indeed a stimulus and guarantee of Native progress. The mistake we made in South Africa in the past was our failure in not reserving sufficient land for the future needs of the rapidly increasing Natives. In all other respects the white man's rule in South Africa has on the whole been of immense benefit to the Natives, and the economic conditions of the Natives in South Africa are far in advance of anything existing anywhere among African Natives. There is an awakened public conscience among the whites no less than among the Natives which will not tolerate injustice or abuses, and which forms an efficient safeguard for Native interests. The solid and incontrovertible fact remains that Native progress in South Africa under white rule has been quite unprecedented, in spite of some regrettable legislation which has recently found or is still seeking its way to the statute book.

European Health in the Tropics.

The last objection, which has been raised to the colonization of the tropics is based on reasons of health. It is alleged that no permanent European population can be maintained in the tropics; the adults cannot work under tropical climatic conditions, and become entirely dependent on black labour, and in the end parasitical, while children cannot be properly reared and brought up to healthy maturity. Although the altitude mitigates the heat it is said to produce a tendency to nervous excitement and strain. How far this objection is valid it is difficult, if not impossible, to say.

A white community has now been living for almost a generation in the high lands of Kenya and other parts of East Africa. In Rhodesia and South-West Africa, which are well within the tropics, white communities have been permanently settled for the last thirty to thirty-five years; large families are reared, and the school children appear strong and healthy, and no different from children in the Union farther south. In the Transvaal, where the Rand and much of the high veld lies at an altitude of 5,000 to 6,000 ft., a large white population has been living for the last forty years, and more, without any detriment to their health or physical fitness as a community. Tropical and subtropical parts of South Africa which once were thought unhealthy now carry a large white population

without any harm to their health. In other parts of the world whites live permanently in the tropics at more or less high altitudes. Australian experience in northern Queensland is entirely favourable to white settlement in the tropics. The Director of the Australian Institute of Tropical Medicine in a valuable report called "The White Man in the Tropics" (1925) makes the following statement:

"Australia has the unique distinction of having bred up during the last twenty years a large, resident, pure-blooded white population under tropical conditions. For a considerable time it has been more and more apparent that the question of the possibility of establishing the white man in tropical countries, possessing no large resident Native population, is infinitely more largely a question of preventive medicine than a question of climate. Climatic adaptation is certainly essential, and must be assisted by habits and the provision of environmental circumstances which are in conformity with conditions of climate and temperature. While the attention of the world has been directed with incredulity and amazement upon small colonies of Europeans striving to obtain a footing in Brazil and Peru, Rhodesia, German South-West Africa, and other localities, thousands of Australians have been living in identical latitudes unaware that by so doing they were controverting the old-established, generalised dictum that the white man cannot persist under tropical conditions."

The human body is very adaptable, and Europeans to-day thrive over the world under conditions very different from those which reared them originally in temperate Europe. In these matters we have not the actual experience which would justify definite conclusions. But the settlement of the high lands of Eastern Africa must necessarily take generations to carry out fully, and there will be time enough to watch the effects of the policy on the health and physical character of the population, and to slow down or speed up the process in accordance with the experience gained. The experiment, so far as it has already progressed in Rhodesia and Kenya, seems to justify the speeding up of the policy, and no undue weight should be attached to this particular difficulty, although the results of the policy from the health-point of view will have to be carefully watched.

It is even possible that just as in the biological world new types are evolved in a new environment, so a new human type may in time arise under the unusual climatic conditions of Eastern Africa. The Transvaal Boer already seems to be evolving into a type very different from his Dutch Huguenot ancestors. The human laboratory of Africa may yet produce strange results, and time alone can show whether or not the experiment was worth while in the interests of humanity.

Great Britain's Opportunity.

The British Government are to-day in control of a vast portion of the African continent, and especially of that part which as far as evidence goes appears eminently suitable for European colonisation. It cannot simply sit on these vast assets and adopt a policy of drift. It is a trustee for civilisation; it must see that the best use is made of this huge undeveloped estate. And such a rôle especially befits the greatest colonising power the world has ever seen. The resources of Eastern Africa must be developed and exploited in a manner worthy of the traditions of Great Britain. The claims of the Natives to civilisation, no less than the claim of the world to the vigorous development of these valuable tropical lands, call for a great colonising effort on the part of Great Britain. The building up of a strong white community to hold and develop the healthy high lands which stretch from Rhodesia to Kenya would be a magnificent response to this call.

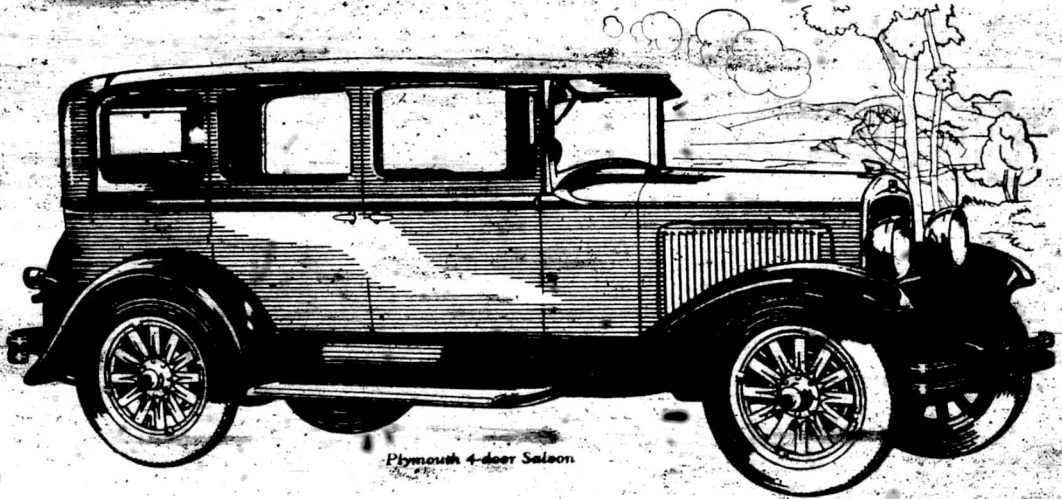
Now that Great Britain holds these territories from north to south in an unbroken chain, she has an opportunity greater even than Rhodes ever dreamt of to carry out her historic mission and establish in the heart of the African continent and as a bulwark of its future civilisation another white Dominion. To me it seems the next critical step in the evolution of our Commonwealth of Nations. These fragments of Crown Colonies should be put in the way of becoming in time another important self-governing unit of the Empire. A definite forward policy is wanted which will eventually lead to this consummation. The future only can show whether this new group will be linked with the Union and Rhodesia in the south or whether it will follow lines of its own in a new northern constellation. What is urgently wanted is the settlement of a white population, able and competent to undertake the task of development, and finally to conquer and hold this continent for European civilisation.

Rhodes's policy of "more homes" in the outer Empire is to-day more urgent and important than ever before.

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The time is more than ripe for a real forward policy of migration and land settlement in the Empire. Besides the Dominions there is Africa calling. There is land enough and to spare for all present and future Native requirements. Over and above that there is a large surplus of high land available for white settlers who will not merely be white planters. The occupation of these high lands by a settled European population will in the years to come take away an appreciable number of your home population, and will provide work for much larger numbers at home. By a vigorous policy of settlement on these high lands from south to north of Eastern Africa you will lay the foundations of a great future Dominion of the Empire. The cause of African civilisation will be advanced more securely by such a policy than by any other that I can conceive. And thereby will be achieved a stable and permanent civilisation which will give the Native peoples of Africa that age-long contact with a higher order of things which the fearfully slow movement of the Native specially calls for.

No flash in the pan of tropical exploitation will really help the cause of African civilisation. It will be a slow, gradual schooling of peoples who have slumbered and stagnated since the dawn of time, and only the ever-present, settled, permanent European order can achieve that high end. The call of Africa for civilisation, the call for tropical products, and the call for migration and employment all combine to give very real force to the case which I am making here to-day. From all these points of view the time has come for a real major advance.

Two Practical Proposals.

I conclude with two practical suggestions. The Hilton Young Report recommends that the East African territories shall be grouped into two groups, in each of which a High Commissioner shall represent the Secretary of State for Colonies, and control and direct certain common policies of the group concerned—such as Customs, transport, defence and research. To these I would add land settlement. If land settlement in Eastern Africa were decided upon as a major policy, and men of vision and wide sympathy and energy were appointed to be High Commissioners, the picture which I have tried to sketch to-day will not be long in taking shape. If the instrument is adequate to the task, the results may be very far-reaching. Land settlement should be a common concerted policy, not left to local idiosyncrasies. And it should be the most important constructive task of the new High Commissioners.

In the second place I would suggest that the essential unity of our African problems should be recognised by instituting an Annual Conference for their discussion, to which all the British African States from Kenya to the Union of South Africa will send delegates. It is too much to ask the young and immature white communities in the north to bear the whole weight of the vast issues upon which they are now embarking, as well as to bear the brunt of continual differences with Downing Street. There is great experience in the south which ought to be rendered available for the north. Many mistakes made in the south will then be avoided in the north, many new mistakes threatening in the north will appear as such in the light of South African experience. Annual conferences by the leaders throughout Eastern and South Africa will provide the necessary forum for shaping common policies. And as a result of such conferences, the British Government and the High Commissioners will have a more responsible and mature white opinion to reckon with and to guide them in their task.

An informal East African Conference already exists so far as the territories from Rhodesia northwards are concerned. The Union should join this conference, and its organisation should be regularised so that more weight will attach to its discussions and recommendations. Nothing in the nature of a Parliament or even of a General African Advisory Council is intended or is

necessary. A common forum for exchanging ideas, for clarifying viewpoints, for self-education of the leaders, and for hammering out common policies embodied in resolutions is all that is wanted. By such means a healthy public opinion will be formed and the pitfalls due to the narrower local outlook will be avoided in matters of far-reaching common significance. Such a conference with a permanent secretariat will meet all the present needs of the case, and it may become an institution which will yet exercise a most important and beneficent influence over future developments on this continent.

We have to-day been mostly occupied with the problem of white Africa; in another address we shall be mostly concerned with that of black Africa. But the two are so closely connected and interdependent that a clear severance is undesirable and impossible, and will not be attempted by me.

INDIANS IN EAST AFRICA.

SPEAKING at an afternoon meeting convened at the Hotel Cecil on Monday by the Indian Chamber of Commerce in Great Britain, Pundit H. Kunzru, head of the East African Indian Delegation, said that he had not yet achieved anything for his countrymen in East Africa. "Some may think that the question in East Africa is purely political," he said; "that is a genuine misconception. The first and primary need of East Africa to-day is fuller and more varied opportunity for development, and this needs the co-operation of all classes. Once this co-operation is established, capital will flow into the country, but there must be no distinction of colour, creed, country, or race." He thought that newspapers had inadvertently given a wrong impression of the state of affairs in East Africa; it was not true that class was banded together against class. Commercial men were not politically vocal, and their course was not made easier by local politicians or even by the Imperial Government, which should pursue a definite policy fair to all classes. The aim must be the evolution of a common East African citizenship; Indians and the European commercial community must come together. "We stand," he concluded with emphasis, "for the policy of the open door, for Cecil Rhodes's policy of equal rights for all civilised men. This important matter affects not only East Africa but India and the Empire. There is nothing more important than the co-operation of all races."

TOBACCO GROWING IN CENTRAL AFRICA.

The conference of tobacco growers of Nyasaland and the two Rhodesias which met last week in Salisbury, Southern Rhodesia, proposed the establishment of a joint Tobacco Growers' Federation, one of whose main duties would be to seek means of increasing the consumption of Empire tobacco. The need for personal discussions with the Colonial Office was emphasised, and the Government of Southern Rhodesia expressed its willingness to pay the expenses of two delegates from Southern Rhodesia if the Governments of Northern Rhodesia and Nyasaland will co-operate similarly.

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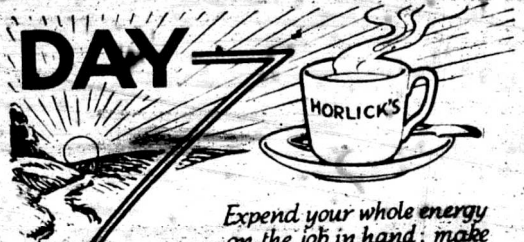
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SHIRE HIGHLANDS RAILWAY, NYASALAND, LIMITED.

Thirty-Fifth Annual General Meeting.

The thirty-fifth annual general meeting of the Shire Highlands Railway, Nyasaland, Limited, was held on October 30, 1929, at the registered office of the company, 3, Thames House, Queen Street Place, London, E.C. 4.

The Secretary having read the notice convening the meeting and the auditors' report,

The Chairman's Speech.

Mr. Norman B. Dickson, O.B.E., M.I.C.E., the Chairman, in moving the adoption of the report and accounts, said:

"Gentlemen,

"With your permission I will take as read the directors' report and accounts for the year ended December 31, 1928, copies of which you have received.

"The accounts show that the receipts for the year under review amounted to £107,709, as compared with £133,347 in 1927, a decrease of £25,638, and that expenditure amounted to £75,041, as compared with £90,620 for 1927, a decrease of £15,579. The balance standing to the credit of revenue account at December 31, 1927, was £57,092, and after deducting interest for the year on the 5% Debenture Stock, amounting to £26,837, and 2% interest on the 5% Second Debentures, amounting to £3,500, and the allocation to reserve for contingencies of £2,331, the balance remaining to the credit of revenue account at December 31, 1928, is £57,092, which amount your board proposes to carry forward.

"Contributions to the renewal funds have as usual been charged to working expenses. During the year these funds have been debited with £21,711, being that portion of the expenditure during the year on permanent way relaying and on bridges properly chargeable to renewals, so that the total to the credit of the renewal funds at December 31, 1928, is, as shown in the accounts, £120,357.

Relaying the Line.

"The programme of relaying with 60 lb. material in place of 41 lb. rails initiated in 1927 was proceeded with, and the additional capital expenditure made during the year, amounting to £20,000, includes expenditure on new track, rolling stock, and locomotive shops, plant, quarters and brickmaking plant at Limbe, crossing stations, sidings, and goods sheds.

"Interest from the investments of the company amounted to £2,600, as compared with £4,510 in the previous year, the decrease following the realisation in 1927 of certain of our investments in order to provide funds for relaying with 60 lb. material and additional capital works. No change was made in the investments during 1928, and, as the balance sheet shows, they stood at December 31, 1928, at £65,289 17s. 11d., as in the balance sheet at December 31, 1927.

"The total tonnage carried during the year was 41,126 tons, of which tobacco accounted for 7,385 tons, as compared with 43,935 tons during the previous year, of which 10,072 tons was tobacco. The tonnages of cotton, tea, and sisal exported from the Protectorate show satisfactory increases. The number of passengers carried during the year was 60,000, as compared with 55,788 in 1927, an increase of 4,212.

Nyasaland's Decreased Tobacco Production.

"The reduction in gross receipts, was due to decreased tobacco production, consequent upon a temporary glut in the market, and to the resulting

reaction on the imports of the Protectorate. As the Comptroller of Customs, in his report on the external trade of the Protectorate for the year ended December 31, 1928, says, temporary setbacks must, of course, be expected in a country the present mainstay of which is tobacco growing and the trade of which is governed by the success or otherwise of this commodity.

"However, disagreeable as a decline in trade is, even if only temporary, it must not be overlooked that we are comparing the year 1928 with the previous year 1927, which was a record-year for Nyasaland, and although the 1928 figures do not compare favourably with those of 1927, they show a steady advance on those of 1926, and it is noteworthy that, as the Comptroller of Customs points out, whilst the totals of Nyasaland imports and exports for 1928 were less by 17% than those for 1927, the 1928 figures were greater by 7.8% than those for 1926, which themselves were greater than in any previous year.

"Whilst during 1928, owing to the lightness of the rainfall, your system escaped the track troubles usually experienced during the rains, and the heavy expenditure ordinarily incurred each year in making good the track during the rainy season, on the other hand, the increased consumption of coal, owing to the failure of wood fuel supplies, resulted in increased costs under that head, which is the explanation of the fact that working expenses in 1928 amounted to 71.40% of the gross receipts, as compared with 70.34% in 1927.

Conditions at the Zambazi.

"I should add that whilst the light rainfall enabled us to avoid expenditure usually incurred through washaways, it resulted in the exceptional conditions obtaining at the Zambazi Ferry, where, owing to the rapid fall of the river, the terminal points had frequently to be moved, it eventually being found necessary to construct a temporary siding nearly two miles in length on the north bank and to lay a temporary track three-quarters of a mile long cut from the south bank into the bed of the river, and Murraça station itself was in use as a transshipping point only for a few days in the year.

"Turning to the prospects of the current year, the tobacco crop is again somewhat disappointing. Adverse climatic conditions have considerably affected the output of the Southern Province, but against this the results obtained in the Lilongwe district, where the Native is now the chief producer, have been good both as to quality and quantity. It is interesting to note that the production of Native-grown tobacco has increased from 525 tons in 1925 to 2,414 tons in 1928.

Increasing Exports.

"Tea continues to bear out its promise of becoming one of the most valuable crops of the country, and the considerable expansion that has taken place may be judged from the fact that whilst in 1913 the output was 43 tons, this had increased in 1928 to 637 tons. Further increases in this traffic may be anticipated as soon as the acreages planted in recent years arrive at the bearing stage.

"The production of cotton and sisal also shows promising growth, particularly sisal, the export of which amounted in 1928 to 1,161 tons, which is a very different thing from the 17 tons exported in 1913.

"When one considers the large variety of economic crops that can be grown in the Protectorate which only await reasonable access to the seaboard for full development, these figures provide definite evidence of the progress that may be anticipated.



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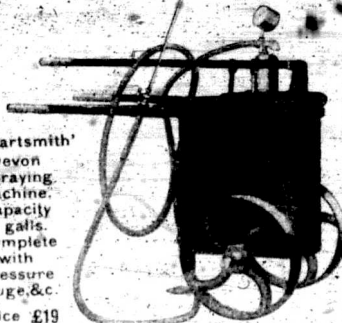
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the provision of the further transport facilities which have for so long been under discussion.

"I am glad to be able to inform you that the provision of the two new first class saloon coaches ordered last year will now permit us to speed up the passenger service with the south. The Beira and Rhodesia Railways will introduce in November next a revised time-table which will shorten the journey from Cape Town to Beira, and in conjunction with this our own time-table and that of our friends, the Trans-Zambesia Railway, will be revised, so that it will then be possible to complete the train journey from Cape Town to Blantyre and *vice versa* in approximately five days, instead of eight days, as is the case at present.

The Zambezi Bridge.

"With regard to the construction of the Zambezi Bridge and the extension north of the railway from Blantyre to Lake Nyasa, both of which are so necessary to the future development of Nyasaland, work has already been done by the Central Africa Railway on the approach line to the Bridge, and by the Trans-Zambesia Railway on the South Approach line, and very considerable progress has been made in the financial negotiations concerning both schemes."

The report and accounts were adopted unanimously.

Mr. Libert Oury, the retiring director, was re-elected, and Messrs. Jackson, Pixley & Co. were re-appointed auditors of the company.

The proceedings terminated with a vote of thanks to the Chairman.

EAST AFRICAN SISAL PLANTATIONS.

The first annual report of this company, which was incorporated on September 17, 1928, covers the nine and a half months to June 30 last, and shows a net profit, after making provision for income-tax, of £4,703, from which £3,000 has been written off for preliminary expenses, leaving a carry forward of £1,703. The freehold and leasehold properties at Ngerengere and Kilosa appear in the balance sheet at the purchase of £142,295, plus £10,651, the amount expended during the year; stocks of sisal are entered at £32,480 and cash at banks and in hand at £26,875. The authorised and issued share capital remains £190,000.

The company's output amounted to 1,956 tons of sisal and 124 tons of cotton. 358 acres were cleared and planted with sisal, and a further 980 acres were felled and cleared. The annual general meeting was held on Tuesday.

DALGETY AND COMPANY, LIMITED.

The accounts of Dalgety & Company Ltd. for the year ended June 30 show a net profit of £422,500 (against £351,887 for the previous year), from which Ordinary shareholders are again to receive 17% free of tax in dividend and bonus. After writing £25,000 off the cost of premises, allocating £25,000 to staff provident fund, and £60,000 for staff bonuses, the carry-forward is increased from £195,352 to £227,042. The issued capital of the company is £2,000,000, the reserve totals £1,500,000, irredeemable Debenture stock amounts to £2,475,454, and terminable Debentures aggregate £444,084. Of the assets, valued at £9,972,717, only £302,025 are of a fixed character, the financial position being thus one of very great strength. The meeting is to be held in London on November 14.

MORE BEIRA PORT RECORDS.

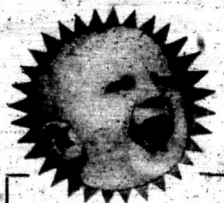
The Beira Port Captain's monthly statement for August shows that for the first time in the history of the port the cargo movement exceeded 100,000 tons. The actual figure of 102,282 tons for landings, loadings and transhipment compares with 99,393 tons in July and 88,740 tons in August, 1928. During the first eight months of this year the aggregate cargo movement was 624,492 tons, compared with 552,383 tons in the corresponding period of 1928. Preliminary figures for September show that there was another very large increase in the volume of traffic dealt with during that month. Landings and loadings at the wharves exceeded 110,000 tons, which with the normal quantity of cargo transhipped would bring the total movement for the month to at least 125,000 tons. As the last quarter is always the busiest, it seems probable that the monthly average of 83,500 tons required to raise the total movement for the year to the million tons mark will be exceeded. As the total port movement in 1919 was only 200,000 tons the attainment of the million mark in 1929 will mean that the traffic has quintupled in a decade.

LAST WEEK'S RAINFALL IN KENYA.

H.M. EASTERN AFRICAN DEPENDENCIES' TRADE AND INFORMATION OFFICE has received an official cable stating that rainfall in Kenya during the past week was as follows: Meru, 4.66 inches; Machakos, 3.75; Voi, 2.8; Ravine, 2.33; Kyambu and Thika, 1.1; Nyeri, 1.5; Nairobi and Nanyuki, 1.3; Kericho, 1.2; Fort Hall, Moibén, Nakuru, and Njoro, .6; Soy, Rumuruti, and Lumbwa, .3 inch. It is added that there have been good short rains right through to Uganda, benefiting coffee, maize, and cotton.

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Parson's Weekly	0 12 6	Harper's Magazine	1 5 0	Les Annales Politiques	0 19 0
Sphere	0 9 6	Esquire Magazine	0 18 0	Le Rire	1 2 0
Tatler	0 11 0	Scientific American	1 3 0	Le Sourire	1 5 0
Illustrated	0 11 0	New Century Quarterly	0 15 0	Revue des Deux Mondes	0 18 0
Illustrated Sporting and Dramatic News	0 18 6	Comopolitan	0 17 0	Revue des Deux Mondes	0 18 0
Parson's Magazine	0 15 0	North American Review	1 5 0	Revue des Deux Mondes	0 18 0
Army, Navy and Air Force Gazette	1 10 4	Literary Digest	1 9 0	Revue des Deux Mondes	0 18 0
Motor	1 16 6	Collier's Weekly	0 17 0	Revue des Deux Mondes	0 18 0
Windor Magazine	0 15 0	Saturday Evening Post	2 10 0	Revue des Deux Mondes	0 18 0
News of the World	0 12 0				
Manchester Guardian Weekly	0 18 0				
Sunday Express	0 18 0				

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"EAST AFRICA'S" INFORMATION BUREAU.

"East Africa's" Information Bureau exists for the free service of subscribers and advertisers desiring the Editor's aid on any matter. One of its principal objects is to contribute to the development of British trade throughout East and Central Africa, and any information which readers are willing to give for that purpose will be cordially welcomed. Manufacturers wishing to appoint agents, and agents seeking further representations, are invited to communicate with the Editor. No charge is made for the service rendered by this Journal in such matters.

Kitalé's new church has been dedicated by the Bishop of Mombasa.

Tanganyika's scheme of education by correspondence has been approved by the Education Commission.

Kabete's new secondary school, which is to cost £80,000, is expected to be opened next year.

The Sudan continues to make promising experiments in the cultivation of tobacco by Natives.

The Dar es Salaam-Mohoro-Kilwa and Kilwa-Lindi telephone trunk service has been suspended.

Retail trade in Uganda is reported to be improving as a result of the removal of the plague restrictions.

Kaisanshi has been gazetted a port of entry into and exit from Northern Rhodesia, in substitution for Solwezi.

Nakuru is building an aerodrome within a mile of the centre of the town, and another aerodrome is to be made at Nyeri.

A fortnightly through train from Cape Town to Port Francqui (Ilebo) on the banks of the Kasai river in the Belgian Congo is about to be established. The length of the run is some 3,300 miles.

The annual general meetings of the British Central Africa Company Ltd., The Central African Railway Company Ltd., The Trans-Zambezi Railway Company, Ltd., and the Shire Highlands Nyasaland Railways, Ltd., were all held in London last week.

Home consumption imports into Kenya and Uganda during the first five months of this year totalled £3,576,030, compared with £3,210,810 in the corresponding period of 1928. Great Britain's share has increased from £1,175,555 to £1,284,245, but the proportion is only 36% against 37% last year.

That a branch line to the Kericho and Sotik areas of Kenya is under consideration was stated in the Kenya Legislature on Monday by General Rhodes, Acting General Manager of the Kenya and Uganda Railways, who said that such a branch would serve a district with a flourishing tea industry and would open up the rich Lumbwa Reserve. He added that a fifth deep-water berth is to be completed at Kilindi by the end of 1930.

The partnership hitherto subsisting between Messrs. F. B. Van Scharrel and E. T. Haywood as advocates at Tanga and Moshi has been dissolved by mutual consent. Mr. Scharrel will continue to practise in Tanga and Mr. Haywood in Moshi.

Imports into Kenya and Uganda during the first week of September included cement, 12,329 casks; iron and steel manufactures, 11,795 packages; lubricating oils, 1,072 packages; and painters' colours, 1,354 packages. Exports included coffee, 5,097 bags; cotton, 3,495 bales; soda, 55,995 bags; and sisal, 1,078 bales.

Sir William Gowers stated in the Uganda Legislative Council last week that he considered that a railway extension should be made from Kampala to the Belgian Congo border south-west of Ruwenzori, and hoped that the Belgian authorities would build a connection thence to Stanleyville, on the Congo river, which, he said, was obviously destined to become the main centre of communication for North Central Africa, a region which had already connection with the south and with the Atlantic to the west.

The Kenya draft Budget for 1930 provides for an estimated revenue of £3,468,000 and an estimated expenditure of £3,464,000. £5,000 is provided for carrying out the recommendations of the Agricultural Commission; £15,000 as a subsidy for the regular East African air service; £27,000 additional for educational purposes, approximately half being for Native education and £7,700 for Indian education; and there is an increase of £4,500 in the vote for the Defence Force for the purchase of rifles and a portable camp.

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Bedford Cord **£2 15 0**

Covert Coating **£5 5 0**

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3, large. Breeches can be supplied separately.

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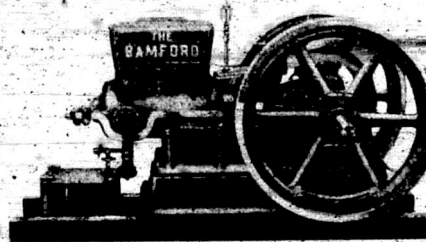
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to fit—readily transportable.



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EAST AFRICAN PRODUCE REPORTS.

COFFEES

ONLY small quantities of East African coffees have been offered at public auctions, and for such parcels there was not much demand. There is little change to report in quotations.

Kenya	
A	108s. od. to 123s. 6d.
B	82s. 6d. to 90s. 6d.
C	77s. 6d. to 92s. 6d.
Peaberry	121s. 6d. to 138s. 6d.
London graded	
First sizes	112s. 6d.
Second sizes	96s. 6d.
Third sizes	79s. 6d. to 81s. 6d.
Ungraded	71s. 6d. to 102s. 6d.
London cleaned	
Second sizes	94s. 6d.
Peaberry	102s. 6d.
Uganda	
Palish and mixed	75s. 6d. to 89s. 6d.
Toro	
First size, dull brownish green	104s. 6d.
Second	81s. 6d.
Tanganyika	
Arusha	
London cleaned	
First sizes	107s. 6d. to 114s. 6d.
Second sizes	95s. 6d. to 96s. 6d.
Third sizes	66s. 6d. to 77s. 6d.
Peaberry	97s. 6d. to 114s. 6d.
Kilimanjaro	
London cleaned	
First sizes	103s. 6d. to 106s. 6d.
Second sizes	85s. 6d.
Third sizes	66s. 6d. to 79s. 6d.
Peaberry	92s. 6d. to 120s. 6d.
Usambara	
London cleaned	
Bold greenish	131s. 6d.
Second sizes	98s. 6d.
Peaberry	117s. 6d.
Mbeya	
Bold green	132s. 6d.

Belgian Congo
Kivu
 Bold dullish green 130s. od. to 131s. 6d.
 London stocks of East African coffees on October 30 were 32,770 bags, compared with 22,013 bags on the corresponding date of last year.

OTHER PRODUCE.

Beeswax—The demand is fair, prices ranging round 145s. per cwt.
Castor Seed—The market is quiet, quotations being around £17 5s. per ton.
Chillies—The large stocks on hand tend to lower prices, which are between 65s. and 80s. per cwt., according to quality.
Cottonseed—The market is easier, quotations for January-February shipment being £7 15s. per ton.
Groundnuts—The market is idle, October-November shipments being quoted £18 10s. per ton.
Hides and Skins—Mombasa and Dar es Salaam hides are offered freely at 74d. per lb.
Ivory—New arrivals for the fourth and last sale of the year were the smallest recorded since 1921, and demand was poor, except for a few attractive lots. Soft ivory prices were lower, on the whole, scrivelloes steady to cheaper, and hard ivory £3 to £8 per cwt. below previous quotations. The next sales are to begin on January 21, 1930.
Simsim—White and/or yellow stands at £10 7s. 6d. per ton.
Sisal—Unchanged, with good East African marks quoted £20 10s. for November-December shipment.
Tea—There were no offerings of Nyasaland tea last week.

"It has been proved that the amount of energy consumed by Commissions is less the amount of good derived therefrom, is sufficient to run the Colony for twelve and a half years."—*The Trans-Mozia Post*, of Kenya.

A CURE FOR TRYPANOSOMIASIS.

Encouraging news from the Belgian Congo.

VERY stringent regulations which differ in many respects from those in force in some British East and Central African Dependencies—are in force in the Belgian Congo regarding the importation of cattle, the authorities evidently being terribly afraid of beasts infected with trypanosomiasis finding their way into the territory. Research in the Congo by Drs. Nockerman and Missal tends, we are told, to prove that the administration of three grammes of tartar emetic and ten grammes of moranyl is definitely curative in cases of infection by *T. dimorphon* and *T. congolense*. In the case of animals in poor condition and heavily infected, small doses of the remedies spread over a longer time are advised. The two doctors are now endeavouring to simplify their procedure.

204,602 tons of traffic were carried to the coast by the Kenya and Uganda Railways during the first eight months of this year, compared with 198,797 tons in the corresponding period of 1928.

Christmas Mails for East Africa

LETTERS intended for Christmas delivery in Kenya, Uganda, Tanganyika and Zanzibar should be posted at the G.P.O., London, before 6 p.m. on November 21.

Letters for Northern Rhodesia and Nyasaland should be posted before the morning of Nov. 15.

Delicate Children and Invalids need VIROL

Virol is the well-known nutritive food which the most delicate digestions can absorb with ease. It is a scientific food containing the essential vitamins, and it has been saving the lives of infants and delicate invalids for more than 20 years.

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EAST AFRICAN STEAMSHIP MOVEMENTS.

BRITISH-INDIA.

- "Modasa" passed Perim homewards, November 1.
- "Matiana" left Marseilles for East Africa, Nov. 2.
- "Madura" arrived Zanzibar outwards, November 4.
- "Karapara" left Durban for Bombay, November 4.
- "Khandalla" left Mombasa for Bombay, October 30.
- "Karoa" left Mombasa for Durban, November 2.
- "Karagola" left Bombay for Durban, November 6.

CITRA LINE.

- "Francesco Crispi" left Genoa, November 5.
- "Giuseppe Mazzini" left Dar es Salaam homewards, October 30.
- "Gloria" left Mozambique homewards, October 29.

JEAN-ELLERMAN-HARRISON.

- "City of Bombay" left Port Said for East Africa, November 2.

- "Clan Murdoch" left Glasgow for East Africa, Nov. 5.

HOLLAND-AFRICA.

- "Jagersfontein" passed Cuesant homewards, Oct. 28.
- "Sumatra" left Durban for Cape Town, October 27.
- "Heemskerk" left Lourenço Marques for East Africa, October 27.
- "Nieuwkoop" arrived Durban, October 28.
- "Alkate" passed Eas Palmas for Cape and East African ports, October 27.
- "Nijkerk" left Antwerp for East Africa, October 28.

MESSAGERIES MARITIMES.

- "General Duchesne" arrived Marseilles, November 2.
- "General Voyron" left Tamatave homewards, Oct. 31.
- "Chambord" left Tamatave for Mauritius, Oct. 30.
- "Explorateur Grandidier" left Port Said for Mauritius, October 30.
- "Bernardin de St. Pierre" left Zanzibar for Mauritius, October 30.

UNION-CASTLE.

- "Carlow Castle" arrived London, November 2.
- "Dundrum Castle" arrived Cape Town for Beira, November 3.
- "Dunluce Castle" arrived Beira, November 4.
- "Garth Castle" left Lourenço Marques homewards, November 3.
- "Guildford Castle" passed Gibraltar homewards, November 3.
- "Llandovey Castle" left St. Helena for Beira, Oct. 31.
- "Llanstephan Castle" left Aden for East Africa, November 1.
- "Sandgate Castle" left Algoa Bay homewards, Nov. 2.

EAST AFRICAN MAILS.

Mails for Kenya, Uganda, Tanganyika, and Zanzibar close at the G.P.O., London, at 6 p.m. on:

- November 7 per s.s. "Rajputana."
- 14 "s.s. "Viceroy of India."
- 19 "s.s. "General Duchesne."
- 21 "s.s. "Mooltan."
- 28 "s.s. "Kaiser-i-Hind."
- December 3 "s.s. "Leconte de Lisle."
- 5 "s.s. "Mantua."

Mails for Nyasaland, the Rhodesias, and Portuguese East Africa close at the G.P.O., London, at 11.30 a.m. every Friday.

Inward mails from East Africa are expected in London on November 9 per the s.s. "Ranpura," on November 16 per the s.s. "Leconte de Lisle," and on November 23 per the s.s. "Maloja."

SOME LATE NEWS ITEMS.

When the vote for the cost of removing the headquarters of the Department of Agriculture of Uganda from Kampala to Entebbe was forced through the Legislative Council last week by the exercise of the official majority, the unofficial members withdrew as a protest.

Mr. J. H. Thomas stated in the House of Commons on Monday that the revised estimates for the Zambezi Bridge brought the cost to approximately £3,000,000, and that the work would provide employment in Great Britain for about 50,000 man-months.

In Nairobi on Monday Bernard J. Potter, of Nakuru, was sentenced to ten years' rigorous imprisonment for culpable homicide. He shot a Goanese named Dias on discovering that intimate relations had for several months existed between his daughter and the Goanese.

PERSONAL ANNOUNCEMENTS

Private—not trade—advertisements are now accepted by "East Africa" for publication in this column at the PREPAID rate of 3d. per word per insertion, with a minimum of 5s. per insertion; three consecutive insertions for the price of two. For Box No. advertisements there is an additional charge of 1s. per insertion towards cost of forwarding replies. Advertisements reaching "East Africa," 91, Great Titchfield Street, London, W.1, after Tuesday morning will not appear until the following week. Announcements will appear under such headings as Births, Forthcoming Marriages, Marriages, Deaths, In Memoriam, Appointments Vacant and Required, Land for Sale and Required, Agencies Wanted and Offered, etc. In Memoriam announcements can be inserted for five or ten years at special rates.

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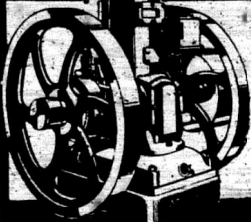
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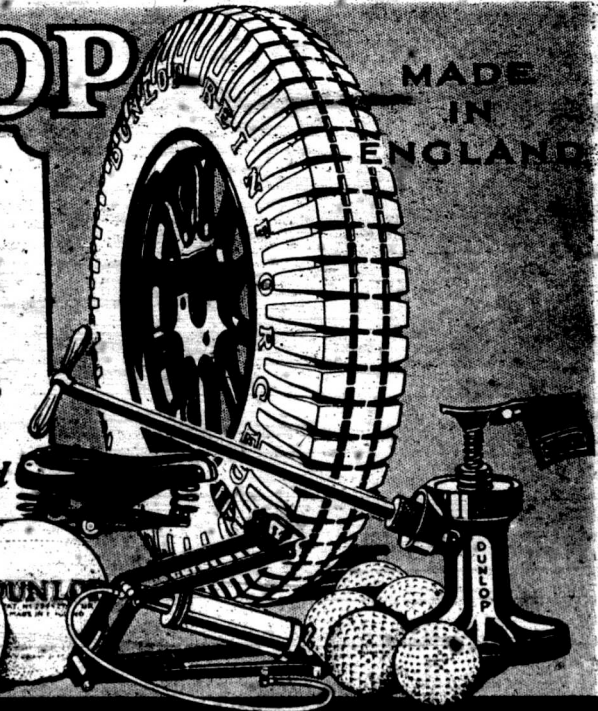
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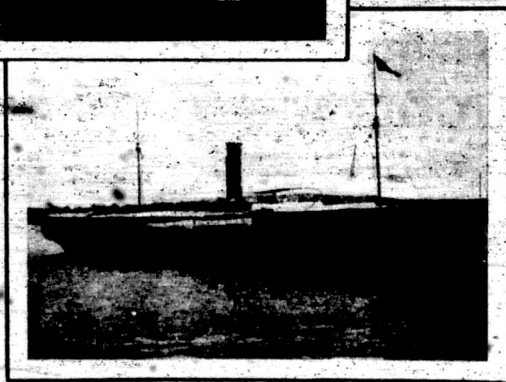
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on Lake Victoria

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H.M. Eastern African Dependencies' Trade and Information Office, Royal Mail Building, Cockspur Street, London; or the General Manager, Kenya and Uganda Railways and Harbours Headquarter Offices, Nairobi, Kenya.

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A Perfect Winter Resort

Khartoum, at 1,200 feet above sea-level, enjoys an ideal winter climate. Constant sunshine, tempered by invigorating breezes, acts as a rapidly effective tonic on those in search of health and pleasure.



KHARTOUM is a modern town with handsome buildings and gardens along the banks of the Blue Nile. The Grand Hotel is under the management of the Railways and Steamers Dept.

OMDURMAN, the wonderful African Metropolis, distinct with all that is most characteristic of native life, lies near by, stretching for seven miles along the shore of the great river. Nearly every African nationality and tribe are here represented practising their arts and crafts in the markets.

The journey between Cairo and Khartoum is one of continued interest, and is performed by Express Steamers and Dining and Sleeping Car Trains, on which the catering is of the highest order.

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are invited to apply to the above address for the latest information.

The Commissioner will always be glad to give any assistance in his power to anyone in any way interested in Eastern Africa.

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Telegrams: "Eamatters, Westrand."

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