

EAST AFRICA



THE ONLY NEWSPAPER IN EUROPE DEVOTED
EXCLUSIVELY TO THE INTERESTS OF
THOSE LIVING, TRADING, HOLDING
PROPERTY OR OTHERWISE INTERESTED IN
EAST AND CENTRAL AFRICA.
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EDITORIAL

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FORGING NEW LINKS

THE trouble of getting nothing out of the British Empire Exhibition, the small attendances of this year, instead of stirring all parties concerned to strenuous efforts, have resulted in apathetic resignation in too many quarters. Even some of those whose definite duty it is to focus attention on this great Empire in miniature have told us in listless tones: "The show's had to go off. Last year the public regarded it as a new sensation, this year they regard it as something that people don't want."

If we suggest that the public are not so easily pleased, we are told: "There are far too many pessimists at large and minor circles, all of them seem vocal. Business men at any rate should surely combat this case of apathy."

With absolute conviction we say that a more wonderful portrayal of Empire could not have been conceived. The world has never seen the like of it. If only Germany had stayed in we should have been no wiser.

It is true, we need some smiles to make the exhibition as a fundamentally fun, saying that the main smiles without reason will very soon find the reason for those primarily responsible for the exhibition's success would very likely for a week or two have the result would be excellent.

Other people would be so staggered that it would write columns about Wembley as it had last year, the crowds always responsive to the right type of publicity, would not the Wembley hall again, and those who had decided to smile would be justified.

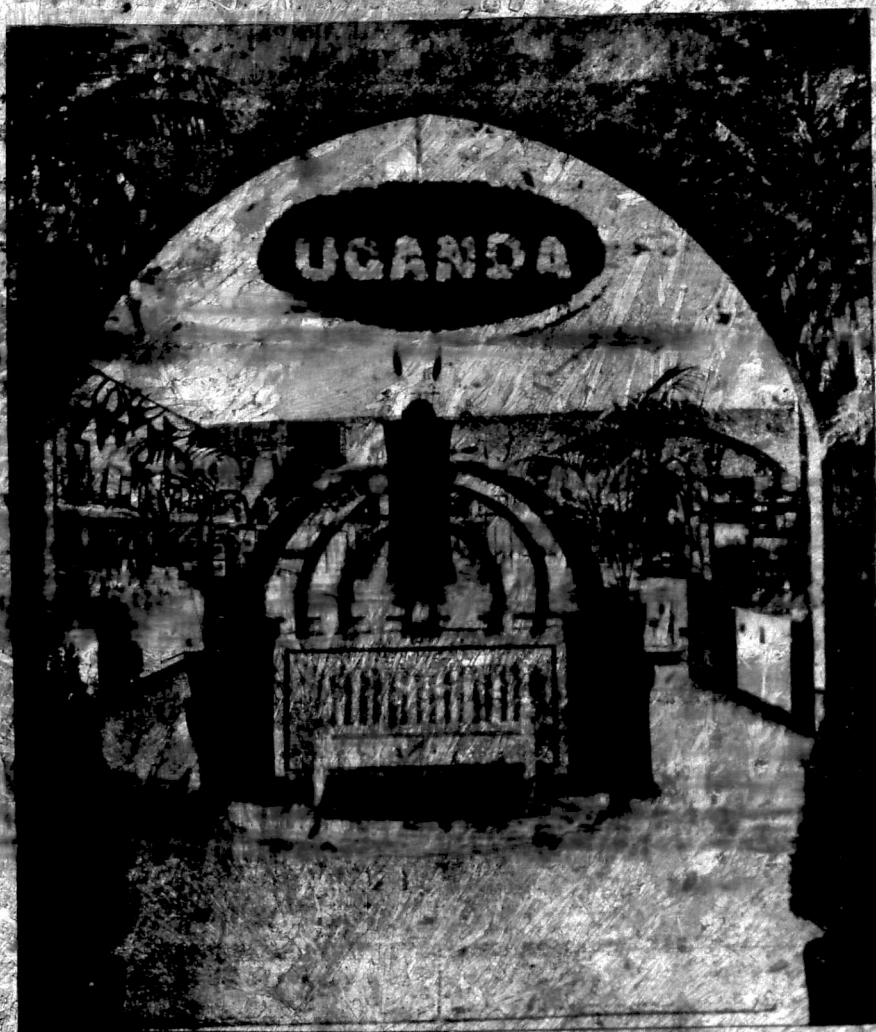
Optimism is the tonic the Exhibition needs. As an advertiser we had a better article to sell than the British Empire Exhibition. We might all of us do a bit of publicity and spontaneous publicity for this great thing. It is our own and we are not asking a favor. The months are slipping by unheeded and unnoted. If we do not profit by them the Empire will be the weaker. Each day should forge new links in the Imperial chain. We must hammer them out in the bright fire of enthusiasm.

To leave it to those on the staff of the Exhibition, poor policy and poor patriotism. Parliament has shown definite duty in this matter. It is a matter to be anxiously discharged.



EAST AFRICA

UGANDA AT WEMBLEY



Call at "East Africa's" Stand at Wembley
and Sign Our Visitors Book

UGANDA TRANSPORT

By His Excellency W. F. COWERS, Esq., C.M.G.

Governor and Commander-in-Chief of the Uganda Protectorate.

The provision of necessary transport facilities to cope with the rapid phenomenal increase in the trade of the country has been one of the greatest difficulties in the development of Uganda.

The Protectorate itself is situated some 300 miles from the East Coast of Africa, though the actual distance from the North-Eastern extremity of Lake Victoria to Mombasa is not more than 300 miles.

In 1895 the Imperial Government decided to construct a Railway from Mombasa to the shores of Lake Victoria, this was completed in 1903 at a cost of over five million pounds.

Communications across Victoria Nyanza, the great lake, lying at a height of nearly 4,000 feet above sea-level are maintained by a fleet of steamers, tugs and lighters.

There are also three main all-railways, the one from Jinja, the principal port in Busoga, to Namasaga, where the line branches out into Lake Kioga, a distance of 61 miles, and the other a short line of 7 miles connecting Kampala, the commercial capital, with Port Bell on Lake Victoria.

Other steamers carry out a regular service on Lake Kioga and Lake Albert, the latter providing communication with the Belgian Congo and Sudan in the Sudan.

The remarkable increase in the cotton crop in the last few years has necessitated a thorough re-organisation of the internal transport, which has been the most vital problem of the country.

The cotton crop exported from Uganda in the year ending March 31, 1924, amounted to £605,057. In 1924, the total value had increased to the large figure of £3,480,508.

Uganda's Road System

During that short epoch of five years a solution had to be found not only for the export of the cotton crop from the Protectorate to the Coast, but also a necessary network of roads to connect the various centres of the country.

Transport from the cotton centres to the ginneries and from the ginneries to the Railways and the Lake Ports. The numerous large swamps in the interior of Uganda necessitating long and costly embankments, added considerably to the difficulties of those engaged on this work.

The greatest development took place in the Eastern Province, the area to the east and north of the Victoria Nile, where there is a dense population and a climate suitable to cotton production.

An excellent network of roads suitable for motor transport has been built throughout the Province. Lighters were obtained and launched on Lake Kioga to assist in moving the cotton from the areas round that Lake. There are in the Protectorate to-day no less than 763 miles of Class I roads, suitable for motor cars, and a great mileage of Class II roads suitable for light motor traffic.

A Government Motor Transport Department was formed with a fleet of Allison vans, this service was supplemented by private enterprise which has now



so extended that there are to-day individual Natives running Ford vans, assisting in the transportation of produce.

During this period it was also necessary to find numbers of natives to drive and maintain in which work some show considerable skill. As a point of interest, it was a Native who first drove the motor car of the Royal Highness the Duke of Cornwall, his reign of rule in the East.

Motor transport has also been used to connect Kampala to Mbatara in Ankole. Between Lake Kioga and Lake Albert a service of motor vans is maintained along a road which has been laid out down the difficult escarpment leading to the interior.

Fortunately Uganda has been always a country of roads, the Natives being exceptionally capable in their construction. Working under their tribal chiefs with but scanty European supervision, the most excellent roads have been made, which have proved a valuable asset in the development of the country. As an instance of the dimensions to which this transport problem has grown, I mention two illustrative examples.

It is estimated that in the Eastern Province alone there is a visible inland capacity of 28 tons motor transport now available. 10,000 tons of cotton will require transportation therefrom between Bomba, Gavaza and Kampala. To effect this within reasonable time it would be necessary to arrange for the transport of 60 tons a day, and this is on one Uganda road.

Looking to the future

The problem is not yet solved. The cotton crop shows an increase again this year and given suitable weather conditions and improved methods of production one can look for an additional increase in the future. To deal with this it has been found necessary to link up existing communications with Kenya which will obviate the necessity of transhipments and delays in crossing the lake.

A new railway line is now being built from Lake Nyanasa through the centre of Bukosa to meet the new Kenya Railway extension at Turko. Cotton bales from Uganda will then go direct to the coast at Kisumu, without any transhipment, and this, if supplemented by the very urgently needed port improvements at Kisumu, will enable the produce to be taken to sea with greater certainty the date on which they can reasonably expect their bales to reach Liverpool.

One cannot but feel that a real and meritorious effort has been made by Uganda to face this problem and effective steps taken to atone for the heavy handicap under which the Protectorate lies due to its geographical position. Numerous and varied difficulties were met with and overcome. The assistance the steamer for Lake Albert came out from England in sections, the pieces and the hoilers had to be carried by porters along the escarpment road to the lake. The heavy loads were transported, those engaged in the original railways are

well known, and one cannot overlook the magnitude of the task which faced the native population in facing the problems and the laborious efforts made by them in the past to enable their country to take its place among the productive areas of the Empire have been crowned with success.

It is with no mean admiration that one regards the results achieved, which we feel that the country a generation ago was known as "barren trees" passed through a period of devastation when thousands died from the ravages of sleeping sickness, has now emerged through the crisis of obscurity and is to-day an outstanding member of the Great Empire to whose ranks she is no mean contributor. We may justly be proud of the place she has taken in the Empire through the industry of her people, and through the thoughtful guidance of that small band of men in the early days who have made such results possible.

Our readers will recollect that we postponed publication of our November Number from June 25 to July 1. That was done in the hope that the above manuscript would reach us meanwhile, for we were most anxious to include the article with His Excellency had kindly promised to write. To our great regret it was still undelivered on the day on which we found it essential to go to press. We are, however,

P. A.



RAILWAY STATION AT NYANSA

EAST AFRICA COMMISSION'S REPORT.

We quote hereunder some of the references made in the Report of the East Africa Commission to

NYASALAND

The resources of Southern Nyasaland will not be and cannot be developed until the Zambezi Bridge is constructed. The construction of the bridge and new railway approaches will be an extremely expensive and difficult operation. The cost of which has been roughly estimated at a minimum of £5,000,000. Only engineers who have faced similar problems in the Punjab should undertake it.

Further, before the bridge is constructed, whether the money is found by Government or private enterprise, it will have to be shown that the traffic over the bridge will justify the cost. In our opinion it is doubtful whether the agricultural products of Southern Nyasaland alone, great though the potentialities are for maize, cotton and tobacco, could be sufficient of themselves to justify the investment.

There are, however, known to exist two coalfields north of the Zambezi, one in the neighbourhood of the Victoria Falls, and the other to the west of them. It is possible that either or both of these coalfields prove to contain coal of adequate quality and in sufficient quantity, and should a railway branch line be built to them there is no reason why the bridge should not pay for itself. It is suggested that the bridge should not be built as a railway, but as an important banking port as well as a transit export for the Zambezi.

It is therefore recommended that further investigations should take place with the object of ascertaining the development of the coalfields, and means should be found for the transport of the coal.

The future of the Protectorate and the Central Africa Railway is intimately bound up with the question of the bridge.

In our opinion the most satisfactory arrangement that could be reached would be to consolidate the existing and any further guarantees payable by Nyasaland to the Imperial Government and to effect a merger of all the private interests concerned in the existing railway and of all Zambezi bridge and railway interests.

In spite of the utmost economy in the Government service, the Protectorate is unable to meet the requirements of revenue in connection with the Trans-Zambezi Railway project, which at present has to be met by the Government of Northern Rhodesia. Unless something is done to ameliorate the hopelessly inadequate conditions in and from Nyasaland, the economic outlook for this potentially rich Protectorate is most serious, especially from the Native point of view.

The Governor of Northern Rhodesia expressed his opinion that it is not possible to have a preference for European goods, and that the only way to increase the revenue would be to increase the number of European tobacco growers, and that the only way to do this was to increase the number of the Native population. It is not possible to increase the number of the Native population in Nyasaland tobacco requiring a good name for

quality in the European market. The headquarters of the industry are in London, where the Imperial Tobacco Company and others have their stripping factories.

The average yield of tobacco from European holdings is only 350 pounds of leaf per acre. This low yield is due largely to the absence of rotation crops and to the enormous and wasteful use of fertilisers. We understand that the highest yields between £25 and £30 a ton in Nyasaland. The maximum yield recorded last year was five tons of leaf from nine acres by a planter in the Fort Johnston district. This was very exceptional, but there is no doubt that once communications are improved Nyasaland offers one of the most favourable opportunities for tobacco growing in the Empire. Both quality and yield per acre could be considerably improved by expert supervision, especially over the native cultivation, but at present there are no public funds available for this purpose. Grading, particularly of the Native crop, is really essential.

In Nyasaland everything comes back to communications, and we cannot urge too strongly upon His Majesty's Government the need for their improvement. The natural outlet for the northern half of the Protectorate, by which we mean the whole of the basin of Lake Nyasa, is via Dar es Salaam. In our opinion the southernmost port on Lake Nyasa available for lake steamers of sufficient size to avoid risk in the storms which are apt to rise very suddenly in the lake is Dombara Bay.

We regard Dombara Bay therefore, as the southernmost collecting station for any large traffic that could be transported by our proposed railway from Manda (Wichitani) to Dar es Salaam, Dombara Bay to Manda by lake steamer is a distance of 200 miles, and thence by the proposed new railway, the distance to Dar es Salaam would be approximately 150 miles. From Dombara Bay to Manda is the shortest possible road route, and from Manda to Dar es Salaam by the existing railway and the Zambezi the distance is 350 miles. We are, therefore, of opinion that the natural commercial watershed is somewhere in the neighbourhood of Dombara Bay. The southern half of the Protectorate is therefore in a position for further economic development in the construction of a bridge across the Zambezi River, connecting the Protectorate with the Trans-Zambezi Railway.

The Committee on the subject of the Trans-Zambezi Railway, in its report to the Legislative Council in 1917, recommended a route from Fort Jameson to Livingstonia via Blantyre and Beira, a distance of eleven days. The cost of a seat in the mail train from Fort Jameson to Blantyre is £35, and the railway ticket from Blantyre to Beira costs a further £10. It is our opinion that the railway commercial outlet from the Fort Jameson district would be by road to Dombara Bay and thence via Manda to Dar es Salaam.

There are three possible routes for further railway development in Southern Nyasaland. (One is to follow the bank of the Save River in the direction of Dombas and open up the rich valley lying potential to the west of the river.)

The second is to continue the existing railway northwards from Blantyre into the valley of the Save and so to Lake Nyasa.

The third is to start a branch from Livingstone in a northerly direction to the Fort Johnston district, the extreme south-eastern end of Lake Nyasa.

We understand that the Committee which sat in London favoured the second of these courses. In

any case, we are opposed to the third, as neither Pagonas nor Fort Johnston can ever be made an effective port, and road transport via Zomba should for some time to come be sufficient for the development of this area.

The existing facilities for cargo transport on Lake Nyasa are indeed the only really serviceable ship for this purpose being the Government-owned steamer "Gwendolen" of 350 tons burden. Should the railway be constructed between Manda and Karas, Salami a further steamer of at least this size would be required.

Land and Missions

It is the Governor's considered opinion that the prosperity of the Protectorate depends on the development of its tropical agricultural resources, partly by a limited number of European planters, but principally by the Natives themselves with European instructors. We share these opinions and consider that all Crown lands not yet leased, with the exception of the small areas referred to by the Governor, should be granted in a Trust Board with similar safeguards and powers to those which we have recommended in the case of Kenya, and so constituted as to command Natives' confidence. It would, of course, be necessary to provide a limitation of forest reserves, and the establishment of Government stations and training centres for the education of Natives and means of communication for the location of missions, and for individual holdings by Natives.

One is often criticised for the endeavours of the Christian missions to whom in the main is due such progress as the Natives have so far achieved, but there is no doubt that some of the mission schools are in great need of more efficient supervision. We were informed that if the missions knew that they were being taught by untrained Native teachers in some of their so-called mission schools they would be ashamed to show them to our mind that Government, in full co-operation with missionary efforts, should

be able to do more for the education and

to come into the East African Customs Union or to adopt East African currency. The former would involve a larger increase in duties than either Natives or non-Natives could at present afford. The currency of the Protectorate is that of the United Kingdom, and local opinion is averse to change. The Protectorate would, however, probably be willing to contribute modestly to any international scheme for a common currency in East Africa, and in this way to contribute to the possibility of greater co-operation in medical or other work or services. So, finally we would repeat that the whole future of Nyasaland is bound up with the possibility of liberal Imperial assistance in the development of its communications with the sea.

THE TOBACCO CROP OF NORTH-EASTERN RHODESIA.

Results of the 1924-5 Season.

By our Resident Correspondent.

Fort Jameson.

It is as yet too early to give the actual figures of the tobacco crop now being harvested, but it is now safe to estimate that the total will not be less than that of last year, with quality as good if not better.

From the standpoint of weather, this district together with Nyasaland and Southern Rhodesia, has had an abnormal rainfall, if not an actual record. The rains have been not only heavy but very frequent, and a great deal of difficulty was encountered in keeping up proper and sufficient cultivation. There was a time when it looked as if things would run out badly both as to weight and quality.

Now that a large proportion of the crop has been harvested those earlier fears have been completely dispelled as far as the district generally has been concerned. It is true that the earlier pessimism has been justified in a few cases where yields have proved low and quality hard to get good. These cases are, however, the exceptions which prove the rule. In quite a large number of cases the yields have proved to be well above the average, both as regards weight and quality, and some of the best crops ever grown in the district have matured well because of the rains.

Improved Transport

A factor which is worth mentioning in the general prospects is the reduced price of transport between here and railheads. Transport has always been a heavy burden on the cultivator, but the cost of getting our produce to the railway in the past this season has been a very small fraction of the normal.

The improvements made in the road have rendered it possible for heavy lorries to come right through our main zone, thus saving a handling and also effecting economy by the use of larger vehicles. This reduction in transport rates increases the local value of the crop by one penny per pound, which is indeed something to be thankful for.

It is also a sign of things to come that the roads are now being improved in other parts of the district, and that an increased amount of business is being done.

The effects of the proposed increase in the rate of preference will be weighed by us with the greatest interest. There is no doubt that the prospects of the tobacco industry in this district are brighter than they have ever been.

EAST AFRICAN COTTON CROPS FOR SIX YEARS, 1918-24.

In Bales of 50 lb.

Country	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24	1924-25.
Uganda	36,530	47,064	81,365	48,200	88,046	128,004	170,000
Sudan	15,907	23,800	39,319	4,073	28,306	47,052	55,200
Nyasaland	2,501	1,000	4,615	5,422	4,936	3,000	3,000
Kenya	106	104	500	417	1,200	1,053	1,000
Northern Rhodesia	50	80	100	80	1,100	500	3,000
Tanganyika	—	—	—	—	1,250	1,544	15,000

— No estimates as yet received.

KENYA THROUGH THE EYES OF A MISSIONARY

Specially written for "EAST AFRICA" by a Kenya Missionary

We are living in an age when as never before, high idealism rises by the side of deplorable selfishness. It is a moot question which of the two will shape the world of tomorrow, govern its peoples, and shape the destiny of the human race.

Life in Kenya Colony brings out either one or the other, but it may be said that nowhere in the world is greater idealism being brought to bear upon a country's politics, in the face of gigantic difficulties, to the solving of which little aid is afforded by the examples of those countries to which one might expect these East African pioneers to be turning to-day for furnishing similar problems of administration. And the findings of our fellow countrymen in Kenya must be of tremendous value to those concerned with the reconciliation of the peoples of the world and the preservation of world peace.

Some Misconceptions Corrected.

Perhaps never before in the history of British colonization the pioneers opening up new country have been more severely criticized than the settlers, administrators, and missionaries of this little Colony, and with less reason. All have at some time or other suffered the opprobrium of "slave-driving," the latter unwilling to countenance labourers, breaking engagements at harvest time, the administrator responsible for the upkeep of the Colony's roads, and the missionary keen on giving the Natives that industrial training for which all the tribes of East Africa are crying.

Despite the fact that thousands of miles of uninhabited land are suitable for white settlement, and that not a bit of the land available has been occupied, uninformed persons have raised the cry that the European is taking the land from the rightful owners. Those who cry "Africa for the Africans" surely forget that the Natives are in a relatively backward state of civilization.

The Government of the Victoria Nyanza

Control of White and Black

Hitherto our right to colonize uninhabited or sparsely inhabited countries has never been questioned, providing, in the latter case, adequate provision is made for the welfare and protection of Natives. In Kenya extensive Reserves are set aside for the Natives of the Colony, and the European farms are chiefly placed in areas absolutely reserved for their use.

And even in the Reserves, where the common accusation often hurled at colonists, are nowhere in the world less frequent than in this happy little Colony. Nowhere else where white and coloured men live side by side can be found more respectful and more practical conduct. It is high time some one said something in praise of those who are reclaiming for civilization this little equatorial England, of whose physical wonders and natural beauties so much is said.

Glancing Over Kenya's History

Human arian grounds first led the British to interest themselves in this part of Africa. Intertribe warfare had for hundreds of years devastated the land, and slave-raiding was common. The work of intertribe with this inhuman traffic fell to an enlightened Briton, who was invited many times and finally agreed to step in and establish law and order. Industrial missions were soon started, justice was administered, and good roads were built. The railway connecting the Coast with Uganda was commenced in the year 1896.

Colonization followed the completion of the railway, and by 1905 the Legislative Council had been formed. Since that date the progress of the Colony has been almost phenomenal. To-day laws are being revised,

reforms instituted, and comprehensive plans laid for the improving of internal and export trade to meet the changed conditions of to-day, and education is being carried into the remotest reserves.

The question of whether a Confederacy of East African States or a Union with South Africa should absorb the Kenya Crown Colony has recently been warmly discussed. East Africans are united in their determination that whatever form of government is decided upon the Kenya Highlands must never be handed over to Indian domination, and that no outside power shall ever interfere with laws framed by patriotic administrators on the spot for the benefit of His Majesty's loyal black and white subjects in this part of the world.

Native Gratitude

More impressive than the rapid growth and development of this "great little" Colony is the appreciation shown for the benefits of British rule by its black population. Inspiring loyalty is met everywhere. Scarcely an issue of the Native newspaper *Harari*, printed in English and Ki-Swahili but contains touching expressions of gratitude for liberation from intertribal warfare, for justice administered everywhere without reference to race or colour, for mission schools and the Christian religion, for travelling and trading facilities, or for the amenities of civilization brought them by British steamers and by rail.

Eastern and Western standards of living being so diverse we could expect to find in the little Colony some dissatisfied ones, but proportionately there are fewer such than in Merrie England, where it must be said fewer extremes of living are found (and less easily explained) than between races emerging from savagery and their emancipators.

Affection and Esteem

The white man, very naturally, is a frequent topic of conversation in Native quarters, and having often engaged in conversations with all classes of Natives that I understood the language used, I can vouch for the majority of East African colonialists.

Kindness, honesty and unreserved hospitality are immediately recognized and appreciated by Arab and Nilotic alike. Noblesse are British during British rule, and the Natives very forcibly that their white neighbours are "dilly good fellows."

Explain the Native's affection for us as you wish it as there—a thing to be remembered and rewarded. Settlers and Natives have found that they have a common and binding interest in the little Kenya Colony. It is the only instance in the world of a black and white Commonwealth, built upon ideas of mutual service and mutual trust.

Why Interest Ourselves In Kenya?

In conclusion we would say: Englishmen everywhere should interest themselves in the fortunes of Kenya Colony. The colonization of East Africa was a laudable venture, her development a great achievement, the future of her native races a tremendous responsibility, resting upon the civilized world. Her interests are our own, as are her problems, and the sooner they are known concerning this British dependency the sooner we will be able to render it the help it both needs and deserves.

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PERSONALIA.

Sir Geoffrey Archer was received in audience by the King last week.

Mr. E. F. Knight, the war correspondent, who acted for the Times during the Sudan campaigns, has died at Putney, at the age of 73.

The solution of Kenya Indian problem, said Dr. Temple, the Bishop of Manchester, the other day, was the Christianisation of India.

The Samakhur, the first Indian newspaper to be published in East Africa, has attained its twenty-second birthday. Congratulations!

Dr. G. H. Hale-Garnter, who served through-out the East African campaign, is shortly publishing a new book entitled "A Naturalist in East Africa".

Mr. J. H. M. Spence, of the Line (Transportation) in the Channel, has been appointed to a corresponding position in East Africa.

Mr. W. Greenhow, the honorary secretary in Zanzibar of the R.E.A.A.A., announces that two rooms on the ground floor of the Chukwani Palace have been placed at the disposal of the Association so that Europeans may bathe from that spot.

Sir John Duggan, Governor of Southern Rhodesia, has been made a J.C.M.G. Sir Charles Bannister, British Consul at Salisbury, and Mr. W. M. Adams, British Consul at Harare, have been invested with the C.M.G.

Mr. W. Arnott, general manager of the Mvasaland Railway, who recently left England to return to his duties, is reported to have told one of Johannesburg that the money for the line is likely to be raised through public subscription.

Sir Richard Kedmayne, K.C.B., formerly Chairman of the Imperial Mineral Resources Bureau which has now been amalgamated with the Imperial Institute, has been appointed Director of the Institute for six months in order that he may supervise the amalgamation of the two bodies.

Mr. Murray T. Smith, who has returned back to Kenya, has written to the local press a very stirring letter on the return of Germans to East Africa. He says that of eight persons on the veranda of a well-known country hotel a few miles out of Nairobi on a certain day he was alone, the only British subject present, all the others being Germans. Mr. Smith, expressing that many people would only be made in the interest of trade and not the benefit of welcome to the Germans and treat him as a long-lost friend, declares loudly that he has too strong a recollection of the many Brit. men killed by the gentle Germans in his war intention - gas even - to be among those so welcome him back to the Colony.

General Frederick Baldwin, who has just passed away, was in command of the Marur Battalion bandol at Suakin in 1881 with the principal object of relieving the garrison at Lokar after the defeat of Baker and the annihilation of Hicks Pasha's army. He was a Lancar and was mentioned in despatches.

Mr. Amery has stated in the House of Commons that the authorised strength of the East African Medical Service which includes the medical staffs of Kenya, Uganda, Tanganyika, Zanzibar, Somaliland and Nyasaland is 152. Seven posts are unfilled. Northern Rhodesia has an establishment of 15 medical officers.

Capt. Delingette, who has arrived at Cape Town with his car, having left Orange months ago, says that the most difficult part of the route lay between Hazy and Livingstone, where he was obstructed by water, swamps and mountains and also ran out of petrol. The expedition is not returning overland.

It is announced that the following have been appointed Rhodes Trustees: the Rt. Hon. Stanley Baldwin, Mr. Geoffrey Dawson, the Rt. Hon. Sir Douglas Hoig, the Rt. Hon. H. A. L. Fisher, and Mr. E. B. Peacock. Mr. Edward Kipling has resigned his trusteeship and Sir Edward Grigg has resigned his secretaryship on appointment as Governor of Kenya.

It is announced with the approval of the Colonial Office that it is officially announced that the Hon. Sir Samuel H. Wilson, K.C.M.G., A.C.D., C.B., is to be appointed Permanent Under-Secretary of State for the Colonies, and Mr. G. H. M. Spence, A.C.S.I., is to become Deputy Permanent Under-Secretary.

John, a high administrative officer in the service of the Tanganyika Colonies, when he returned from the continent in November, before leaving the country after leave, Mr. Waits was in the best of health. Perhaps it was a recurrence of backwater fever - of which he had had several attacks - that brought about his early death. We remember seeing him get through a door at 4 1/2 etc. on the Ruffin when a prisoner in German hands, when, after a miraculous recovery, he was being sent over into the British hands. It seemed unlikely that he would survive the *mapachu* journey to Dar-es-Salaam, and he therefore appeared to the Germans an unnecessary remembrance. He was one of the earliest civil officers appointed in the Protectorate, and was one of the few with a first class knowledge both of German and Swahili. He was for some considerable time Political Officer at Lindiba in the north, and during his last tour was at Ndamboni in the south, that being the administrative centre for the Lupar River area in which gold has now been found. On his return from his last leave he was ordered to Mbitani.

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Hobley, Esq., C.M.G., Exhibitor, Commission, Kenya. "I congratulate you on the excellent account of the growth of the Colony and the Souvenir Number. It is a very interesting and valuable work which will find wide circulation and be a great pleasure to the many visitors to the Exhibition."

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Sir Charles McLeod, Director of the National Bank of India, Ltd. "I have found the Souvenir Number of EAST AFRICA not only most interesting, but most instructive."

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Mr. J. W. W. "Although not a year old, EAST AFRICA seems already well established, and the Souvenir Number, published last week and dealing with the East African section at Wembley, furnishes striking testimony of praise-worthy enter-

prise and congratulations on our special Wembley Souvenir Number. It is a great encouragement to us to read such statements as the following:

"Of a most finely printed and papered Souvenir Number contains a full-page portrait of the Duke of York, a facsimile of a congratulatory letter from His Royal Highness, and many informative articles, well illustrated, and written by prominent authorities, besides much advertising matter."

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"The importance of East Africa, its place in the Empire, its productivity and potentialities, all these vital things are brought home to us forcibly and vividly by the Wembley Souvenir Number of our contemporary EAST AFRICA, devoted to an account of the complete and comprehensive display at Wembley which East Africa makes; and to East African affairs, personalities, and activities generally."

"Congratulations to Mr. F. S. Joelson, the Editor who has combined all the facts, the most fascinating features of the vast territories which together make East Africa, and which Mr. Amery would federate forthwith even before development has taken place."

Kenya, Tanganyika, Uganda, Somaliland, Nyasaland, Zanzibar, the Seychelles, Mauritius—all these come within scope and under survey in the Souvenir Number; and some distinguished contributors contribute well Mr. Joelson, who is privileged to publish a letter addressed to him from the Duke of York, and to quote Mr. H. Kirby (Director of Agriculture, Kenya), Mr. J. A. Archer (Commissioner for Tanganyika), H.E. Sir Gordon Archer (Sudan), H.E. A. S. Hollis (Zanzibar), Sir Sydney Hertz, Viscount Cobham, Sir Harry Johnston, Mr. H. H. Kitchener (Secretary to the Administration of the Somaliland Protectorate), and H.R. Brig. General Sir Joseph Dorn (Seychelles) among the contributors who have in the excellent work on announcing East Africa, done a great and valuable thing."

"The Souvenir Number is a very interesting and valuable work which will find wide circulation and be a great pleasure to the many visitors to the Exhibition."

"The Souvenir Number is a very interesting and valuable work which will find wide circulation and be a great pleasure to the many visitors to the Exhibition. It conjures up before the mind pictures of spacious lands and brave people, of plantations and golden produce, of enterprise and expansion are for ever emphasised. The East African Section at Wembley also becomes instantly more important, and one feels more than ever how great is the British Empire, how full of good things it is, how fortunate too the man who belongs to it, and how great is the care it makes to put young men too much concerned with things that do not matter, to get on in the wake of the pioneers, to develop it, to make their part in the great business of Empire, and to carry on with courage and confidence, and cheerfulness. A great country, and a great special number."

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RAILWAY CONGESTION IN UGANDA.

News of Uganda Debate.

In the House of Lords last week Lord Hindlip, calling attention to traffic congestion on the Uganda Railway, said the situation was extremely serious, and unless quickly relieved might have far-reaching and disastrous effects in Kenya and Uganda and at home. Considerable loss was being suffered by all sections of the community in Africa, both black and white, and by all in this country interested in the trade of Uganda and Kenya. Similar congestion had occurred at intervals for at least 20 years, and it was usually due either to Government action or inaction. They encouraged large production or an influx of settlers and then folded their hands and went to sleep. Their plans would come suddenly to fruition, settlers arrived and production increased, but the Administration was caught napping. Panic measures were then adopted, with the result that much money was wasted, trade fell away and every one's opinion was discouraged. Before the outbreak of 1912, when 100 caravans of portulac, about 40 months to cover goods from the port of Kenya to Uganda, and to a distance of 1,000 miles, took five months to reach their destination at the various ports. There was no traffic manager in Uganda. In that matter economy seemed to have run mad. It was not so much a question of the shortage of labour as one of the inefficient way in which the available labour was handled. He hoped Government would take steps to relieve not only the existing congestion, but also the congestion which would take place next year and

the following year. He instanced the case of 1,000 lamps which were sent from Kampala to Kampala. They took 28 days on the journey, and as a result some of the lamps were damaged. A similar case occurred in the case of the 100,000 lbs. of cotton which was sent from Kampala to Kampala, and although it was not damaged, it was not out of the country until the following January or February, and additional and unnecessary expense was thus caused.

Full confidence in Mr. Felling.

The Earl of Clarendon admitted that various complaints had been received, but the Secretary of State had obtained reports from the general manager of the railway, and he was satisfied that the railway was being managed in a most efficient manner.

The Earl of Clarendon said that the position of the railway was not so serious as it had been in the past. The position had been investigated by the Inter-Colonial Railway Council in Kenya and Uganda, the Uganda Traffic Control Board, and a special committee appointed by the Government of Uganda.

The delay in completing the two new deep water berths at Kisumu, at a time of increasing traffic had made the position one of anxiety. There had been a great strain on the existing Government wharf and the private port at Mbaraki, but the wharfage companies and the railway companies seemed to have handled an astonishing amount of traffic with considerable success. The new Government wharf would be partly available next month.

With regard to congestion in Uganda, the various import houses had rushed goods up-country on a scale entirely without precedent. It was also noteworthy that the amount of cotton which had left Uganda in the first quarter of this year was less than the amount loaded in the first three months of the first quarter. It was caused by a stoppage through exposure of the cotton to the sun, and so suffered even though the original export was done by the railway.

done was due to exporters sending cotton to the station of port without any previous knowledge that the railway was able to accept it and deal with it. The general manager stated that apart from accidental fires which occurred in March cotton had this season suffered very little damage. While in the possession of the railway authorities.

The Secretary of State had entire confidence in the general manager's administration, and he every hope that, apart from largely artificial conditions prevailing during the last few months, the future handling of the Uganda cotton would give no reasonable ground for complaint. Trucks had been, and were being, poured into East Africa as fast as they could be assembled at Nairobi. Facilities on Lake Victoria were being increased by the provision of a new tug and lighters. New extensions of the railways leading into Uganda were expected to reach the borders by January next, and they anticipated no difficulty in handling Uganda traffic in future years, but if an abnormal amount of traffic were to be sent to the railway during any given period there might be temporary delay.

DIAMONDS DISCOVERED IN EAST AFRICA.

EAST AFRICA is able to announce that diamonds have been discovered in the late German East African Protectorate, in a district approximately midway between Lakes Victoria and Kioga.

Most of the area falls within the Belgian mandatory of Rhanda, and a Belgian company is already actively engaged in prospecting operations. The discovery of diamonds in the British mandatory of Tanganyika, and the fact that the diamonds in the East African Protectorate are of considerable quantity.

WILL PLATINUM BE FOUND IN EAST AFRICA?

SINCE the discovery of platinum-bearing veins in the Lebombo district of the Transvaal there have been a number of reports of auriferous and platinum metal widely separated points in Southern Africa.

It is now reported that the discovery of platinum-bearing veins in the Lebombo district of the Transvaal has led to the discovery of platinum-bearing veins in the Lebombo district of the Transvaal. The discovery of platinum-bearing veins in the Lebombo district of the Transvaal has led to the discovery of platinum-bearing veins in the Lebombo district of the Transvaal.

So far, the most northerly point at which platinum itself is said to have been encountered in fact is at Makwiro, 50 miles west of Salisbury. But the north date in which this discovery was made extends in a northerly direction to the neighbourhood of the Portuguese frontier, and possibly beyond it. That it outcrops again to the north of the Zambezi seems clear from the reports of prospectors employed by the Societe Miniere et Geologique du Zambesi (a subsidiary of the Zambesi Mining Development Ltd.). Cases of alluvial platinum in the bed of one of the northern tributaries of the Zambezi have also been reported.

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OUR KENYA LETTER.

From Our Own Correspondent.

King's birthday.

Nairobi.

The usual official levee was held at Government House on this occasion by Mr. Denham the Acting Governor, who will shortly return to his own residence and resume his duties as Colonial Secretary. Some piety was added to the ceremony by the appointment a day or two previously of Sir Edward King as Governor, and of 150 or 200 hundred persons who attended quite a number presented themselves in order to congratulate Mr. Denham on his success and energy in running the Colony's affairs during the last few months of interregnum. At the ball held in the evening many officers and cadets of the Girl Guides, with which Mrs. Denham has identified herself, were present.

Kenya Plums.

It is a good deal of satisfaction to receive the annual report on the results obtained from the cultivation of plum orchards in Kenya. The returns were good, and the fruit is of a fine quality. The direction of the wind is a very important factor in the growth of plums, and it is expected that the crop will be a heavy one next year. Mr. Laing, who is shortly leaving for London in order to perfect his arrangements for dispatching the bulk of his best fruit to Europe, says that the Highlands possess a number of other plum orchards which will soon come into production. This is a very valuable crop, and it is hoped that the Government will be able to give it the same attention as has been given to the other fruit crops.

British Consuls.

The British Consuls in the various parts of the East Africa Protectorate have been ordered to report on the results of their work during the past year.

White House.

The White House in Nairobi has been the scene of a number of interesting events during the past few days. A number of the leading members of the community have been invited to dine at the house, and the occasion was a very successful one. The White House is a very fine building, and it is hoped that it will be able to give the community a number of other interesting events in the future.

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GENEROUS GIFT TO ARUSHA.

EAST AFRICA is able to state that through the instrumentality of Sir Milsom Rees the Arusha Hospital will receive a gift of £2,000. Sir Milsom Rees, who is a resident of the district of Northern Tanganyika, will be sure wish us to express their thanks to Sir Milsom for having been so thoughtful of their needs and for influencing this generous gift.

THE "KOENIGSBERG" ANNIVERSARY.

SATURDAY last marked the tenth anniversary of the sinking of the German cruiser "Koenigsberg" in the Rufiji River, Tanganyika Territory. Some day we may deal with the feats and late of that enemy vessel and its influence on the whole East African campaign. It is a chapter well worth telling and one that has, we think, not been adequately told. Our Navy, at any rate, will have remembered the 11, 1915.

THE SELF-SUPPORTING EMPIRE LEAGUE.

It is a very interesting idea which has been suggested by its members to buy Empire products whenever the price is not higher of the quality lower than that of the foreign articles. Our readers know that we have sponsored this idea since we started publication, and we wish Admiral Marjoribank and his colleagues to give support they deserve. They are doing a public service, in which East Africa can help them. The headquarters are at 27, Fife Street, House, Golden Square, London, W.1.

WIRELESS IN EAST AFRICA.

COLONEL NORMAN HARRISON, Director of the East Africa Protectorate, who has just completed an investigation into the possibilities of wireless in East Africa, has advocated the construction of a broadcasting station at Nairobi with a daily programme of programmes, serving the whole of East Africa. Colonel Harrison has pointed out that the construction of such a station would be a very valuable asset to the community, and it is hoped that the Government will be able to give it the same attention as has been given to the other fruit crops. The cost of the proposed station—at least £10,000—is a great drawback.

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OUR NYASALAND LETTER

Paying Attention to Tea.

From Our Own Correspondent.

Not long ago—to be exact, last November—I enlarged in these columns on the quality and desirability of the Manje district in the Shire Highlands. Since then I have heard of several "nibbles" for tea land in this very attractive part of the world.

Now there comes straight into the heart of things Mr. Charles Lyst, who is very well known in London business circles and seeing the future of tea in this country, has begun negotiations to acquire a very considerable acreage, which will be put exclusively under tea. This is indeed good news, and what makes it more significant is that Mr. Lyst has come here direct from Bengal and Assam, the tea garden of the world.

The tea industry has had a very successful season, and is comparatively speaking, very profitable. It is a success which is a result calling for sincere congratulations. Almost all the others have done equally well. As a result, the tea planters and their staffs are well satisfied with the results and think it being accomplished. This is a big future in tea in Nyasaland is assured, and I think interested parties would have nothing to regret if they went into the question early. The Manje district is ideal tea land and yields a very good average quality.

Everything, after being proclaimed normal in the beginning of the year, has now settled down to an even and done it a much better to have the tea planters and their staffs out instead of finding it over which is an unexpected corner almost of the country's end. This is a very important part of the tea industry.

The tea industry of the country has turned out more than passing fair, and only a few new planters will have to "economise" on tea seedlings in next season's "trading" material. In any case, their Indian brethren will always supply this "necessity" at any old time.

Another experience is that the tea industry has been a very profitable one. It is a success which is a result calling for sincere congratulations. Almost all the others have done equally well. As a result, the tea planters and their staffs are well satisfied with the results and think it being accomplished. This is a big future in tea in Nyasaland is assured, and I think interested parties would have nothing to regret if they went into the question early. The Manje district is ideal tea land and yields a very good average quality.

All this preamble is not without a definite object. As a humble Sassenach I am seeking to inquire the reason for the most pernicious custom of what is locally known as "sabbath". Translated into the coin of the age it means "another sixpence" or its equivalent in foodstuffs, beer and above the wages of every labourer paid out to him every Saturday morning. This is an ancient custom, but for more of an exorable law than any scheduled in the "house of words" is every bonia. But I would like to know the reason of the custom.

Boys are given good wages, often for bad work, and the worse the work the greater the assurance in your servant's reminder on Saturday morning. There is nothing for it, that sixpence must be paid. It is certainly very seldom used for either food or cloth, but I have not discovered either its fat, or its futility, journey. I cannot imagine the transaction of assistance in a Scotch county, without a reason, so perhaps some "braw lad fra' Scotland" will enlighten me. If Uganva or Uganva of Tanganyika are under the same disability, will somebody tell me why?

NYASALAND'S NATIVE PAPER.

To the Editor "East Africa."

In your issue of April 27 your contributor, Kalambo, has some remarks on the Nyasaland Native paper *Za Ona*, and compares it unfavourably with *Mambo Leo* and *Hobari*, of Tanganyika and Kenya respectively. Possibly your reviewer is not aware that the Nyasaland paper is not like the two papers mentioned, a Government publication, hence in formal and general style it is entirely different from them. The Nyasaland paper has not the advantage of Government funds, Government printers, and Government organisation, and therefore is probably more truly a Native paper than either of those mentioned. *Za Ona* depends entirely on the Natives for its support and continuance.

The policy of the Nyasaland paper is to allow the Natives themselves to do most of the writing, and to permit of the utmost latitude of expression, in the belief that when Natives are allowed to air their grievances, real or imaginary, to discuss them, and to have wrong impressions corrected, nothing but good can result.

For example, your contributor refers, evidently with approval, to a certain "scathing" article of the usual "our messenger and interpreter" system, and it is by such letters that the Government learns of certain real deficiencies in their practice, and is enabled to apply the appropriate remedies. I venture to think that such an expression of opinion would not have been allowed to appear in the official Native papers of either of the two territories mentioned above.

It is not surprising that with a letter so absurdly written and so completely untrue, bees in their swarms should be attracted to it, but when we find that the article is so widely read, it is an indication that the Natives are not so ignorant as we are sometimes inclined to think.

The article shows that the group of tribes which Kalambo refers to as being of "outstanding capabilities" have shown their "abilities" by supporting and contributing to a paper of their own. The difference in Nyasaland is much greater than in the neighbouring territories, as Swahili is not a "king" in Nyasaland, and hence, whatever the number of "tribes" mentioned, and whatever the extent of the population, the Natives are not so ignorant as we are sometimes inclined to think.

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I am, yours faithfully,

A. J. STOREY
BLANTYRE, NYASALAND.

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OUR SUDAN LETTER.

Khartoum

THROUGH the quiet season in the Sudan, but we are con- sidering ourselves with the hope that the absence of the Governor-General in England will result in a definite decision and announcement by Govern- ment of the lines of policy to be followed. There is still in all quarters, including those of officialdom, an air of indecision, and that, apart from its unfortunate influence on Native opinion, does nothing to stimulate business activities. We have waited patiently for a month, expecting a declaration that would dispel the doubts of the pessimists and end Egyptian intrigues.

Government officials will be among those to welcome a clear-cut policy, which is most certainly desired by the commercial community, not only for business reasons, but because they are convinced that it cannot but benefit British business, foreign trade, and at the same time frustrate the intrigues which Egyptian agents are still disseminating.

The completion of the Aswan Dam, which we notice has been hailed by the Home Press as the realisation of a great Imperial project, is certainly that, but it seems to us here on the spot that restraint is desirable in considering the whole question of cotton production on the Gezira, Kassala and other parts of the Sudan.

We cannot ignore the fact that the capital cost of the dam, owing to year and post-war conditions, is proved to be double its high as the estimate originally made to cover the interest on the expenditure will be a far more burdensome task than anyone could have anticipated. To say this is not to say that the dam is not a great asset, and

That these big schemes will result in greatly stimulated cotton production is a certainty, but there are some of us, and amongst them excellent business men, who think that the Southern Provinces are those from which the biggest scale and most profitable production will come in the long run. There are admittedly transport difficulties to be overcome, but the situation is already being studied by Government, and there is reason to believe that a few months hence further concentrated efforts will be directed toward the solution of these problems. The Southern Native is taking to cotton growing, he is already showing that he is attracted by money and what money will procure, and he is not so work- shy as some other East African tribes.

It will be a great thing for the trade of the country, its rain-grown cotton cultivation flourishes in the south, and especially if the Native growers spend a fair proportion of their gains instead of burying them. Hoarding is undoubtedly a serious abstraction to development, and if the Natives could be encouraged to spend freely yet wisely, a big step forward would have been taken. Traders, most of them Greeks, are gradually getting further and

DINNER TO SIR GEOFFREY ARCHER.

On Wednesday next (and inst.) the African Society is giving a dinner at the Grosvenor Restaurant in honour of the Rt. Hon. Sir Geoffrey Archer, High Commissioner, Designate of Egypt and of Sir Geoffrey Archer, Governor-General of the Sudan. The Rt. Hon. Earl Bessborough will preside. Tickets for ladies or gentlemen may be ordered from the Secretary of the Society, 10, St. James's Place, London, W. 1. The dinner is a private affair and no publicity is advisable.

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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.

Firms in East Africa are invited to give us the address of their London representatives, as we can sometimes put enquiries in their way, and Home Notices are for the same reason invited to notify us their agents in East and Central Africa.

The *Commercial Motor* suggests that Portuguese East Africa will purchase 1000 or 1500 vintage tractors this year.

Congestion of cargo at Dar es Salaam is attributed to the rapidly increasing traffic to and from the Belgian Congo.

It is learnt that overtrading amongst Indians in East Africa has been checked by the measures recently reported in these columns.

It is proposed to use agricultural methods in Mozambique, oils, fuels and lubricants for use with farm tractors now enter the country free of duty.

Tanganyika has adopted local time, three hours fast on Greenwich. Clocks were put forward half an hour when the change took effect.

The Ordinance of 1924 to apply to goods imported into the island from the Dominion of Canada.

Rules are also published for the grading of flax under five grades, and one undergrade. An official grading certificate is provided for under the rules.

A recent Gazette of the Uganda Protectorate gives a list of first-class roads on which motor vehicles not more than six tons in weight are permitted.

Four more Garratt locomotives for the Uganda Railway have been ordered from Messrs. Beyer Peacock and Co., Ltd. of Manchester. It is stated that each engine will haul a load of about 200 tons.

The official Kenya Gazette of June 3 contains rules under the Port Ordinance of 1923 relating to the hire of the Government tug "Mombasa". The tender fee for a 500 ton vessel is £400, for a 1000 ton vessel £500, and over £500, while that of a 3000 ton vessel and over is £700.

From the end of November next the movements of raw cotton to or from any port in the Uganda Protectorate situated on the shores of the Lake Victoria, except cotton not pressed to a density of at least 705 lb. per cubic foot, is prohibited.

During the first two weeks of June 24,240 bags of maize were received by the Government grader at Kilindini, who rejected 1,157 bags, principally on account of damage by grain. Practically all the maize exported came under No. 2 grade.

The forms of invoice and certificate of value recommended by the Imperial Economic Conference for use in the case of imports into countries assessing *ad valorem* duties on "current domestic value" are assumed to be acceptable to the Customs authorities of Kenya and Uganda.

Arrangements for new railway construction in Tanganyika are still being considered. The Kahama-Shinyanga line is estimated to cost £225,000. Rails are being dispatched to the Territory at the rate of 1,000 tons weekly.

Imports into Tanganyika during the first quarter of this year were valued at £1,101,000 or 34% more than during the corresponding quarter of 1924.

Such increases within one year emphasize the opportunity held out to enterprising British business men.

A draft decree is published for general information by the Zanzibar Government, which proposes to permit the use of all kinds of watches and Native dress only when such devices or words have been approved by the Government.

The rules on conversion of units of measurement and of measurement in the case of goods.

The Department of Overseas Trade desires to remind U.K. exporters requiring information on overseas commercial matters that it is always desirable to approach the Department rather than to write directly to the Department's representative posted in the market concerned. Direct application to the Department often results in the saving of much time.

FINAL UGANDA COTTON REPORT.

The final cotton report for 1924/25 issued by the Uganda Department of Agriculture shows that 61,106 tons of seed cotton were marketed in the Eastern Province during the 1925 season, as compared with 47,767 tons during 1924.

Complete figures for the other Provinces are not yet available, but up to the end of April there had been sold in the Uganda Province 34,500 tons of seed cotton in the Northern Province 1,000 tons, and in the Western Province 100 tons. The grand total, therefore, as far as can be seen at present, is nearly 98,000 tons.

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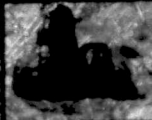
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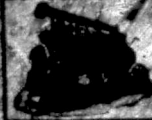


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EAST AFRICAN PRODUCE REPORTS

COFFEE

The market is quiet, with very little demand for most descriptions. At the weekly sales 274 packages of Kenya coffee were offered, being partly sold, a proportion of the 184 bags of Uganda coffee disposed of; 17 bags of Lero found a buyer; 121 bags of Bukoba were offered and with draws; and 42 bags of Tanganyika were sold. Value...

Kenya

Table with 2 columns: Description (A size good to fine, B size good to fine, C size good to fine, Type K Fine) and Price (37s. 0d., 37s. 0d., 37s. 0d., 37s. 0d.)

Uganda

Table with 2 columns: Description (A, B, C) and Price (8s. 0d. to 110s. 0d., 8s. 0d. to 95s. 0d., 130s. 0d.)

Lero

Table with 2 columns: Description (A, B) and Price (24s. 0d., 04s. 0d. to 00s. 0d.)

Tanganyika

Table with 2 columns: Description (A, B, C) and Price (11s. 0d. to 26s. 0d., 20s. 0d. to 30s. 0d., 11s. 0d.)

In the course of the week at the past three months, the market has been quiet. It is stated that the market for coffee in East Africa in 1925 to June 30 was 43,800 bags, an increase of 15 per cent. over the 38,000 bags of last year, the export value a total of 4,334,000 compared with 3,864,400. On account of lack of size and colour practically the only sales of Kenya coffee have been to the home trade.

WAX

Fair business has been done during the past week, though mostly of Continental character.

No. 1 white fat East African... is quoted at 26s. 0d. with August/September at 30s. With a No. 2 should be worth 37s. 3d.

White fat South African has been purchased at 28s. 0d. with August shipment should be 30s. in bags, and bag bulk, 30s. 0d. is asked for August/September bags/bulk, and 30s. 0d. for bulk.

WAX

It is understood that there is a shortage of supplies of East African wax for owing to the withdrawal of the Soviet orders of dew-rated, the demand for East African has increased, with a slight improvement in value. Prices are now approximately 5s.

D/R according to quality 470/480 457/467 according to position and assortment.

Market is quiet, with very little demand for most descriptions. At the weekly sales 274 packages of Kenya coffee were offered, being partly sold, a proportion of the 184 bags of Uganda coffee disposed of; 17 bags of Lero found a buyer; 121 bags of Bukoba were offered and with draws; and 42 bags of Tanganyika were sold. Value...

Table with 2 columns: Description (No. 1 Tanganyika, No. 1 British and Portuguese) and Price (42 to 44s per ton, 44 to 44s)

Mauritius In the spot and forward positions the market is quiet, nominal values being 23s per ton, 23s

Table with 2 columns: Description (Prime, Good) and Price (23s per ton, 23s)

NYASALAND AND RHODESIAN TOBACCO

The Liverpool stocks of Nyasaland tobacco on June 30 remain the same as on May 31, 1925, no imports having been received during the past month. Values are:

Table with 2 columns: Description (Dark, Semi-dark, semi-bright) and Price (13s to 18s, 13s to 18s, 13s to 18s)

WAX

With an exceptionally good attendance at fourth series of colonial auctions on the 11th, the market was last week. Out of a total of some 100 bales on offer, 100 bales were sold. Colony origin. Present prices indicate that great advance will again be made in about 12 dearest sources are the small dealers and crossbreaks, of which there are few dealers about the country.

NYASALAND TEA

The following sales and average prices per lb. have been registered during the last three weeks:

Table with 2 columns: Description (Week ending June 30, Week ending July 3, Week ending July 10) and Price (8s. 2d. package @ 11.64d., 8s. 2d. @ 13.25d., 8s. 2d. @ 14.18d.)

Of the latter week, the African Lakes Corporation supplied 52 packages @ 8s. 2d.; Blantyre and East Africa, Bandera Estate @ 8s. 2d.; Lauderdale Estate, 202 @ 8s. 2d.; Salama Estate, 735 @ 8s. 2d.; and Llandovery Castle packages @ 8s. 2d.

OTHER PRODUCE

Woolley Seed, July/August shipment to Hull should realise about 2s.

Woolley are quiet, with Lanzibar spot quoted from 10d. to 11d. according to quality, and October/December hull, 11s. 0d. c.f.f.

Cottonseed.—For shipment up to November good business has recently passed in Uganda sorts at 40 7s. 6d. ex ship, though the majority of sellers are asking 40 5s. Prices for the above position are stated to have dropped as low as 38 7s. 6d. The market in Sudan cottonseed is quiet.

Dura.—Limited business has been done in Feterita at 20 15s. for the U.K. and Continent.

Groundnuts.—Buyers are holding aloof, but sellers are asking 23 7s. 6d. for decorticated with July/August and August/September shipments.

Gum Arabic.—There is practically no business and no change to report.

Limes.—Firmers East Africa in 50-ton lots being 40s.

Apples.—All kinds are in such urgent demand that supplies arriving immediately are sure of high prices.

Simsim.—With June/July shipment East Africa is offered to a quiet market at 22s, but buyers indicate about 23 15s.

RHODESIAN TOBACCO AND COTTON

The £500,000 Rhodesian tobacco and cotton company which is to be offered for public subscription as we learn through good official attention in the City, and active underlying arrangements are providing.

MAURITIUS COLLEGE OF AGRICULTURE

The Hon. the Governor has approved the new College of Agriculture Mauritius for the purpose of an official report of the Mauritius Government which was presented by His Excellency Sir Herbert Read.

The Hon. the Governor has approved the plan which led to the erection of the College and the Mauritius College of Agriculture in French Indes and the Mauritius College of Agriculture in French Indes and the Mauritius College of Agriculture in French Indes.

HULL AND EAST AFRICA

On Tuesday last the Lord Mayor and Corporation of the City of Hull gave a luncheon at the Civic Hall, Wembley, to representatives of and visitors from East and West Africa and Southern Rhodesia. It was a most successful and instructive function, at which the guests included, among others, Sir Alfred Sharpe, Sir Hugh Clifford, Lady Guggisberg, Colonel W. H. Franklin, Major Richmond, Major G. C. Anderson, Mr. C. W. Hobley, Mr. G. Metcalf and Mr. W. L. Rind.

Hull has shown commendable enterprise in its publicity and is determined to do everything in its power to establish closer contact with our Tropical Africa Dependencies. Many important facts were brought out in the speeches, which we shall report in our next issue.

GRAND FARMERS UNION TANGANYIKA.—Employment with land offered for sale who can invest £500 upon security of best property. Full particulars, E. V. Solicitor, 4, James Street, B.W.

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EDITORIAL

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A SET-BACK FOR EAST AFRICA.

EAST AFRICA has been sorely tried during the past year by congestion at the ports and on the railways. Now the territories are to suffer on account of the congestion of the South Parliamentary Bill. A few days ago Mr. Ormsby Gore had the duty and mortification of telling the House of Commons that the East Africa Transport Loan guarantee recommended by the East Africa Commission would require legislation, and that it would be difficult for the Prime Minister, even if he approved of the scheme, to find time for such a Bill.

The recommendations of the Conservative, Liberal and Labour members of the East Africa Commission were practically unanimous, and several leading Labour M.P.'s having recently made it clear that they were unopposed to the principle of the loan, it might have been thought that an agreement would have a prompt and unobstructed passage. Mr. Amery and Mr. Ormsby Gore, the Secretary and Under-Secretary of State for the Colonies, both of whom have visited East Africa and are thoroughly alive to its requirements and possibilities, have, we are confident, done all in their power to secure, without delay, the funds urgently required for East African transport developments.

It is, however, most regrettable that in the past few days the Government must not be disappointed in the support of the Bill. The Bill, which is supported by an ex-Prime Minister, the Joint East African Board, the Council of the Association of British Chambers of Commerce, and other similar Chambers, are all agreed that the provision of funds is an urgent Imperial duty. It is all very interesting, and will, no doubt, receive attention in due course, but there must, on no account, be dislocation of the old routine. East Africa must possess herself in patience, drawing what consolation she can from the reflection that officialdom in civilised lands is sometimes as dilatory and unimaginative as it is in the lands of *Uganda*.

Until the re-assembly of Parliament after the vacation nothing will be done. Then there will, we suppose, be further jockeying for position and further delay. Fortunately for the territories, persistence in this cavalier treatment will be strongly resented in this country. The Association of British Chambers of Commerce, wielding their immense influence, is pressing the Government to speed up development in the Crown Colonies, and the East African bodies at home are not disposed to condone procrastination. The time has come when East Africa must demand prompt consideration of its interests.



OUR LATEST EAST AFRICAN POSSESSION

By Alfred Wigglesworth

TANGANYIKA is making headway all along the line and its increased exports are tangible evidence of the well directed labours of its producers. It is pleasing to find a hearty concern between the administration and the various European and Native planters who possess this favoured land without prejudice or bitterness, and a conviction of the great opportunity which Nature here affords to win a competency from its fertile soil.

Germany began this work well and laid the foundation for rapid development of the sugar industry along the coast and up the Usambara Valley. It still stands well at the top, but coffees also flourishing, as are the profitable cotton, sisal and other Native products. It may appear as though Tanganyika had solved its aspect of the problems which elsewhere cause such heartburn, for here the European and friendly terms with the Natives, not only carrying out his usual functions of a trader and capitalist, but also plantations and employing substantial capital in their development, thus disproving the common idea that the Indian exports all his accumulated capital.

It would be difficult indeed to find any part of the Empire where the Government official devotes himself so whole heartedly to the furtherance of industry and agriculture. I venture to predict that the same success one heard expressed in the past will cease, as there is now a healthy cooperation between the responsible official, who is controlled by a sensible Government, and the planters, both individually and collectively, as they are organized associations in the Usambara, Tanga and Arusha districts. They meet at regular intervals for their meetings, discuss their many problems, and decide how to present to Government officials which need official help. In addition to these Planters Associations the Chambers of Commerce perform a useful function.

In a climate so satisfactory to plant life and soil so fertile that a Native has only to prod the land to get a living, and can produce a year's food with a few days' work, there is but a tiny little to spare for the native to engage in any other labour. Three hundred thousand a year is the population, the great problem. There is only a small surplus, and it is estimated that the population is under five millions. Clearly the whole Territory cannot be developed, however attractive and alluring the prospects may be, and it remains to select those areas and industries which promise the best results in comparison with the products of other countries.

Sisal and coffee have both proved their supremacy, as far as quality is concerned, and possess this advantage that the first is mostly a coastal cultivation, while the second can only be grown at a certain elevation with less torrid a climate.

Economizing Labour

Many friendly consultations have been taking place between the planters and the officials responsible for the control of labour, with a view to organizing the

Mr. Alfred Wigglesworth, a member of the Joint East African Board, and London Representative for Tanganyika and Kenya at the British Empire Exhibition, who has just returned from a visit to East Africa, has been good enough to describe his impressions in this interesting article.



labour forces in such a way as to follow of the product of Native agriculture concurrently with the development of European and Native estates.

There has in the past been fearful waste of Native labour both in the Natives' own work and on the plantations, and it will take some time to alter this. When one sees a Native take a day's march to carry on his head a basket full of fruit, and then, the next day, to come home with a few small items, it is not surprising that the planters should be so anxious to economize in their use of his labour.

The economical use of his labour by the Native is a problem, and the Native may not willingly relinquish practices which he has indulged in for centuries. To him such journeys may mean as much as the bi-weekly market day to the British farmer, but the African loves a railway ride and his visit to market if expeditiously carried out will add many months of effective labour to his present exigent quota.

The establishment of markets at the centres of production of cotton and groundnuts will relieve the Native of long trips of 50 to 100 miles which subsequently entail several days' rest to fit him for work. As so much of the loss of time and energy entailed at present in walking several hundred miles to find work will be saved when the railway construction programme now going forward is completed, and planters will find economy and the Natives' joy in travelling over these long distances by rail, thus saving fatigue and loss of time, and obviating the chances of contracting illness en route. Steps are now being taken to reduce the railway fare for Natives travelling to take up work on a plantation, and there is room for a substantial reduction

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tion as they compare very unfavorably with those in vogue in India, whose railway trains are always chock-a-block with Natives paying a trifle of the British fare.

Happy Contentment of the Native.

A clearer understanding of the Native situation would save a great deal of loose talk at home on the part of well-meaning philanthropists who think a Native is badly used if he has to work on a plantation. His own livelihood and that of his family is gained, as I have shown, by a few days' work in the year on his own *kaniba*, roughly breaking the soil with a hoe and sowing the seeds, after which his duties are at an end, as he leaves his wife and children to gather the harvest. Accordingly, there is an annual exodus after the rains (the sowing time) from the interior to the coast, and the "boys" regularly drift to the large plantations in search of a few months' work to earn enough to pay taxes and to enable them to buy cotton clothing and trinkets for their womenfolk. There is just as much civilization in finery amongst the fair sex in Africa as in Mayfair; this provides the necessary stimulus to work, besides which, many a bonny black damsel to adorn the suite of the swarthy suitor until she has paid at least one visit to the great ocean. The *kaniba* is generally repeated if he happens to arrive at a well-managed plantation at a good business.

In short, Africa is swiftly changing its aspect of life and the Native is forming habits of work. Such a change cannot be accomplished in a month, but as the Native increases the number of days he works in a year, there will be a steady increase in the volume of products and I can assure the members of the Aborigines Society and similar organizations that the increased facilities of work will be as good for the Native soul as for his body. If there is one thing which is noble in Africa, it is the happy contentment of the African. His broad smiles, his merry laughter are clear indications that life is joy, and that the duties to be done are not onerous. His sense of duty and responsibility lies lightly on his shoulders.

This indeed is what stands in the way of his assuming responsible posts on the railway and in factories. He has the requisite ability, but finds it difficult to settle down to serious work, and the "yobing" are especially difficult to train as a consequence. Nevertheless, the African is steadily gaining ground and the "best boys" are being taken into train with the manual work of a factory and a mine. It is the training given to the African in the great mining areas which is the key to the future of the continent. The laborer is going to yield far better results under European guidance than the Stone-age method of agriculture practised by the Native African, which is as destructive to the land as it is to the character of the Native himself, by encouraging habits of sloth, idleness and effortless work.

Combating Disease.

Output of work depends as much on health in Africa as elsewhere and this is unquestionably an endemic wastage in this direction. Too long have the ravages of the mosquito, the tsetse and the *Glossina fagalis* been allowed to hold sway, and it is pathetic to review the decimation of life and reduced vitality of whole areas. But the administration is alive to the necessity of increasing the field of medical activities, and certain districts are gradually getting a mastery, while the best plantations organise their own medical service on strictly scientific lines besides setting aside funds for the purchase and free distribution of medicine to the Native staff.

Sir Donald Cameron is broadly conscious of the improvement which might be introduced by an extension of the Government medical staff and a better co-ordina-

tion of efforts. I would plead also for closer co-operation with the tropical medical departments of other countries such as the American, the French, the Dutch. What America did in ridding Panama and Cuba of the mosquito, and thus stamping out fever, can surely be done by Britain for her possessions. It waits only that when capital was so readily found to wage war on our fellow-beings, it will surely not be lacking when demanded to fight a deadly scourge which exacts an annual toll over an indefinite period far greater than the loss of life in any war, however long. Here again, he who advocates Africa for the Africans can hardly realise that without the European disease will continue rampant, and without plantations to increase wealth where shall we find the money to finance Government and its many beneficent activities?

Finance and Education.

Appropos of finance, much money will be required to open roads in an almost roadless country and to extend railways, and greater facilities are needed to finance developments. Fortunately Government is alive to the necessity, and everyone knows of the millions which it is intended to vote for this purpose. Such pursuits as sisal and coffee-planting can best be carried on by groups who are not uniformly wealthy. Many require of time and temporary assistance to tide them over the period between planting and harvest. As yet there is nothing in the nature of a Land Bank, such as Denmark, amongst other countries, found so fruitful in the development of her great farming and dairy industries. India has derived much benefit from the financial operations of the Imperial Bank, which touches a class of producer which lies beyond the scope of the other banks.

The education of the Native is receiving considerable attention under the new administration and opportunities are afforded him of learning something more than the three R's, in fact, but the Government is doing little to direct the education in agriculture, mechanics, carpentry, masonry which fits the boy for useful occupation. A council of perfection would be the selection of boys of conspicuous ability for instruction in the old-fashioned lines and in English to obtain clerical jobs. The teaching of English in village schools is certainly more likely to do harm than good. More money must be spent on education than hitherto and should be directed and led with an almost guarantee for the efficient preparation of the African.

It is a pity that the Government is doing so little in regard to the birth and care and upbringing of children whose mortality is now appalling. Herein lies the crux of a more rapid development of the resources of the land by an increase of population and by bringing about a general improvement in the physique of both men and women. A commendable and thorough report of the Ombudsman's Commission has touched upon this and indeed upon every subject raised in this article, but it cannot but be regarded as excellent a theme and to endorse the far-reaching researches and proposals contained in this booklet, which is likely to remain for some time the Bible of East Africa.

(To be concluded next week.)

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THE PRINCE OF WALES IN NORTHERN RHODESIA.

From the many telegrams published in the Press describing the visit to Northern Rhodesia of the Prince of Wales we culled the following:

The Victoria Falls.

Beneath a great honey-colored half moon hanging low among the stars, the Prince of Wales drove to see Victoria Falls in the first hours of the morning. On a curtain of spray that hangs like a permanent pillar of cloud over the thundering abyss gleamed the lunar halo, wan and pale like the ghost of a lost rainbow doomed to haunt this gloomy chasm. The Zambezi was flowing in a volume quite exceptional for this time of year. Livingstone Island, on the very edge of the falls, over the dike never craned over the sheer drop down which the river plunges, cannot be reached by boat or descent owing to the strength of the current.

The change that has come over Northern Africa in the last thirty years is conspicuous here. As they say, "Yesterday we steamed in a lumbering train across the highest bridge in the world just below where the Zambezi takes its tremendous leap, and through what Livingstone, in the middle of last century, named the "Valley of Death," because 600 of his carriers died there from fever; but the only disaster which the memory of the present population connects with the place is that Mr. George Graves had his hand injured thirty years ago by the capsizing of a trolley in which he was being pushed to see the Falls.

For grandeur and beauty of scenery this has been the most memorable day of the Prince's tour. He walked the whole distance on the bank, and then in a motor-boat and a Botilla up the rapids to lunch in the open air under the towering palms of a romantic, tropical island in midstream.

Last night's moonlight glimpse of Victoria Falls gave no conception of their huge scale and tremendous might. Here is power enough to supply all South Africa roaring over the edge of a vast abyss, in the form of the example of the world's grandeur.

The water of the falls fell in a single column down a quarter of a mile, and a quarter would fill the whole distance between the British Museum and Hyde Park.

Except for black faces and the scarlet and gold liveries of the Native servants, the ball which the Governor of Northern Rhodesia, Sir Herbert Stanley, and his wife gave last night differed in no way from a similar function held on a summer evening in the grounds of an English country house. Two tennis courts had been walled in with a palisade of native grass and covered with a thatched roof. On one an excellent dancing floor had been laid, and the other served as a supper-room.

What particularly amused the Prince was the antics of the Native servants who were ordered to polish the floor during the supper interval. They did this in groups of three, one sitting on a mat-like sledge, while two others towed him about. —Daily Mail.

That lonely God's acre in the M-topos where Cecil Rhodes lies buried is one of the gifts which Nature has bestowed on Africa, but the Victoria Falls are infinitely the grandest of her gifts to the continent. Beyond Matesi the nearness of the Zambezi makes itself felt; the low bush yields to a forest of tall trees

and through the van of the trees the Prince got his first glimpses of Moei-oi-Lunya. "The smoke which sounds," rising hundreds of feet in huge white spray.

The train was stopped at the edge of the canyon to enable him to watch the miracle of the Falls, now pouring a greater volume of water into the Boiling Pot than ever before at this period of the year. At midnight the Prince went from the dance at Government House and drove to the Eastern Cataract, and saw a beautiful lunar rainbow traced across the vapour rising above the Knife Edge and mingling with the clouds.

To-day, again, the Prince has devoted practically the whole day to the Falls and the River Zambezi. Wearing raincoats as a protection against the spray, he narrowly trapped across ridges facing the thundering torrent from end to end in the rain gave the bridge over the Boiling Pot, thence into the Rain Forest, where every twig and stone dripped moisture. Finally he rested.

Above the Falls the Prince embarked in a canoe and was rowed upstream 2½ miles to Kandahar Island, where he lunched.

The Prince at Livingstone.

On arrival at Sackville Street crossing Livingstone, the Prince was welcomed by the Governor, Sir Herbert Stanley, Lady Stanley, and a number of officials, behind whom was a magnificent guard of honour—fezzed, bare-legged native police, some under 5 feet and all moving with a precision which won the Prince's admiration.

In his address he alluded to the duties that long lost to the world of waiting a century ago. Rhodes and a Cape bearing the name of Rhodes, where besides the fascination of the Falls there was much to appeal to the imagination. Rhodes and Livingstone differed in many respects, but had this in common—that both were heroes of romance as well as of history. Both were pioneers, both carried the torch of British traditions and ideals into the dark places of the earth, one as a missionary of the Empire, the other as a missionary of the Gospel. It was, therefore, no mere coincidence that on his arrival he should be met by the Governor, Sir Herbert Stanley, and his wife, and a number of officials, behind whom was a magnificent guard of honour.

Last night's official ball was a novel and invigorating affair. It took place in the open air, on a floor specially constructed over the tennis courts of Government House. During an interval a squad of Natives appeared to polish the floor, their method being to drag each other round on matting with jerking energy. They began instinctively to sing as they worked, and the Prince was so amused with their antics that he organised a spirit race among them, to the intense amusement of all concerned.—Times.

Meeting the Natives.

The Northern Rhodesian Native Police Force, which has an outstanding reputation among the Native units of Africa, received a very high tribute from the Prince of Wales at a parade. The muster, small as was the body of troops taking part in it, was as magnificent a thing as the most exacting military mind could have desired. The Prince, who was in the blue track coat of the Welsh Guards, was insistent in his praise of their drill and steadiness on parade. He was highly pleased with the performance of the regimental bands, of which the force is composed of men of

magnificent stature, wearing khaki tunics, shorts, and black fezzes with long red tassels. They march with legs and feet bare, and their "slope" and "present" are calculated to make in any track regiment envious.

This afternoon the Prince went to Kamujoma, a hour's journey north-east of Livingstone, where he met Yeta III, Paramount Chief of the Barotsé, whose residence is at Lealui, and whose father was Lewanika. The Prince afterwards witnessed a quaint Native Aquatic display on the Zambezi.

This meeting with the Barotsé on the banks of the great Zambezi was different from all the other gatherings with African Natives, and was most distinctive. Led by dugouts serving as pilot boats, and followed at a respectful distance by a fleet of canoes, the State barge of Yeta III came to rest by the river bank immediately beneath the place of meeting, and while the red-skinned, red-turbaned indunas who had acted as boatmen waded ashore and squatted above the vessel, the curiam of the canoes was rowed up to the amount. Chief stepped out amid the faithful applause of his tribesmen.

Yeta's title among his people is "Yeta the Nice," his dignified bearing is altogether British, with grey beard, and his eye is kindly. He wore an ornate black and gold uniform of his own design, his father's coronation medal and heavy scimitar. He and his fleet had come 300 miles down-stream, and had had thrilling adventures in the rapids and among hippopotami. With his

Premier and Hen Apparent he stood and addressed the Prince of Wales in suave tones. He recounted at length the Barotsé's relations with the Empire. The Prince, in his reply, expressed pleasure that the chiefs had recently abandoned the custom of slavery, and assured them that their skill as boatmen appealed particularly to the British.

NEWS IN A NUTSHELL

The *Daily Express* special correspondent, telegraphing from Kafue on the 14th inst., said that while the Prince was that day luncheon at the Agricultural Show in Kafue, with 400 whites of the farming community, a grass hut flared up. The white women present arose in alarm, for all the white children were luncheon in the hut that had caught fire. The women rushed towards the blazing hut, but found their way impeded by a number of grass stockades.

The Prince then rushed from the luncheon table, raced towards the fire, plunging headlong through one grass stockade after another, and, smashing the wire, eventually arriving at the blazing hut.

Fortunately all the children had been marched out safely, carrying their soap plates and food with them. The Prince then helped the beaters to save the other huts from catching fire.

It was found later that a Native boy smoking at the back of the hut while the children were luncheon had started the blaze. The hut was levelled to the ground in three minutes.

NORTH-EASTERN RHODESIA

From Our Resident Correspondent.

Fort Jameson

NORTH-EASTERN RHODESIA, as such, has only been in existence since 1911. Previous to that date there were two separate territories administered by the British South Africa Company, North-Eastern Rhodesia, the headquarters at Fort Jameson, and North-Western Rhodesia, whose capital was eventually fixed at Livingstone. For reasons of economy, it was decided that the British South Africa Company amalgamated these two territories under the name of Northern Rhodesia, with Livingstone as capital of the united territory.

The headquarters of Northern Rhodesia are at Victoria Falls, in the north-western corner of the territory.

The railway stretch, as it is generally called, is the best known part of Northern Rhodesia, and there is a great deal of misconception as to the rest of the territory generally and to North-Eastern Rhodesia particularly.

North-Eastern Rhodesia has no railway and is not as accessible as North-Western Rhodesia, with the result that very few people really know what the actual position there is. The main population is in the Fort Jameson district, and the chief industry is tobacco growing. The tobacco grown is fine-leafed, bright cigarette leaf with a proportion of darks and mediums. The whole crop is exported either to the Union of South Africa or to Europe.

Agricultural Production.

As far as numbers are concerned, this part of Northern Rhodesia is a long way behind the railway stretch, but it is interesting and instructive to note the position of the district when comparing results of the crops grown in the territory. The statistical returns for the season 1923-24 have recently been published in the Gazette. Before making comparisons it must be mentioned that Fort Jameson has no local market for maize, or cattle, and is too far from the railway to export many crops which would otherwise pay well. On the other

hand, North-Western Rhodesia has a large local market in its mines and railway, besides the Congo market. It is also in direct communication with Southern Rhodesia and the Union.

For the whole territory maize is the main crop, being far ahead of any other in quantity. The actual figures are—
Maize, 130,858 bags, to which Fort Jameson contributes only 7,000 bags.
Tobacco (Virginia), 1,137 bags, the bulk of which (1,084,111 lb) is produced in the Fort Jameson district.
Cotton, 18,814 lb.

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Cotton, 18,814 lb.

It is interesting to note that the bulk of the tobacco in Southern Rhodesia is shipped for overseas through that district, the railway is under Southern Rhodesian management, and it is in constant communication with that territory.

Affinity with East Africa.

The case of North-Eastern Rhodesia is very different, being in many ways much closer to Nyasaland and East Africa generally. Its present outlet is through Nyasaland to Beira, not touching Southern Rhodesia at all. Its main crop, tobacco, is also the main crop of Nyasaland, though it is generally considered that the quality is not the same being marketed as Rhodesian leaf.

At present North-Eastern Rhodesia is shut off from the rest of Northern Rhodesia by the Lubowa River and the Machinga range of mountains. Although it is hoped that a road suitable for motors will be made soon, connecting up Fort Jameson with the railway at Broken Hill, the extra distance of about one hundred miles, as well as the natural difficulties of the country, will prevent its being of much use for produce. Nyasaland will remain the only feasible outlet until the new railway recommended by the Ormsby Gore Commission is built from the Famburina Central Line to the northern end of Lake Nyasa.

HULL AND EAST AFRICA

The East and West African Luncheon given last week by the City of Hull at the Civic Hall, Wembley, was of the type calculated to bring practical results. After the drinking of the loyal toast the activities of the port were illustrated by film and admirably and briefly described by Mr. T. Sheppard, who taking as his theme Hull's hope for direct shipping communications with East and West Africa, emphasised in an engaging and stirring manner the special features and advantages which the city possesses. Those who listened to his lecture will certainly retain an appreciation of Hull's enterprise and of its shipping equipment.

Hull's Aims.

Proposing the toast of "Our Guests," the Lord Mayor (Mr. A. Digby Willoughby) said that Hull intended to take its full share in building up inter-Imperial trade. Already the third port in the Kingdom, Hull must make known its advantages and its aims. The main importation of merchandise in this country is done by sea, and the country, moreover, it enjoyed free lighterage services which are one of the main causes of its unusual growth. The natural entry into the great Atlantic and West Indian areas.

For East and West Africa to send their goods to the Midlands and to Yorkshire through London was to the disadvantage of the producer. Hull could do it more cheaply and Hull wanted Empire trade most of all. It wanted new friends. It was the first oil and seed crushing centre in the country and a splendid market for Africa's products. It was the second fruit port in the country, and last year handled 100,000 packages of fruit. By using the natural channels of commerce there was bound to be an ultimate reduction of price, which was to the advantage of the consumer. Hull was the only port in the home country that had the right of call.

Mr. Sheppard, the Mayor's guest, was the City of Hull, supporting the trust believed that the enterprise of the Corporation in holding another Civic Fortnight and initiating such functions would yield manifold benefits in the future. Hull was in a particularly favourable position to deal with many of the articles exported from our African Crown Colonies. He hoped that in the immediate future there would be frequent and regular air services between Mombasa, Hull and London.

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East African Oil Seed Production.

Sir Alfred Sharpe expressed the thanks of the Eastern African territories for the hospitality of Hull. East Africa had a number of products which the city needed. Last year Uganda had exported 21,000 tons of cotton seed, a good deal of it to England. Twice that quantity had been destroyed in the country. The Sudan had exported mostly to England, 10,000 tons of sunseed and 10,000 tons of groundnuts. Tanganyika had exported 1,500 tons of cotton seed, and had destroyed 3,500 tons. Nyasaland had produced 2,000 tons of cotton seed and all of it had had to be destroyed. The Zambezi River had produced 12,000 tons, and that too had all been destroyed.

The cost of transport, which was the main factor, prohibited the shipment of these valuable products to England, yet arrangements might be made to enable producers to send home these products to Hull. Hull was hoping to lay its own direct line to East Africa, and there could be no doubt that East Africa could send home great quantities of cotton seed, sunseed and almost limitless quantities of groundnuts.

Colonel W. H. Franklin, H.M. Trade Commissioner for Eastern Africa, supporting Sir Alfred Sharpe, said that this year's cotton seed crop in East Africa was about 180,000 tons. British shippers estimated that even extra expenses which they could afford to pay for this raw material extended the radius from which it was possible to ship the seed home. It is, however, insisted on transport that means a proportional increase of the district from which the seed could be collected.

The Shipping Position.

Direct shipment had its difficulties. Oil seeds loaded in bad cargo to carry alone and some 6,000 tons were necessary to load a steamer. Then, it had to be remembered that Hull was too good a business city to bind itself to buy seeds in any one market. Business men would want to retain their liberty of action to buy in India, Egypt, East Africa or any other market that might suit them.

It did not seem to him that there would be a direct line from Hull to East Africa for a considerable time, but there was no reason why Hull should not become a berth port like Southampton and Liverpool. This month there had been an inquiry for 1,700 tons of oil seeds from Mombasa. Hull and the Conference Line had agreed to grant berth port rates. A ship had occurred—he did not know on what side—but the ship had been loaded and was coming to London and not to Hull. If Hull would bulk its orders and buy up to, say, 2,000 tons at one time, Colonel Franklin said that he felt sure the Conference Lines would send their boats to Hull as a berth port, cutting the same rates from Mombasa to Hull as to London or Rotterdam.

The East African Colonies could buy only in proportion, they could sell. The productive end—marketing and double handling—could well within the province of the Trade Commissioner. He must be the long link between the producer and the user, and it was his view that the producer should get the best possible price for in the long run that regulated the amount of British goods which the producer would purchase.

Expanding Output.

In the case of groundnuts Company's potentialities were enormous. This product could and should transport shares than cotton seed and the Central Rail. The port of Mombasa was the best port in the world for the export of groundnuts.

Mr. F. Hes, representing the Exhibition Commissioner for Southern Rhodesia, reminded their hosts that that Colony was the largest producer of chrome ore in the world, the second producer of asbestos, and the third producer of gold. It exported about 1,000,000 tons of maize, 3,000,000 lbs. of tobacco, and the phenomenal development of its cotton-growing industry indicated its great potentialities. Three years ago 21 acres were under cotton, last year 3,750 acres, this year 70,000 acres and next year there would be no less than 100,000 acres, which meant vast new supplies of cotton seed which Hull could attract. If low rail and steamer rates could be arranged.

Sir Hugh Clifford and Mr. H. C. Luke responded respectively for Nigeria and Sierra Leone.

ASK YOUR STATIONER FOR CHAMBERS' MARHMAN PENCILS MADE FROM KEMPA COLONY CEDAR AND GUARANTEED 100% BRITISH EMPIRE PRODUCTS. P. CHAMBERS & Co. Ltd., STAMFORD, NOTTS.

CHAMBERS OF COMMERCE AND UGANDA RAILWAY CONGESTION

PLAIN SPEAKING AT MEETING OF LONDON EAST AFRICAN SECTION

Specially Reported for "East Africa."

Monday's meeting of the East African Section of the London Chamber of Commerce was devoted principally to consideration of the matters raised by the representatives of the London, Liverpool and Manchester Chambers in their Conference with the Hon. W. G. A. Ormsby Gore, M.P., Under Secretary of State for the Colonies, at the Conference arranged at the Colonial Office for the 22nd inst.

In reply to Major Walsh, Sir Humphrey Gigg, Lord Handlip, Lord Aspley, Mr. Wigglesworth and Mr. Haasberg had expressed their regret at the enforced absence of Mr. Portlock, Mr. Lloyd Price, D. F. Basden and Mr. Charles Wilson. The Section, at the Conference, Mr. Basden had been occupied in view of his unrivalled acquaintance with the Uganda cotton industry. Major Walsh thought it desirable that one of the Chamber's representatives should be Mr. Alfred Wigglesworth or Mr. Portlock, both of whom had returned from East Africa. After discussion, Major Walsh suggested that the members of the Chamber had been limited to three. The Colonial Office might be asked to extend an invitation to one of those gentlemen to accompany the delegation, which was in any event to be headed by Mr. Alfred Wigglesworth, Mr. Portlock and Mr. Charles Wilson.

It was announced that Mr. J. H. G. Jones, M.P., and Mr. J. P. Pickering Jones would represent the Liverpool Chamber, while the Manchester Chamber would be represented by Messrs. M. M. Kay, W. E. Clicas and A. C. Walters.

The Chairman referred to the motion moved in the House of Lords a fortnight ago by Lord Handlip and Lord Aspley, on the subject of congestion on the Uganda Railway. On the occasion the Earl of Curzon had put forward a resolution to the effect that the Government should take steps to ensure that the traffic on the railway should be handled in a manner which would not be a burden on the country. The Government had replied to the effect that the traffic on the railway had been long a matter for the commercial community and were within the knowledge of the local governments. The Colonial Office had made the further reply that if the traffic were spread uniformly over the year the facilities would be adequate. That did not take into account the enormous locking up of capital, loss of money, loss of markets and deterioration. The Colonial Office had obviously not been informed of the business aspects of the case. Palliatives would not meet the situation. As Lord Handlip had urged, transport facilities ought to be two or three years ahead of the needs of the country not behind them.

Avoidable Loss of £100,000 Yearly.

The situation on the Uganda Railway and lake steamers had been peculiarly acute, especially in the 1924-25 season. Kilindini's imports averaged approximately £400,000 per month, ranging to between £500,000 and £600,000 in the months from October to March. In moving the goods from Kilindini to Nairobi there had usually been delays of six weeks or so. An average delay of nearly six weeks at Kilindini meant an interest loss of about £30,000. But there had been much greater loss of time in reaching Kenya and consequently the interest loss there was much heavier, this being in addition to loss by transit, expense and damage.

Exports were delayed in transit from four to eight weeks or more in reaching the ocean port, which on Kilindini's annual aggregate of some £8,000,000 meant an interest loss of £40,000 per annum, chiefly on the cotton crop. It was estimated that the aggregate transit delay for imports and exports over and above what should be normal transit periods reflected an avoidable loss of about £100,000 a year. All these losses fell upon the Native and European primary producers in the case of export produce and upon the consuming and developing sections of the community in the case of imported merchandise.

Innumerable complaints of loss had been received, and the Chairman mentioned several particular cases. Mr. Ewing of the Uganda Company said that their Liverpool brokers had reported that no less than 720 bales of cotton out of 998 recently arrived from Uganda were country damaged. Mr. Lloyd Price remarked that his firm's Liverpool brokers had reported that every bale in three different shipments had been badly damaged by water, and that in seventeen years' experience they had never received cotton in such condition, though the ginning was fully up to standard. Three quarters of the bales received by the British East Africa Corporation had arrived in similar condition.

The General Manager contended that the damage occurred before the cotton was received by the Railway. Sir Humphrey Gigg said that official figures showed that during the first five months of this year the traffic on Kilindini was 8.9% heavier than during the corresponding five months of 1924. Groups in Kenya and Uganda were 25% in 1924, then 15% again, and the Director of Agriculture had stated that Uganda's crop was 25% heavier than in 1924. It was suggested that the damage was probably being piled up since then.

It was suggested that the damage was probably being piled up since then. Now it was proposed to put an embargo on the handling of any consignment before June 1 in any year. That was a confession of inadequacy.

Mr. Portlock said that the congestion was undoubted, and that the general opinion was that the fault was due not so much to shortage of labour as to inefficient handling of the labour. Several other members had had cables to the same effect, and the Chairman remarked that every one of the nine loading ports on Lake Kioga was in charge of a Baba, who was not capable of supervising labour efficiently. The Railway should have a resident traffic staff in Uganda. Uganda's £6,000,000 worth of imports and exports were not getting first-hand traffic management. Mr. Felling had been expected to do too much with too little expenditure. He had succeeded so well that last year there was a profit of £730,000, of which £100,000 had come out of delays, damages and dangers to merchandise carried. There was a big margin left from which to provide the manager of the railway.

Kilindini Deep Water

Kilindini's first 185 deep berth would be in partial use next month and finished about the end of the year. The cost was £1,018,000, in addition to which the railway had spent some £200,000 on cranes and terminal facilities. The cost of the next two berths

was estimated to be £500,000, plus an additional charge to the Railway of only £15,000. Twenty-four acres of land had been reclaimed and four more acres would have to be reclaimed. Each term was estimated to handle from 100,000 to 150,000 tons per annum. The cost of handling cargo in and out of Kilindini last year was 12s. per ton, 2s. of which went to Government and 10s. to landing and wharfage agents. The total wharfage and wharfage revenue was £175,000 last year, and this net a total of 202,000 tons of exports and 147,000 tons of imports. Contrast this with Calcutta, where the rate was 4s. with Port Sudan, where it was 3s. 6d., and with Hull and Antwerp, where the charges were 2s. 6d. and 2s. respectively. If the traffic of the country was to bear the whole of the burden of interest and sinking fund charges on the harbour works, which the traffic did not at present do, that would amount to about £108,000 per annum.

Mr. Mackenzie said that the Kilindini scheme was a fine one, but a certain amount of extravagant claims had been made. It had cost about £96,000 and would last 30 or 35 years. Less substantial sheds might be erected, but would be good enough to allow the traffic to be handled. Even if the sheds were constructed, they would probably not adequately meet the needs of the country by the time they were finished.

Cotton Tax and Import Duties.

Another subject to be discussed with the Colonial Office was that of the Kenya cotton tax, which last year brought in £125,000. The tax had

duced on the understanding that the funds would be devoted to the cotton industry. In the first year that had been done, but thereafter the Uganda Government had taken the funds into its general accounts. The tax should be abolished, reduced, or spent on seed selection and similar work.

The Joint East African Board had drawn attention to the handicap suffered by Nyasaland's tea-planting interests owing to the fact that building material imported for the construction of factories was subject to the full customs duties, which had recently been 15% ad valorem, and were now 10%. The Colonial Office said that it could not distinguish between sheets of corrugated iron imported for the erection of factories or cotton ginneries and those for bungalows. They must always press upon the Colonial Office that in the interests of development import duties on building materials should be reduced. Just as Nyasaland instanced tea factories, Kenya could instance its creameries, and Tanganyika their ginneries.

In response to a letter from Mr. Stanley Mashum, President of the Association of British Chambers of Commerce, the section unanimously resolved to reply that for the alleviation of unemployment in this country the Government should be strongly urged to give prompt consideration to the East Africa Commission's recommendation that a loan of £10,000,000 for transport development be guaranteed by the Government. That would provide much work in the manufacture of railway material, bridges, rolling stock, &c.

Our Wembley Souvenir Number

tell you the story of the new established coffee plantation created in the Kenya Highlands for a net expenditure of £299 and a gross outlay of only £648. It is not a pre-war story. It was done between 1920 and 1924.

Or perhaps you want to know actual costs of the journey from East Africa by the Nile Route. The Souvenir Number gives this and much other first-hand practical information.

An annual subscription of 30/- to "East Africa" is an insurance premium. Send your cheque now and secure this great Souvenir Number of 124 pages.

PERSONALIA

Mr. Barrow leaving sailer for Dar-es-Salaam on Friday last by the *Saxon*.



Mr. Edmund Davis has joined the Board of the British South Africa Company, Ltd.



Mr. E. J. Stephens, Editor of the *Shani Herald*, is spending the first part of his leave in Cornwall.



The Bishop of Mombasa preached the other day at Lenton Parish Church, at which he was once a curate.



We are told that Mrs. Johnson's book of verse, *Days from an African*, is selling well.

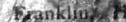


Signor Cesare De Vecchi, Governor of Italian Somaliland, has been created a Count by the King of Italy.

His Highness the Sultan of Zanzibar lunched aboard Admiral Richmond when H.M.S. *Chatham* was in Zanzibar last month.



Mr. J. H. G. ... of the ... of ...



Colonel W. H. Franklin, His Majesty's Trade Commissioner for Eastern Africa, is now visiting Liverpool on official business.



Mr. A. M. Warren, Consul for the United States of America at Nairobi, and Mrs. Warren were recently visiting Zanzibar and Dar-es-Salaam.



Mr. R. R. ... who has been a ... as Exhibition Commissioner for Somaliland at Wembley, has left this country to resume his official duties in Somaliland.



Captain G. A. Debenham lectured to the African Progress Union on Friday evening last. We hope to refer to his paper in a subsequent issue.



Kenya has lost another of its early pioneers by the death at Nakuru of Mr. A. Bessler, who was for many years in the Government service.



The following have been selected as probationers in the Indian Political Service, Messrs J. Beavan, P. D. Cornfield, D. C. Gunning, W. W. Davick, G. L. Elliot-Smith, R. J. Hillard, E. C. Haselden, J. Longe, D. M. Marshall, A. E. F. Penn, S. E. Simpson, G. R. Wordsworth, and H. M. Watts.

Mr. V. C. J. Sully has been appointed a Justice of the Peace for the Mura District of the Masai Reserve, and Mr. J. H. Dudgeon, who has resigned.



It is announced that His Majesty has signed the exequatur empowering Signor Arturo de Nadamlenzi to act as Consul for Italy within the Zanzibar Protectorate.



The Fort Hall District Road Board for the year 1925 has been constituted as follows: Major J. C. H. Grant, Colonel C. G. Risley, D.S.O., Commander F. le G. Worsley, R.N., Major G. C. Claudel, D.S.O., M.C., Captain L. F. Evans, Captain P. W. Jervis, Major Munro, Messrs. J. L. Fooks, G. Clayton, C. E. H. Burrows, G. W. Durhue, and the District Commissioner.

APPOINTMENTS

The following appointments to the East African Service have been made by the Secretary of State for the Colonies during the month ending July 10, 1925:—

Kenya.—Mr. R. T. Lambert, Pay Lieutenant; G. B. Stooke, and Mr. A. E. Brinkley, B.A., Administrative Cadet; Mr. W. W. Kirkpatrick, A.F.E.S., Assistant Entomologist; Sub-Lieutenant W. R. Smith, R.N.P., Second Officer, Uganda Railway Marine.

Mauritius.—Mr. P. L. Demps, French Master, Royal College, Ant. H. ...

Nyasaland.—Mr. G. B. ... Administrative Officer; Captain G. B. Foster, Police Cadet.

Uganda.—Mr. B. L. ... Administrative Officer.

Zanzibar.—Mr. O. C. ... Medical Officer.

The following appointments made by the Secretary of State are also ...

Mr. J. H. G. ... Senior Assistant Medical Officer, Seychelles, to be District Medical Officer, Cyprus; Mr. W. J. Gould, Accountant, Public Works Department, Zanzibar, to be Chief Accountant, Public Works Department, Tanganyika; Mr. T. B. ... Assistant, Post and Telegraphic Department, Zanzibar; to be Assistant Surveyor, Posts and Telegraphs Department, Nigeria.

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General Stores,
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(Near Church of England).

Every kind of Provisions, Best Wines,
Spirits, Cigarettes, Toilet and
Household Requisites
Always in Stock.

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TAILORING DEPARTMENT.

Sole Agents for Highland Queen 10-year Old Whisky,
and ... Old Scotch Whisky.

AN ADVERTISING EXPERT ON EAST AFRICA

Mr. G. S. Stead, who acted as Hon. Secretary to the Overseas Trade Section of the first British Advertising Convention at Harrogate, and to whom for the last of rapidly reviewing Britain's trade opportunities in the smaller outposts of Empire, did not allow his audience to forget the claims of East Africa. This was the first occasion on which British advertising men assembled in conference to discuss their foreign business. We have pleasure in quoting Mr. Stead's remarks concerning

The principal commercial centres of Uganda, Kenya, Zanzibar and Tanganyika Territories, are Kampala, Nairobi, Zanzibar and Dar-es-Salaam, towns which have become more familiar to us in recent months owing to the visit of the Duke and Duchess of York.

Regarding the whole of these territories as a unit, it is pointed out by the Trade Commissioner that the market value is not only a good reader and higher than it has been for any time. Finances are better than they have been for some time. There is the greatest wealth of natural resources, and who are interested with the development of these important parts of the British Empire.

At the same time, it is necessary for our British manufacturers to bear in mind that now that the existing restrictions with regard to our late enemies have been withdrawn, there has been a considerable re-entry of German firms into the East African markets, and that these firms are re-establishing their trade on the same credit arrangements than British firms are prepared to give.

German Commercial Penetration

It is pointed out that the objection should be made that the German goods are cheap, and that the German trade with the East which will give him the easiest market return. The German exporters are quite alive to the fact that cheapness is more important in the market than quality and efficiency, but the latter is rapidly accumulating wealth, and consequently the inclination to purchase in the cheapest market will not be so powerful a factor in the near future.

In addition, especially in Tanganyika, the Germans are endeavouring to secure a sufficient supply of the raw materials of their own industry. It is no doubt in the minds of those closely interested in British East Africa as to the wisdom of the withdrawal of the restriction to which I have just referred.

As a producer of cotton, maize, sisal, &c., East Africa is receiving the attention not only of Great Britain, but of the principal European countries in ever-increasing degree, and as these countries are buyers of East African produce, it is only natural that they will want to return, to sell to that market.

The opportunities for press advertising are somewhat restricted, but there are publications, including a journal published in London, issued in the interests of Kenya, Uganda, Tanganyika, Zanzibar, &c., which will give effective publicity and which are utilised by many British advertisers who already appreciate the commercial possibilities of East Africa.

BUYING IMPERIALLY

To the Editor, EAST AFRICA

Dear Sir—A few days ago I saw a friend of mine from Kenya Colony. He was very surprised to find on the market here bolts of lace which he had bought from the Belgians. Thus is very typical of what is happening in many places with regard to Empire goods, and it is one of the things we are out to stop, and to get the goods direct.

Yours faithfully,

MARK KERR.

Annual

Last week I addressed to the foundation of the Self-Supporting Empire League, with headquarters at Grosvenor House, Golden Square, W.1. The above article from Edmund Mark Kerr, the Chairman of the Executive Committee, is proof that East Africa interests are being cultivated from the start, and we hope that a large number of our readers will join their support to this patriotic organisation, which has no axe to grind, and which has most of all the enthusiasm of co-operation. It can't fail.—Ed. EAST AFRICA

STANDARD BANK OF SOUTH AFRICA

The report of the Standard Bank of South Africa for the year ended March 31, 1925, shows a profit of more than 8,000 shareholders, who can congratulate themselves that the reserves fund now exceeds £2,893,000. After payment of all expenses and providing for a £200 and non-voting debentures, the profit including the amount brought forward of £112,267, is £621,332, out of which it is proposed to pay a final dividend of 1s. per share, bringing the total to 14s. for the year, while £128,000 is to be transferred to the reserve fund.

The investments made at the end of the year were £1,500,000, in addition to which £125,000 is invested in shares in the Bank of British West Africa.

Cash in hand at call and short notice exceeded £9,000,000, bills discounted, and advances to customers were over £29,800,000, and bills of exchange exceeded £7,000,000, the total assets appearing in the balance sheet at £61,361,733.

Three of the directors, Messrs. R. E. Dickenson, Horace Peal and William Smith, who retire from office, offer themselves for re-election. It is interesting to note that the report is addressed to the proprietors, this term being preferred to the usual word shareholders. The Bank has now twenty-four offices in East and Central Africa.

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UGANDA AND THE RAILWAY.

(Public Meeting at Kampala.)

At a public meeting recently held at Kampala the claims of Uganda were put before the Railway Council in a moderate yet forcible fashion by the Hon. S. Simpson, Director of Agriculture. The Hon. E. B. Jarvis, Chief Secretary, was in the Chair, and the Hon. C. B. N. Felling, General Manager of the Uganda Railway, was present.

Mr. Simpson considered that the facilities at Kampala Station were altogether inadequate. There was only one road to the station and two new roads and new sidings and warehouses were urgently necessary, as was more accommodation at all the ports. Bonded roads for imports and exports at Buli and Kampala were desirable and Kampala the commercial port of the Protectorate should be joined to the main railway at the earliest available moment.

(Continued from p. 892.)

The administration had done everything to eliminate unnecessary transport and to hasten the arrival and despatch of imports and exports. No raw cotton had been transported out of the Victoria for years, and last year the transport of seed cotton from the Essex ports to Lake Kyoga had been prohibited. Now the Gazette had published a notice that after the 1st of November this year no half-pressed bales would be allowed on the coast, and no seed cotton allowed through the ports. Mr. Simpson said that to help the Railway department of Agriculture was prepared to do no less further and recommended that the Government should do the same.

It was of the utmost urgency that cotton should be got out of the country without delay. In the first three months of this year more than fifty million shillings had been paid out to the growers and merchants and ginners were naturally anxious to export quickly and obtain advances to finance their business. Moreover, Uganda's cotton prices were based on American middling in the early months of the year, and the price of cotton was falling.

Before the end of the year the price of cotton would be based on the American price, and the market was speculative and depended on the American crop position.

Railway Difficulties.

Uganda needed a railway official of the standing of an Assistant General Manager. These proposals, said Mr. Simpson, were put forward with a due sense of responsibility, but if the Railway authorities could not get these things done, then the Uganda Government would have to be approached.

In his reply Mr. Felling described the difficulties facing the Railway Council, but promised that everything possible would be done. Colonel Rhodes believed the Railway would be in Tororo for the next cotton crop.

The Hon. E. B. Jarvis, the Chairman, expressed his pleasure at the spirit of understanding and co-operation which had characterised the meeting.

MR. AMERY VISITS EAST AFRICAN PAVILION.

On Monday last the Right Hon. E. S. Amery, M.P. and Mr. Amery, visited the East African Pavilion at the Royal Empire Exhibition, and were obviously favourably impressed by the exhibits. They were received by Sir Alfred Sharpe and Major Richmond.

In the Kenya Section the Secretary of State for the Colonies made a number of inquiries regarding all the various industries of the colony, and he and Mrs. Amery drank a cup of Kenya coffee before passing through the Zambiar Court to Uganda.

There the exhibits portraying cotton, coffee, sugar and rubber production were carefully inspected, and Mr. Amery asked whether the coffee *ginnings* which he remembered along the Kampala-Jinja road were wasted. The bark cloth shown in the Court caused Mr. Amery to remark that Mr. Amery had brought some back with him from Uganda.

In the Sudan Court the excellent models and paintings of the Sudan were examined, and questions were put concerning the cotton, gum and grain industries in particular. Mr. Amery also showed interest in the samples of Sudan tea that are shown.

He mentioned that his brother had been in the Sudan Service for some years, which fact must have sent added personal interest to the Secretary.

In the Tanganyika Court.

In the Tanganyika Court the two exhibits of mineral specimens were the most interesting, and Mr. Amery and Mrs. Amery were shown the various ores and minerals displayed at the mineral section in the pavilion. They also had the opportunity of examining the exhibits of minerals so far obtained from the exhibit. They hoped that a greater number of manufacturers and merchants would take this opportunity of making themselves acquainted with the mineral wealth of the Territory, of which our foreign competitors now share a large percentage.

The exhibits from the Amant Research Institute were also examined in view of the fact that they are the only ones of the kind in the world.

It was suggested that the Government should be asked to be done on a geological survey, and that in districts where these minerals were now known to exist would rapidly expand with the future development of transport systems.

Though a sample cup of coffee could not be supplied, Mrs. Amery accepted a tin of Arusha and Kilimanjaro coffee on leaving the Court. A map of the Territory done in the Kalambo, and plans to re-plant the several districts of the Territory, aroused considerable interest. This, when completed and on view, should be a great asset to the publicity work now being carried on.

In each of the other Courts it was evident that the Colonial Secretary was greatly interested, for though the visit had necessarily to be curtailed, there could be no doubt that Mr. Amery has a strong personal appreciation of East Africa's attractions and potentialities.

BUY BRITISH GOODS.

OUR KENYA LETTER

From Our Own Correspondent

Airline

A RECENT resolution of the Kenyan Farmers Association arouses an old controversy by a demand for the Government to introduce indentured Chinese workers for the tea and coffee plantations of that neighbourhood. This resolution has found an echo in many districts where planters see their future income supplies endangered.

It is, of course, unlikely that the proposal to import Chinese will ever reach the stage of practical politics after the experience other elder colonies have had of this policy; nor is it considered wise by many of those acquainted with the modern Celestial to introduce him in this manner to the rich, fertile territories of East Africa. There is a compromise could be found in the form of an emphatic invitation to far less suitable methods of self-styled politicians. What our Government will do to any proposal of this kind remains to be seen.

Wayward English

The judicial inquiry into perhaps the most important of the recent epidemic of railroad accidents on the Uganda line has issued its judgment or report. In this case the driver was apparently to blame and the cause of his dereliction seems to have been due—a "midnight" finding in Kenyan official documents—a "midnight" to overwork.

It is clear that this driver had not only been at the scene for twelve hours on the day of his accident, but for four years, or more, and would not do a single day of twelve hours duty, without a holiday, on a Sunday or a public holiday. It seems to be quite possible that whatever the reason, the fact of such long hours being continuously endured out here is astounding.

Bow and Arrow Hunters

A party of Americans, headed by the well known author of the "Leopard Woman", who claims twenty years' experience in East Africa, has been hunting big game here with bow and arrow, and with considerable success. The party is an adventurous one, and is limited mainly to the white and grey game of the country. The hunting is done in

Pope, who is probably the greatest living expert with these almost extinct weapons, employs a bow that requires a hundred-pound pull to extend; it can kill at eighty yards.

This resurrection of the bold Victorian spirit which drew so good a bow at Agincourt, Poitiers and Hastings is all the more surprising because it heels from the U.S.A., but as a piece of anachronism it perhaps proves the solidarity of the past of the two great branches of the Anglo-Saxon race. Let me add the common local rumour—that which, however, I have no first-hand confirmation—that the use of fine old English expressions such as "oddsbodkins" and "gadooks" materially assists the archers' aim when they loose their gray goose-feathered shafts at their targets.

African Football

The tendency to encourage sports amongst the Natives is characteristic of our modern methods in coloured countries, especially those bureaucratically controlled, and has its good points as a policy, but like everything else, it may be overdone, and some settlers are saying that it would be a further help to progress if a leaf was taken from the books of Australasia and Canada and competition in axe-work, digging, ploughing and carpentering also instituted.

Naval Visit

Nairobi is looking forward to the visit of officers and men from H.M.S. "Chatham" and "Cairo" next week. An excellent programme has been prepared and the sailormen are clearly going to give as much pleasure and entertainment to the inhabitants of our Highlands as we ourselves will be able to extend to them; for they are bringing up the "Chatham's" famous concert party and are participating freely in boxing, football and other sports.

Portuguese Consul

Strong feeling has been aroused in Gbanese circles here by the sudden dismissal, without any known reason, of Dr. Roberto, who has acted as Consul-General for Portugal for over a decade. Post-meetings have been held, but no explanation has been forthcoming. The new Consul-General is now on his way out from Portugal.

German Trade

The Germans are nowadays a good deal in evidence in our trading centres and they seem to be doing a thriving business, more especially with the Indian Merchants.



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OUR NYASALAND LETTER.

From Our Own Correspondent.

Another quiet week. The majority of tobacco planters are now resting on their laurels and some are reclining on their tobacco stems, thinking what a miserly set of people tobacco buyers are, and that if they had only been given that extra penny per pound they would—well if anyway. A short spell of rest, interspersed with sundry glad excursions to what is locally known as "town," and everybody will be back again with renewed energy, smiling the sun, and viewing the future with great optimism.

The increased Imperial preference will undoubtedly react most favourably on Nyasaland, and ought to show what a paying proposition the country really is. So everyone intends to plant out as great an area as possible, counting that every leaf of tobacco that is not absolutely "dud" will find a ready market in its own particular class. The party of the day are Conservatives—for they are making it possible for a lot of people to plant away cheerfully down Beira till next year.

A Better Mail Service.

The Postmaster-General has earned a halo for we are to have a bi-weekly mail service to Beira. That means that there will be more time gained and less time lost in our dealing with the South, for one thing. For another, all those who have had a weary five days' wait for their steamer to come with a specially light letter of credit to last them through all the down blessings on the head of Mr. Jepson, and the General manager of our Railways, I understand, that the permanency of this bi-weekly mail service will be a valuable departure from the old one of irregularity, from June to December, and that it will be a great weather through.

A Fairy Tale Up-to-Date.

When I was very small—alas! how long ago that was—I would sit wrapped in fascination and listen to the dearest mother in all the world tell me wonderful tales of brave knights in shining armour, who, mounted on their noble steeds, befrook themself to the trackless forests and wild wastes and mountain ranges of the world, and after many a long and weary day, to make a better world. Later, I lost myself in the wonderful epics of the Holy Grail and the Knights of the Round Table. Till now, outside of little affairs like that of 1914, world-weary and disillusioned, I believed that all these were the fruits of kindly and vivid imagination. But now, I am not so sure.

A week ago I had the pleasure of getting at first hand the wonderful story of the Curzon Expedition across Africa. From the fertile vine-covered slopes by the Mediterranean Sea, through trackless deserts, cutting their own roads up still more trackless forests, over mountains, by swamps, and cities, from north to south, east and west of this great continent travelled Mr. Haardt and his companions. It is a wonderful story of endurance, pluck and humour. There were no actual dragons, it is true, but I am sure the Knights of Arthur's Table never had ear forests or our trackless wastes. All obstacles have been conquered.

A detailed history of the expedition be given to the public soon. It should be as fascinating as any that Spencer or Tennyson conceived, and it would be true. Every sportsman in Africa will extend his congratulations to Mr. M. Haardt and his merry men. As for me, well, I hereby place on record that they have made one person at least relive the days when knights and princesses and giant-killers and ogres were articles of faith, than which there is no greater appreciation of the triumph of the Curzon expedition.

This Week's Fairy Story

There was once an East African Government official who did a full day's work. (The end.)

NSWADA.

PORT OF BEIRA TRAFFIC.

Large Increase in First Six Months.

During the month of May the total tonnage handled at the port of Beira (loaded and transhipped) was 44,769. Added to the total for the first four months of this year this gives an aggregate for the period January to May of 224,457 tons, compared with 188,074 tons in the corresponding period of 1924, an increase of 37,581 tons, or approximately 20%.

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SIR ALI MIRGHANI'S DIGNIFIED PROTEST.

Our readers in the Sudan will recollect that rather over a month ago a certain Member of Parliament asked the Under Secretary of State for Foreign Affairs several questions as to the privileges which Sir Ali Mirghani enjoyed for the levying of contributions from his religious followers in the Sudan, and that in a supplementary question the employment of British troops for this purpose was hinted at. Some indignation has been felt in the Sudan at the Government spokesman's request for notice of that question. British residents regarding that reply as unnecessarily open to misconstruction.

The well-known religious notable who was the subject of inquiry has now addressed the following dignified letter of protest to the Times, which publishes it under the heading "Religion in the Sudan."

Like many others who have emigrated to this country brought to me by the news of the aims of the British Constitution and Houses of Parliament, which are the great upholders of that spirit of justice which is the essence of British rule.

I had supposed that the questions put to Ministers in the House were based on profound knowledge and personal experience, but certain questions in the Under Secretary of State for Foreign Affairs on the 15th ultimo by a Labour member displayed a complete ignorance of the

conditions in the Sudan and my own position both in relation to the Government and to my followers, that my confidence would have been badly shaken in the wisdom and knowledge of your great political institutions as I did not think and believe that it was an isolated case.

It is unthinkable that British troops should be employed to collect taxes on my behalf, if it were even imagined, there is no organization to render it possible, and the relations of myself and my followers are not such as to require the intervention of any armed force of any race or religion.

I hope, Sir, that you will see your way to giving publicity to this letter, not merely to protect the good name of a great admirer of the British merits, but as a warning of the harm that may be done by irreflexion and questions based on ignorant or malicious misrepresentations.

I have the honour to be, Sir,

Your obedient Servant,

SAYED ALI EL MIRGHANI

ZAMBEZI BRIDGE CONTRACT.

News was cabled from Lisbon last week that the contract for the building of a bridge over the Zambezi had been signed by the Portuguese Government and the American Company. Further particulars are not yet available for publication.

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EAST AFRICAN ESTATES LIMITED.

Large Development Scheme and Improved Outlook.

Lord Curzon in moving the adoption of Directors Report and Accounts at the Eighteenth and Nineteenth Ordinary General Meetings of the Company held at Carlton House, Regent Street, London, on Monday, July 20th, at 4 p.m., said—

The lengthened period elapsing between the last presentation of Report and Accounts and those before you now has arisen through the prolonged negotiations between the Government of Kenya and your Directors on the question of the exchange of lands mentioned at previous Shareholders' Meetings. The legal formalities were only completed in February last, and in consequence your Directors thought it necessary further to postpone the date of closing the accounts, namely to the end of March, so that such reports might include the exchange of land transaction with the principal requirements.

The exchange negotiations have resulted in the Company having surrendered to the Government 150,000 acres of coastal land, and 80,000 acres at Taveta, all of a tropical nature, in exchange for 999 years lease of 19,875 acres of land in the Highlands of Kenya, all of which is valuable, quickly productive and most of it in healthy localities. The new lands are all capable of growing agricultural thousand acres also being coffee and sugar lands.

It was thought desirable that I should visit Kenya with the Secretary to complete the formalities with the Government and to see the land in hand, and to see the future possibilities. I am sure that you will be anxious to develop the new lands as rapidly as possible. Maize and coffee have now become stabilised crops in Kenya, realising prices which are more than satisfactory. Inasmuch as coffee requires four years to be profitably productive, your Directors have decided to plant maize for the time being as the more readily available product. A large scheme of development is being carried out and the Company will soon be in a position to report on it.

The Company has now acquired over 90% of the shares in the British Colonial Provision Company, Limited (known throughout East Africa as the Uplands Bacon Factory), which, after many years of thankless pioneer work, has now reached the dividend-paying stage. In addition, your Company owns all the £35,000 7% Debentures in the Central Coffee (Nairobi) Estates, Limited, and most of the shares of that Company. The Debenture interest has been met, and your Directors are hopeful that the Coffee Company will soon pay a substantial dividend on its shares.

The coastal lands, still 100,000 acres in extent, are increasing in value and productivity. The amount of copra produced within the period of the accounts has been, for the first time in the history of the Company, sufficient to show a profit on the Plantation Account. With the steady increase in the number of coconut trees coming into bearing, there is no reason to doubt a commensurate increase in profits resulting from the sale of copra.

The development of the building land at Likoni must necessarily wait upon the demand. At the present time there is no reason that would justify your Directors in an outlay of large capital sums by advancing loans to build houses, by the provision of a large water supply, sanitation works, electricity, roads and all the other needs of a township. But as the development of Kisumu Harbour extends, as it is certain to do, so the demand for land on the southern bank of the harbour must increase, and your property become a holding of considerable value. The position here is being very carefully watched, and you may be assured that any favourable opening which presents itself will be taken advantage of.

With reasonable expectation of income from the new Highlands properties, of dividends from the Bacon Factory, the Coffee Company and the increased production of copra, your Directors look with confidence to the future of your Company.

Turning to the accounts, it will be seen that advantage has been taken of the exchange of land settlement with the Government to readjust our assets. The decision to value the land at £50,000 (which is to be a conservative estimate) has enabled your Directors to write down the development account to the value of the coconut trees (without regard to the capital value of annual rentals from sub-lessees), to wipe out all experimental development expenditure and to write off the accumulated deficits of the past years.

The Company is thus enabled to commence a new year with a clean slate. Every year since the formation of the Company presents a materially different picture, and your Directors believe can be traced to the birth in 1909, your Company has met with many difficulties, it has suffered reverses and the hard uphill struggle common to all pioneer companies has been particularly arduous. There will, no doubt, still be difficulties and obstacles to be overcome, but now when your Company has the right to have entered upon a new era of healthy progress, and we hope, to your Directors' desire, to be able to do so, we are glad to be able to say that we are confident that the future will be a bright one.

Colonel Parker, your Managing Director in East Africa and Mr. Beaumont, your Secretary in London, have carried through practically unaided the complicated operations of the past two years, and brought them to a successful issue. They deserve all the thanks we can offer them. Captain Fraser has had the task of bringing the coastal plantations to a stage when they are already rather more than self-supporting, and the credit is due to him for establishing these properties upon a firm basis with satisfactory prospects. To all the other members of the staff of the Company, we desire to express our thanks.

Mr. Herbert Guetalla seconded the resolution which was carried unanimously.

The retiring Directors (Mr. H. Guetalla and Mr. M. R. Magnusson) and the auditor (Messrs. Downes, Muans & Co.) were re-elected, and the proceedings closed with a cordial vote of thanks to the Chairman and Directors.



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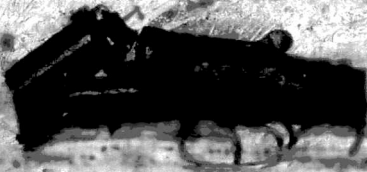
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EAST AFRICAN PRODUCE REPORTS

COFFEE.

THE market for Kenya coffee has been steady and quiet. As the majority of offerings have been of inferior quality, they have been disposed of at slightly lower prices. The demand for the better qualities is slow, and prices are easier. Values are—

- A size, good to fine, 1435 to 1525; medium to good, 1335 to 1405.
- B size, good to fine, 1355 to 1405; medium to good, 1275 to 1305.
- D size, good to fine, 1275 to 1365; medium to good, 1175 to 1225.

Ungraded:

Good to fine	1305 to 1375
Medium to good	1175 to 1235
Common to medium	1005 to 1125
Type "Float"	1125

Prices for other East African sorts are as under—

Uganda—

Bulkish	955 to 1045
Acidic	695 to 1005

London cleaned	1205 to 1255
Medium size	1205 to 1255
Small	1125 to 1175
Peaberry	1225 to 1275
Kibira	1125 to 1175

Tora—

Greenish	1255 to 1285
Pinkish	1095 to 1175

Tanganyika—

Arusha, greenish	1135 to 1185
Usambara, greenish	1235 to 1285

The present stocks of African coffee in London are 3,704 bags, as compared with 30,006 bags last year.

MAIZE.

Owing to the fact that the prices asked for East African maize are unattractive to Southern Africa, the demand is only on a business basis. The market is quiet and prices are easier. Values are—

No. 1 white, bulk, 375 to 425; parcels, 425 to 475. No. 2 white, bulk, 375 to 425; parcels, 425 to 475. No. 3 white, bulk, 375 to 425; parcels, 425 to 475. No. 4 white, bulk, 375 to 425; parcels, 425 to 475. No. 5 white, bulk, 375 to 425; parcels, 425 to 475. No. 6 white, bulk, 375 to 425; parcels, 425 to 475. No. 7 white, bulk, 375 to 425; parcels, 425 to 475. No. 8 white, bulk, 375 to 425; parcels, 425 to 475. No. 9 white, bulk, 375 to 425; parcels, 425 to 475. No. 10 white, bulk, 375 to 425; parcels, 425 to 475.

FLAX.

The demand for East African flax is quiet and prices are easier. Values are—

No. 1, 125 to 135; No. 2, 115 to 125; No. 3, 105 to 115; No. 4, 95 to 105; No. 5, 85 to 95; No. 6, 75 to 85; No. 7, 65 to 75; No. 8, 55 to 65; No. 9, 45 to 55; No. 10, 35 to 45.

The market is steadier and C.I.F. values to this country for the Continent are—

No. 1, Tanganyika	445
No. 1, Kenya	445

Mauritius—Prices have declined to what would appear the minimum, any bids under the following being refused—

Prime quality	£38 10s. od.
Good white	£36 0s. od.
Fair	£34 10s. od.

HIDES AND SKINS.

The total live wool imports during the past month from East Africa numbered 2,136 bales of East African sorts are slow at shippers' prices, and practically no business has passed in this country.

Madagascar—The value of the 17,410 drysalted delivered against arrival contracts should be about 71d. per lb. f.a.q.

OTHER PRODUCE.

Besswa—The demand is good, though stocks are small, the spot value of fair to good East African and Abyssinian being 110s., and Madagascar 102s. 6d.

Cassia Seed—No offerings are being made, but the value should be about £22 5s. for July/August shipment.

Chilies—The market is steady, and with no response sellers are asking £34 c.i.f. Values of Zanzibar are from 32s. 6d. to 35s., and Mombasa from 27s. 6d. to 32s. 6d.

Coconuts—By an quiet market, prices are inclined to ease, and though sellers are firm, buyers will not go beyond £0 ex ship, Liverpool up to December 30. Uganda sorts.

Dura—The demand for Feterita is better and the tone firmer, the half August shipment is being paid 200 1/2s., and the Continent £0 17s. 6d. Prices of Kasabi are too high in the Sudan for business to be done here.

Groundnuts—Decorticated has been sold to the Continent at £25 7s. 6d. for August/September, and £25 10s. for September/October shipments, with further buyers, although the price had dropped to £24 10s. previously.

Gum Arabic—Quiet and prices steady. New year natural Kordofan is quoted at 51s. f.i.f., cleaned 53s. and Tath 50s.

Iron Ore—On an irregular market East African sorts in 50-ton lots should be worth about 21s. 10s.

Peas—The value of Uganda cleaned is 11s. 6d. and supply is 1,000 tons.

Seam—Practically no business is passing in East African sorts, the value of which is about £27.


Smaller Supplies—Smaller supplies were offered at the last auction, and everything was sold with good competition. Prices of Zanzibar were: Shu, mail to bull, 25s. to 45s.; chicken, 10s. to 20s.; and all other 15s. to 25s. Hoof, fair to good, 10s. to 15s.; Yellow-belly, 10 to good, 15s. to 40s.

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H. M. COLM ROSS,
Tanga, Tanganyika Territory
 14 years Plantation, Department, Ceylon, 14 years East Africa

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PASSENGERS FROM AND TO EAST AFRICA.

The s.s. "Guildford Castle," which left Mombasa on June 14, has arrived in England. The passengers were as follows—

To Genoa.
Mr. J. G. Hyde Smith
Mr. C. W. Stewart Neave
Mrs. C. W. Stewart Neave

To Marseilles.
Dr. L. C. Anderson
Mrs. J. C. Anderson
Lieut.-Col. T. Danneberg
Mr. J. S. Meikle

Miss Lake
Captain E. V. H. Parker
Mr. G. A. Pearce
Mr. A. L. Thompson
Mrs. A. J. Thompson
Mr. Vannaberggen
Mrs. Vannaberggen
Master A. Vannaberggen
Master E. Ward
Mrs. J. Stewart Watt
Mrs. J. Whyte
Mrs. J. Martin
Mrs. J. R. Martin

To Enthal.
Miss L. A. Ash
Mr. T. R. Mitford Barber
Honble. F. O'Brien
Mr. H. Bugden
Mrs. H. Bugden

Mr. A. B. Clower
Mr. V. Connell
Mrs. A. E. Couser
Mr. B. W. Davis
Captain W. L. Dibboch
Miss E. Dixon
Mrs. J. W. Donaldson
Mrs. J. W. Donaldson
Mr. H. A. Dowling
Mr. J. L. Edwards

Mr. J. H. Halford
Mrs. J. H. Halford
Mr. M. E. Hamlin
Mr. E. Hamlin

Mr. H. J. Hammond
Mrs. H. J. Hammond
Mr. W. F. Harrington
Mrs. W. F. Harrington
Master J. Harrington
Mr. G. W. Hayward
Mrs. G. W. Hayward
Miss Hayward
Mrs. A. H. Hewson
Mrs. D. Hewson
Mrs. J. T. Hynes
Mrs. J. T. Hynes
Miss E. E. Jenkins
Miss J. Jones
Mr. F. W. Kelly
Mrs. F. W. Kelly
Master R. Kelly
Mr. A. J. Kemp
Mrs. H. A. Landon
Mr. C. W. Laxton
Mrs. C. W. Laxton
Mrs. H. C. C. Loader
Mrs. S. P. Lowe
Mr. Mackay

Mr. C. G. McArthur
Mr. M. Bell
Miss M. Bell
Mr. C. M. Notman
Mr. T. W. B. O'Neill
Mrs. T. W. B. O'Neill
Mrs. M. J. Parker
Mr. E. Reid
Mr. W. E. Rodgers

Mr. J. A. Snowden
Miss F. A. Springett
Mrs. C. Springett
Miss O. Thorley
Mr. R. J. Walls
Mr. G. A. Wall
Mr. H. Weston and child
Mr. H. H. Wright
Mrs. E. Stuart Watt
Master Stuart Watt
Mr. R. Yates
Mrs. R. Yates and child

The "Garth Castle," which left Plymouth on the 18th inst. via the Cape, carried for

Beira.
Mr. T. R. Aldous
Mr. A. P. Farquharson
Captain J. C. Ramsay

Beira.
Mrs. Ramsay
Miss J. Ramsay
Mr. E. P. Sharp

The s.s. "Annaal Pleige," which left Marseilles for East Africa to-day, carried the following passengers to

Mombasa.
Mr. R. Ball
Mr. G. Ball
Mr. and Mrs. F. C. Louisa
Toulon.
Mr. and Mrs. J. D. Bainbridge.

Mr. B. Ziegler.

Dar-es-Salaam.
Mr. D. Allan Glyles.

Mauritius.
Mr. and Mrs. P. Dumas and family.
Mr. A. E. Bradley.

Zanzibar.
Mr. M. O. Pibworth.

EAST AFRICAN STEAMSHIP MOVEMENTS.

CLAN ELLERMAN-HARRISON JOINT SERVICE.
"Clan Alpine" arrived Port Sudan for East African Ports July 12.

CITY AND HALL LINE.
"City of Agra" left Delagoa Bay for Beira, July 18.

HOLLAND AFRICA LINE.
"Springfontein" passed Ushant homewards, July 18.
"Sank" passed Ushant homewards, July 18.
"Jagerfontein" left Zanzibar July 18.
"Banka" left Port Sudan for East Africa July 18.
"Kwettfontein" arrived Gibraltar for East Africa July 18.

"Nykerk" passed Gibraltar homewards, July 16.
"Boeroc" left Port Said homewards, July 16.
"Klipfontein" left Beira for East African Ports, July 15.
"Madioen" arrived Port Natal for East African Ports, July 16.
"Klaver" passed Ushant for East African Ports, July 16.

UNION CASTLE LINE.
"Union Castle" left Beira for London July 16.
"Union Castle" left London for Beira July 16.
"Union Castle" left Plymouth for Beira July 16.
"Glooucester Castle" arrived Natal for Beira July 16.
"Granada Castle" left Cap. Town for London July 15.
"Dunluce Castle" left Ascension Island for Beira July 16.
"Notman" arrived Mombasa from London July 16.

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PROPERTY OR OTHERWISE INTERESTED IN
EAST AND CENTRAL AFRICA.

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EAST AFRICA AND PARLIAMENT.

British public men and commercial and industrial dealers are awakening to the conviction that East Africa offers an attractive field for the investment of Imperial capital, brains and energy, and the Memorandum on Transport Development and Cotton Growing in East Africa by the Committee on Industry and Trade is a most important contribution to the knowledge of the possibilities. All labouring for a better knowledge of East African resources and potentialities must be cheered by the Committee's three conclusions and recommendations, namely:—

(a) That British industry, and in particular British export trade, would derive very considerable benefit from the development of the East African Colonies and Dependencies;

(b) That the primary need is the provision of improved transport facilities, particularly in the order of the raising of the standard of the facilities for meeting the necessary expenditure should be evoked.

These unanimous conclusions were reached only after evidence had been heard from associations of merchants, cotton spinners, manufacturers and brokers, agricultural and locomotive engineering associations, the British Cotton Growing Association, the Empire Cotton Growing Corporation and other important bodies. Their expert evidence convinced the Committee on Trade and Industry that British trade and employment would benefit substantially by the raising of a transport loan of £10,000,000 not only from the immediate demand for the products of the iron, steel and engineering industries and the prospective increase of raw cotton supplies, but also eventually through the added purchasing power of the Native populations of the East African territories affected.

Almost simultaneously with the publication of this Memorandum representations had been made to the Secretary of State for the Colonies by Lancashire and Shropshire Members of Parliament and to the Under-Secretary of State by a joint delegation of the East African Seniors of the

London, Liverpool and Manchester Chambers of Commerce. That these representations were sympathetically received by Mr. Amery and Mr. Ormsby Gore goes without saying, for we are fortunate in having at the Colonial Office two enlightened friends of East Africa.

Until the Transport Bill is introduced to aid passed by Parliament the news of war are denied them. Trade authorities now assert that British industry is vitally interested in the improvement of East African transport facilities. Let our business men press strongly for the prompt provision of the necessary funds, which will bear abundant interest within a few years.

On Monday evening the House of Commons sent into Committee of Supply to deal with a vote of £17,000 for the Colonial Office, which gave an opportunity for a discussion of the East African transport and East African cotton growing.

Mr. Amery declared that the Bill probably offered greater economic possibilities than those presented by any other part of the world, and Mr. Ormsby Gore made another eloquent plea for work and effort to combat the world disaster. In the last few years the East African cotton has not only increased, but East Africa's economic development had been more rapid than that of West Africa.

The dissolution of the South African Committee was explained to be a result of the fact that its

report on the cotton problem was not a basis for a constructive policy. Mr. Amery, to have referred to that Committee the questions investigated on the spot by the East Africa Commission would have entailed inevitable delay, perhaps of two years, whereas urgent action was most desirable, particularly regarding the land problem in Kenya. Land tenure could not be properly considered by a Committee sitting in London; an *ad hoc* Committee was necessary to go and deal with it on the spot.

Mr. J. H. Thomas' views were constructive, as always. Mr. Fisher spoke somewhat confusedly of the situation in Kenya, which was a travesty of the elementary principles of fiscal and social justice; and Sir Sydney Huan called for explanation of the automatic repetition in the estimates of £350,000 as a grant-in-aid for Tanganyika, the increased exports and imports of which Territory denoted financial improvement.

From the East African standpoint the course of the debate was certainly satisfactory. Members of Parliament are veering towards enlightened agreement on Tropical Africa development. As we have repeatedly said, East Africa must be raised above parties.

OUR LATEST EAST AFRICAN POSSESSION

By Alfred Wigglesworth

I have alluded to railway transport. At present fares and rates are far too high, but improved management in bringing down obstacles and increased traffic, both of passengers and goods, will soon permit of a gradual reduction in rates all round and an increase in the number of passenger trains. A weekly service, for example, is hardly calculated to attract passenger traffic.

Sir Donald Cameron has shown an enterprising lead in the importation of a caterpillar tractor to facilitate his moving about this roadless country in all weathers and directions, but during the rains the unmetalled roads become impassable to wheeled traffic. It is, therefore, necessary that His Excellency's admirable intention of visiting distant and hitherto unvisited sections of his vast domain so as to study personally the spot and inquire from the local chiefs and people isolated in the wilderness.

Nothing is more striking in Tanganyika than the almost insuperable obstacle to visiting any place off the beaten track. Few can afford the travel of followers necessitated by the old-fashioned *safari*, and as labour gets more costly this form of travel will become more and more of a luxury and will be confined to shooting expeditions or survey parties. The business man can never afford the time nor the money for such a lengthy and slow way of getting about this vast picturesque country, and those trotters who wish to indulge in it must hurry up before it is too late.

After his arrival in Tanganyika the new Governor took after his arrival in Tanganyika was to approach the various public bodies, headed by the Dar-es-Salaam Chamber of Commerce, with a view to getting their opinion with regard to the abrogation of a Legislative Council. Several meetings were held and the views of the community were put before His Excellency so that a plan in the right direction may shortly be expected.

Another important change was the abolition of the maximum of postage on newspapers, which had been fixed at a certain rate, and was backed by a prohibitive tax on the sale of such papers.

A downward revision of postal and telegraph rates is a reform long overdue. In a country where mails off the main routes travel by runner, telegrams are of greater necessity than elsewhere and thirty cents (about four pence) to Kenya, and 25d. internal a word are truly prohibitive rates. Cable rates should also be substantially reduced. I remember Mr. Hemmiker Heaton, who did more than any man in recent times for the telegraph and postal service of the Empire, informing me that Empire cable rates should be fixed at a uniform rate of a penny a word. This was no joke, but the earnest opinion of a man whose life was spent in an endless effort to extract concessions from the mandarins of the Post-Office for the benefit of the public. The present rate for East Africa is absolutely prohibitive and distinctly harmful to the development of commerce.

Mr. Alfred Wigglesworth, a member of the Joint East African Board, and London Representative for Tanganyika and Kenya at the British Empire Exhibition, who has just returned from a tour in East Africa, has been good enough to describe his impressions in an interesting article of which this is the concluding portion.

Improved Mail Service Necessary

Another barrier to progress is the irregularity of the mails and the inordinate time in transit. While I was in Africa a British mail boat arrived in Dar-es-Salaam, having performed the voyage in the "record" of forty-one days from England. In the German time a fortnightly service of the utmost regularity ensured delivery of mails within three weeks. Why should we have retrogressed?

The next step must be an air mail. France is far ahead of us in the development of air services to the African possessions, and we must get a move on if we are not to be left behind. It is pleasing to learn that the Sudan, Kenya and Uganda have each voted a sum towards the cost of survey for a weekly air mail and passenger service between Khartoum and Kisumu. This is a step in the right direction. There is no word of Tanganyika participating in this development, but an air service between Mombasa, Tanga, Dar-es-Salaam (and Lindi, if possible), although it could hardly pay at first, would bring great benefits in its train by accelerating mail services and attracting men interested in the development of the territory to visit it more frequently.

This article would not be complete without an allusion to the recent increase in freights amounting to 50% on coal, 60% on meal, and 100% on cloves. At a time when planters have been struggling in a financial strait, it is a difficulty to pay on the balance of the year, and to obtain interest on the heavy debt to the bank and others, it is most unreasonable that such exorbitant rates should be imposed. It is quite possible that the rates of the last few years may have been exorbitant, but were they not more so in other voyages when coal ceased to be exported, and East African export in its infancy and in need of financing?

Freights and Lighterage Rates

It is said that planters are not prepared to pay more than 25% for coal, and 10% for meal, and it is reasonable to assume that the shipping companies are prepared to cast in their lot with producers and to share both their adversity and prosperity. Besides, it can be argued that East African rates should be fixed with due regard to competitive rates on the same products of other countries. Coffee, sisal, and copra do not sell a penny dearer because of increased freights. They must compete with the products of Brazil, Mexico, Java and the Philippines, so that this increase of freight means a corresponding decrease in the price paid to the producer. Surely consideration of these points is not too much to expect before a close international monopoly manipulates these African freights.

It is significant that the Chamber of Shipping has just announced that the freight index number was 20 per cent lower in May than in the corresponding period of last year, and that the absence of the seasonal increases usual during the spring and early summer months has become one of the features of the freight market this year. What justification can be shown for a rise of from 50 to 100 per cent in East African freights in July, 1925?

It is also hindered by the high lighterage rates, which, in a great measure, are due to the charges on goods and the unwillingness of the shipping companies

controlling this key to maritime industry might well adjust their rates to a competitive point as compared with countries producing the same products.

Mineral prospects

So far I have only alluded to agricultural products, but there may be a very promising mine in the future in front of Tanganyika. The gold export has been doubled during the last year, and the recent results in the Tukuyu district have attracted many gold seekers, some of whom are making a great success. The Lupata district is very promising, and the gold output was doubled in the first quarter of this year, as compared with the similar period of last year, i.e., 1,485 ounces. Meanwhile, the gold-fields are booming, and I hear that 80 reef claims have been pegged.

Wolfram and tin have also been discovered in the contact zone in Mtondege towards the district of Mchugu, while prospectors have in places also found the blue ground, which is clear indication of a diamond deposit. Iron fields have also been found, and it is to be noted that the iron mines which were successfully worked during the war should not continue to develop. Germany believed in the value of the minerals of her East African possessions, and her advance has hitherto been made since the minerals were worked upon Great Britain, it may be attributed to the need of putting the country in order after a long and devastating war.

The development in this direction would be greatly accelerated if a thorough geological survey of the Territory could be arranged without delay. Where a rich area is located, steps should at once be taken to provide reasonable facilities of transport to exploit the land and make it feasible to work, thereby permitting the product to compete in the markets of the world.

Much has been accomplished in a short space of time, and we will find that the possibilities in the future are almost infinite. The development of a new tropical territory. Failures there may be, but the way to success has been shown, and such industries as sisal in particular have given the world a lead. Perhaps its story may be reserved for another occasion.

It can be seen from these details that events are developing rapidly in Tanganyika, and that very satisfactory progress may be considered to have been made in the last few years since the Territory was transferred

Tanganyika's Import Trade

Unfortunately, the import is not as satisfactory from the British standpoint as the export trade. I visited many Indian *dukas* and found in every one a majority of foreign articles. There was nothing in the colour or design of the piece goods which could not be produced equally well in Lancashire, nor in the make of the agricultural implements which could not be made in our own steel works probably of better material, nor could I find anything specially attractive in the price. I imagine the Continental lead is due rather to more clever merchandising and possibly to a system of credits elaborated by our Continental neighbours on more generous lines than those general with us. The Department of Overseas Trade and the New Publicity Bureau about to be constituted would do well to get busy in order to find out the rift in our armour and repair it.

The Mandate confers equal rights on all Natives, and the trade of Tanganyika will certainly go to the country which best co-ordinates its commercial system by bringing about a healthy co-operation between the Exchange Banks and their clients in regard to African credits.

The high cost of living in Tanganyika, due to an absurdly high import tariff on almost every article of

necessity, is not calculated to accelerate the progress of industry and agriculture, and comes very hard on officials and estate employees whose savings are thereby seriously curtailed. Anything which increases the general cost of living in a new colony acts as a barrier against men of moderate means settling in it and retards progress. While tariffs are useful and even necessary in countries which set out to build up manufacturing industries of their own, or to maintain their position in the face of severe foreign competition, they perform no such function in a purely agricultural country and are certainly the most costly method of raising revenue. It is to be hoped that economies in administrative expenses, coupled with increased receipts from other sources, may enable the Governments of East Africa to diminish import duties. A Customs Union is a good thing, but it must not be made to hamper the development of one of its adherents.

The Amani Institute

The Amani Institute is still waiting to be reopened and ultimately has not lost much ground during its vacancy. Credit is due to the Director of Agriculture and to his nominee for the steps which were taken to prevent the rapid deterioration of specimens, books and instruments, so that, despite a tropical climate, the "warm feeling" in regard to this noble scientific creation has quite changed, and I found everywhere a thorough understanding of the benefits which would accrue from a highly organized scientific staff being located so centrally and at a site which, sloping upward for 1,500 ft., offered a wide range of climate for the cultivation and study of the many plants which can be successfully grown in a country whose climatic conditions embrace every grade, from tropical at the coast to arctic near the summit of the eternal ice cap of Kilimanjaro.

The Greasy Gate Report has dealt with the problem, which it is greatly to be hoped will solve at the earliest possible date by voting the requisite funds and by the appointment of a Director and staff with the least possible delay.

WHITE SETTLEMENT IN TANGANYIKA

It is probably well known that the Government of Tanganyika is preparing to alienate some of the vacant lands, and the first of these is the land between Iringa and Tukuyu.

A Nairobi firm has opened a land agency at Iringa, and Lord Delamere and others are now visiting the district. The Tanganyika Government is understood to be surveying the area between Iringa and Tukuyu, while the land west of Iringa is also likely to be alienated to white settlers.

Conditions for the acquisition of land are very favourable. The right of occupancy of a 300-acre farm near Tukuyu is at present offered to the person bidding the highest annual rent at public auction. The Government upset price is 6d. an acre annual rent. A ninety-nine years' lease is given to the successful bidder, who is bound to cultivate one-twentieth of the area acquired yearly, until one-half of the whole is cultivated, while the value of buildings and machinery will be accepted in lieu of a portion of cultivation.

The most important clause in the lease is that which declares that the right of occupancy is not transferable except with the consent of the Government. The Tanganyika Government is apparently endeavouring to prevent land speculation. The substitution of "right of occupancy" for "sale outright" is particularly noteworthy. It is stated here that the Government is drafting even more favourable conditions for future sales.

AFRICAN DINNER TO SIR GEORGE LLOYD AND SIR GEOFFREY ARCHER.

Specially Reported for "East Africa."

On Wednesday of last week the African Society gave a dinner in honour of the Right Hon. Sir George Lloyd, G.C.S.I., G.C.I.E., B.S.O., High Commissioner for Egypt and the Sudan, and Sir Geoffrey Archer, K.C.M.G., Governor-General of the Sudan.

The Right Hon. Earl Buxton, B.C.M.G., President of the Society, who proposed the health of the guests, mentioning incidentally that 75% of the members of the African Society lived in Africa, said that that large company had come to pay tribute and offer their congratulations and good wishes to Sir George Lloyd, whose Governorship of Bombay had been so successful that it was distinguished, and to Sir Geoffrey Archer, who had had considerable experience of Sudan and Northern Africa. Sir Geoffrey, after being High Commissioner for Southland, and had been Governor-General of Southland during the past two years. Now, following the assassination of Sir Lee Stack, he had been appointed to the vacant Governor-Generalship of the Sudan.

Great Britain had in the past given of its best to Egypt and the Sudan. Their two guests were following very distinguished predecessors Cromer, Kitchener, Wingate and Allenby amongst them. Sir George referred to Lord Milner, whose book had brought home to many people the facts of the Egyptian question. They cheered the speaker with welcome and the best wishes to Sir George and Lady Lloyd, and to Sir Geoffrey and Lady Archer.

Sir George Lloyd's Welcome.

Sir George Lloyd, who was warmly applauded on rising to reply, said that the East had thrown its arms round him. The happiest years of his life had been spent in Turkey, Arabia and India, and he was extremely glad to be going to Egypt, where he hoped to find the fruits of that old traditional friendship between England and Islam. It was a privilege to be welcomed to the region of the Nile and with the knowledge that the people were generally so friendly and hospitable.

For more than a century the British Empire had been closely and honourably connected with Egypt. We had drawn great knowledge and wide inspiration from that land, and in return we had given our wealth, our material guidance, our political support, largely as a result of which Egypt had risen to financial eminence and prosperity, founded not on the fortunes of a few but on the welfare of the masses. He would seek to stimulate goodwill.

He appreciated the vast importance of the Sudan and the scope it offered for wide creative effort. He looked forward to studying its problems and to helping assisting in their solution. Sir Geoffrey Archer, his fellow guest, could speak with more recent knowledge and with the authority born of a long and distinguished career.

The Governor-General's Reply.

Having been accorded a most cordial reception, Sir Geoffrey Archer said that that evening was a proud one for him and his wife. He was exceedingly glad to think that he was deemed worthy of the honour to be entertained by the African Society. Sir George Lloyd, the new High Commissioner for Egypt, was bringing to his task a wide knowledge of the East, and he, Sir Geoffrey, looked forward with the most pleas-

able anticipation to close association with him in important undertakings in their part of Africa.

He wished also to pay a word of tribute to Lord Allenby, under whom he had had the honour of serving. Great Britain owed him a debt of gratitude for asserting the highest British traditions for disinterestedness, integrity and scrupulously fair and even generous dealings.

The position in the Sudan as he saw it was that the political barometer was set fair. The outstanding questions were those of cotton and water. The Sudan was chiefly associated in the public mind with the names of Gordon and of Kitchener's re-conquest of a desolate country. Now they had a well-established government, thanks largely to Sir Reginald Wingate, whom he was glad to see present, and to the late Sir Lee Stack, whose death he was deplored by every right-thinking man and not least by his many Egyptian friends in Cairo.

Problems of Cotton and Water.

The Sudan stood on the threshold of very great developments. At Makwar £11,000,000 had been spent on the dam and canalisation. Just a few days previously water had for the first time been let on to the land. Within a very short space of time the cotton had 30,000 bales, and the Government could be sending its way to the Lancashire mills. In the far south, the Equatorial provinces, the great potential producing centre, the fashionable boards which Britain was taking a remarkable interest in, were ready to be produced. If Egypt and India were excluded, it was a fine achievement for a very small territory. Very similar conditions obtained in the Southern Sudan. Transport was the difficulty, but fuel, labour and energy that would be overcome.

In the Northern Sudan the main problem was water, but there was sufficient water in the Nile to supply the requirements of the Sudan and the Nile valley.

At the same time, Sir Geoffrey Archer observed that the Nile valley was the life of the White Nile through the Sudan, and to avoid the great waste of to-day, the Egyptian Government had voted credits for a dam above Khartoum.

Sir Geoffrey hoped that within his time in the Sudan and Sir George Lloyd's time in Egypt, they might by working in good understanding with Egypt succeed in solving the water difficulty, which was a vital consideration for the two countries. By facilitating Egypt's supply of water Britain would be giving renewed proof that her obligations in the Condominium were being met, and he believed that by that policy Egypt would come to rejoice that Britain was in executive control of the Sudan.

The Road to the African's Heart.

There were two things that an administrator must do. He must put himself in the place of the other fellow, whether he were white or black, and he must remember that there were two sides to practically every question. Everything must not be judged from our standards and our standards alone. Sympathy and consideration were probably the quickest roads to the hearts of the African. He would quote two maxims from his own experience.

Southland, in which he had spent ten years, was held literally by a council board. They were

10,000 well-armed Native warriors on the one side, while we had only 500 Native troops. The Somali was a wild intractable Mollatodan, in general intemperament, and extremely difficult to handle. Personally he found them very attractive, collectively they were exasperating beyond words. At any time they could drive us into the sea. We had been able to achieve our objective mainly because six or seven experienced and well-trained political officers, who had the closest knowledge of and sympathy with the Somali, had made themselves so indispensable that the Somali realized that the country could not do without them.

It is hard to see how there had been very much the same thing. It was an entirely different country, Christian civilized and progressive, a real Native state in Africa. Here more than anywhere, Nationalistic aims might have been expected, but not one Native in the country would desire to see the last of the British official, because the safety of the Native had been made paramount in our indirect rule. The Native has been managed in Governmental affairs. He was contented, prosperous and progressive, while we gained in prestige, in raw material and trade. He was in the days to come that might be the position of the Sudan and perhaps in Egypt.

Lord Suxton.

The health of the Chairman was proposed in a witty speech by Mr. Douglas Malcolm, who said that Lord Suxton was rapidly qualifying for the post of Nestor to the Anglo-African Army. He was sending out commanders to all parts of Africa, and he was that night sending two more warriors on their way.

Lord Suxton, in reply, said that he was beginning to feel he had been their Chairman too long. It made him think of an advertisement he had once read. A gentleman had run away from home and the parson said he would forgive him if he would come back. Lord Suxton said that these days the committee of the African Society might be bringing that advertisement to his notice.

The following were present at what was undoubtedly a most successful dinner:

- Lady Gold Adams, Lt. Col. S. G. Alden, Miss J. Annandale, Sir Geoffrey and Lady Archer, Major and Mrs. C. H. Arbuckle, Hon. R. Asquith,

- Mr. H. C. Back, Mr. E. P. Bailey, General Walter Bagot, Miss M. Banks, Mr. E. Best, Barlow, Mrs. Barlow, Sir George Barnes, Lady Barnes, Mrs. Beddow, Mr. J. B. Montague Bell, Mrs. Bell, Sir Henry Birchmore, Mrs. A. Birchmore, Mrs. B. Ruggles Birch, Mrs. Ruggles, Bruce, Viscount Broome, Viscountess Broome, Mr. C. M. B. Buppott, Lady Burchclero, Earl Burton, The Countess Burton,
- Sir Gilbert Carter, Lady Carter, Mr. Howard Carter, Dr. J. B. Christopherson, Mrs. Christopherson, Mr. H. N. Cleverley, Mrs. Alfred Cole, Sir M. D. Mitchell Cotts, Dr. E. S. Crispin, Miss Crispin, Miss Crispin, Major Gen. Sir J. H. Davidson, Lady Davidson, Miss A. d'Erville, Baron E. B. d'Eringer, Capt. G. A. Debenham, Mrs. A. C. Douglas, Lady Annabel Dodds, Mr. D. Capel Dunn, Mr. John Dunn, Mrs. Dunn, Major Patton.

- Colonel R. Fennell, Mrs. Fennell, Hon. Mrs. Wilson Fox, Mrs. R. Gordon Ford,
- Lieut. Col. Sir Henry L. Galway, Lady Galway, Dame Alice Godman, Miss Edith Godman, Captain James F. Godman, Mrs. Godman, Col. C. R. P. Godman, Miss E. M. Godman, Major E. S. Goldman, Mr. Richard Goldman, Hon. Mrs. Goldman, Miss Goldman, Hon. W. G. Ormsby Gore, Lady Beatrice Ormsby Gore, Sir W. Ormsby-Guthrie, Mrs. Byam Grounds, Mrs. Rupert Gunnis,

- Mr. A. Hicks, Mrs. Hicks, Mr. J. F. C. Hopkins, Mrs. Hopkins,
- Mr. J. H. Ingleton,
- Major Sir Humphrey Leggett, Lady Leggett, Hon. Lloyd, Hon. Lady Lloyd, Sir C. J. Longcroft, Mr. H. D. Lowmer, Mrs. Lorimer, Sir Sidney Low, Lady Low, Sir Frederick Macmillan, The Hon. Mrs. Marshall, Major McCallum, Capt. Duncan McCallum, Mrs. Duncan McCallum, Mr. D. O. Malcolm, Lady Evelyn Malcolm, Sir J. C. Maxwell, Lady Maxwell,
- Dr. W. H. Moffat, Mrs. Moffat, Miss Vaughan Morgan, Mr. T. W. H. Mizeod,
- Mr. W. Osmond, Mrs. Osmond, Lt. Col. J. J. O'Sullivan, Mrs. O'Sullivan,

- Lady Arthur Pearson, Sir Neville Pearson,
- Mr. C. F. Rees, Mrs. Rees, Sir Arthur Rees, Major Richmond, Mrs. Richmond, Mr. W. P. Riddle,
- Sir Alfred Sharpe, Mr. J. A. Sharpe, Mrs. J. A. Sharpe, Mr. J. H. Sharpe, Mrs. J. H. Sharpe,
- S. Taylor, Mrs. Cuthbert Thomson, Sir Thomas H. Sir William Tyrrell, Lady Tyrrell,
- Major J. B. Urde,

- Mrs. Charles Watney, Mr. Leo Weinthal, Mrs. Weinthal, Mr. Henry S. Welton, Mr. H. Exmouth Wells, Mr. Eric Wenham, Major M. J. Whelan, Mrs. Wheatley, Miss William, Miss Williamson, Mrs. Wilson, Mrs. E. A. Wilson, Mr. Charles S. Wilson, General Sir Reginald Willoughby.

Our Wembley Souvenir Number

tells you how a farm of 65 acres of well-established coffee was created in the Kenya Highlands for a net expenditure of £299 and a gross outlay of only £648. It is not a pre-war story. It was done between 1920 and 1924.

Or perhaps you want to know actual costs of the journey from East Africa by the Nile Route. The Souvenir Number gives this and much other first-hand practical information.

Send your annual subscription of 30/- to "East Africa" now and secure this great Souvenir Number of 124 pages.

Africa's Spelling

BURNING THE BUSH.

By WILIAMO.

For months now the sun has been pouring down uninterrupted, gradually drying up the country-side. Long ago the crops were harvested, and the fields stand neglected and untidy. From green to brown and to yellow the earth's face has changed. Streams have dried up, river beds are devoid of water. The earth, baked dry, has cracked, and long wide fissures sprawl across its face.

Grass, many feet high waves and rustles in the wind. In it the game find sure refuge, for this is their holiday time. The hunter does not venture into these thick, hot and stifling patches. He is heard as soon as he enters, and, furthermore, he cannot hide.

Everything is parched as dry as the grass. The sun is burned by that endless sun. The sand reflects it, the rocks throw it back intensified, the scrub shrivels beneath it, and the grass before its fire. Cattle, sheep and goats are driven to the long pull of bed grazing, move listlessly about chewing up the old, meagre stalks, snuffling at every bit of shade, vainly looking for something green.

Even the people are affected. Their skins look dry and grey. The women are tired, for they have had to go further and further afield for the precious water—and then it is more brown than the water. Many a time have they sighed in this parched land of theirs for a river, a river that would flow all the year, not come down in torrents in the rains and then dry up and become the yellow sand for the rest.

But it is nearly over. The relief has come. On the 15th of June a burning. Clear, bright, and intense, the sun is preparing for its final assault. The villages that the advancing flames may not consume the huts. Spears are sharpened, the polished bow strings tested, fresh poison prepared on the arrow heads. No fire will there be burned, there will be a little "dog too."

For days already the isolated fires have been started, a little at a time from the path, a neglected bush, a bit of grass, an arrow, a stick, a piece of wood, a blaze has become a real fire, and the end of the district will be reached. The fire will go, all the accumulation and 6th of months, and with them the danger of disease.

Clouds of smoke go swirling into the skies, showers of snuffs come falling down from every

direction. The burning has begun. On every hand are great lines of fire, fanned by the breeze, eating their ravenous way forward. With a roar they embrace a patch of long grass. Flames tower up above the trees, eagerly they consume, only to die down again as a bare space is reached. But on, ever on, they go, joining, breaking down the walls and up the mountain sides. Trees wither, trunks are blackened. Before is vegetation, behind are desolation, ashes and cinders, little glowing piles where some slow burning substance has been met. Before and behind these lines of fire yells and dances a savage horde. Small game, frenzied by the noise and heat, come rushing out, only to be met by these relentless men. Clubs, spears, arrows fly at them; they dodge and double, till finally they fall prey to be beaten or clubbed to death. Snakes wriggle out, but meet with scant courtesy. Coveys of partridges, flocks of guinea fowl, all fly before the advancing flames. And ever the men dance and yell, rush after some particularly lucky animal to destroy it in a noisy flurry. For those who face the flames and break back through them, death is waiting. There is no mercy. Only the bigger game get away, for these must not be touched. Animals normally at war rush side by side, enmities sunk for the moment. Only deep in the forest, where fire never enters, its denizens are undisturbed.

Darkness descends, but the lines of fire go ever on, burning up the hill-sides, transformed to things of beauty by the night.

Twinkling as a thousand lights, the flames, as if by magic, have dimmed, they rush at each other, the flames of the night, and meet at the top, leaving behind odd patches of light, and little fiercely glowing dots.

Now and again a village stands out clearly with the fire behind it. The figures of the villagers can be seen hurrying about to feed cattle, to rain-bird and houses. All night the fire goes on, crackling and leaping, ever ready for new and better hunting for more patches to burn, licking around the trees as if to burn, regarding them as if they were a piece of wood, and burning them as if they were a piece of wood.

At the end of the burning, the bush, trampled by day, grows a new, beautiful green, but sweeping all before it, in one great wave of destruction, cleans the country, preparing for the next season, and heralding the rains which are to follow shortly—the rains which will soon turn the country again to its beautiful green. But in the meantime a light new growth of grass will spring up and tide the cattle over the intervening weeks.

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killers known to
medical science.

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UGANDA'S POPULAR CHIEF SECRETARY

Mr. E. B. Jarvis, C.M.G., Chief Secretary to the Uganda Government, who left England at short notice some months ago to assume the Acting Governorship on the promotion of Sir Geoffrey Archer to the Sudan, and who has now handed over to Mr. W. F. Gowers, the new Governor of the Protectorate, has always had happy relations with the non-official European community, and it must be a pleasure to him to have received recently from the Uganda Planters' Association a unanimous resolution in the following terms:-

That this Association wishes to place on record its high appreciation of the excellent work done by Your Excellency during the several periods in which you have acted as Governor of this Protectorate, and further desires to record the satisfaction of its members for your sympathetic attitude towards them in your difficulties and problems.

"The Association also regrets that your term of Office is drawing to a close."

We are also able to state that the King and his Ministers sent to the Secretary of State a memorial requesting the appointment of Mr. Jarvis as Governor in succession to Sir Geoffrey Archer, from which it will be apparent that the Chief Secretary's work has been much appreciated by the Native elements as by the European members.



MR. E. B. JARVIS, C.M.G.

WHERE IS KALAMBO?

To the Editor of "East Africa"

I am just having a little "East Africa" about what be done in my country by Kalambo. Each Friday I is always not well before times to wait for the postman to bring him my bwannas East Africa and then I is all excitement till my bwanna he takes him out for his oibe babes why he leaves him paper behind.

I don't sleep no sunbe the last week nor for two weeks. I am just wondering what I think that my bwanna he is something to do with me. I am just wondering what I think that my bwanna he is something to do with me.

poor Kalambo be dead and if that be it Ise going to tell my bwanna to take me back to Africa. Ulaya he no place for me it is cold and almost it rains all the days even then if I sees something about Africa from Kalambo my sole it be happy and I stays with my master am him mensahibi.

When my bwanna him be "fell up" with Ulaya him tell mensahibi about Africa and then me just love to see all him say him tell about the vita and how him know you and what the bad Germans did to me and my dada. Him say how he knew what you did in the vita and me think that perhaps I'm see your honor there.

Fafadhali tell Kalambo if him be no dead to send you more words from my land and make me very glad. Praying for your honours long life and prosperity.

Your obedient servant

ISA BIN ASMANI
Boi wa bwanna

(This is one of several letters received by the Editor asking about Kalambo's contributions have not appeared in the past couple of issues. We are glad to be able to state that further articles from the versatile pen of this excellent East African will appear shortly. One will be found on the opposite page. E.L. T.A.)

EAST AFRICAN RECEPTION

A Pleasant Evening at Wembley

On Thursday evening the 27th, a large number of officers of the East African group of territories, represented at the British Empire Exhibition, held a reception in the Pavilion to meet the Hon. W. G. A. Ormsby Gore, Acting Colonial Secretary for the Colonies. The guests were received by Sir Alfred Sharpe, chairman of the East African Group Committee, who, with his colleagues, must have been more than satisfied with the complete success of the function. Some 500 officers of the East African group of territories were present, and the claims of business and the pleasure of the evening were of those which are not easily forgotten.

That fact is, in itself excellent testimony to public appreciation of the opportunity afforded East Africans, past and present, to meet Mr. Ormsby Gore and each other and to examine the exhibits in the various Courts. Many were the meetings among old friends, and the three hours between 7 and 10 o'clock were unanimously considered to have sped all too fast. A noticeable feature was the large proportion of East Africans on leave who were present.

During the three hours of the reception, the Pavilion was closed to the general public and reserved to the guests, for whose accommodation a large marquee had been erected. A pleasing programme of music had also been arranged.

The reception, which was a new departure in London East African functions, was certainly most enjoyable, and many were the remarks made in recognition of the enterprise shown by the Exhibition Commissioners of the different territories in promoting the gathering.

* The Editor is always glad to hear from *
* readers. *
* *****

PERSONALIA.

Lieut. Col. C. Sullivan, of Spet. fame, was present at the African dinner last week.

Mr. Spicer, Kenya's new Commissioner of Police, arrived in the Colony from Ceylon last month.

Sir Geoffrey and Lady Archer, Sir Edward and the Hon. Lady Gifford, and Lady Maudslayi were among those present at Mrs. Amery's luncheon last week.

Lady Coryndon was unavoidably prevented from attending their Majesties' command to attend the garden party at Buckingham Palace on July 21.

Mr. A. Aziki, Protector of Zanzibar, was married on Thursday last at St. George's, Hanover Square. The Bishop of Zanzibar performed the ceremony.

The marriage arranged between Mr. A. V. Hartnoll, M.C., of Mangochy, and Miss M. Carbonell will take place on Monday, August 10.

Among the new East African arrivals in the Royal Colonies are Mrs. Murray, Mrs. Gifford and Mrs. Jones.

Sir William Manning, whose distinguished service in East Africa extended over many years, has received in audience by the King upon relinquishing his appointment as Governor of Ceylon.

The premier of Mrs. Kusta Pasha's new opera, "Blue Nile," was given on Monday at the Capitol Theatre before a distinguished company which included the Duke of Connaught and King George of Greece.

Mrs. W. B. Gowers was unavoidably prevented from obeying Their Majesties' command to attend the garden party at Buckingham Palace on Friday last.

In the House of Commons Mr. Guinness stated that the cost of the British Army in Egypt and the Sudan for 1925-26 was estimated to be £3,050,000. Expenditure on the Air Force and the Sudan was expected to amount to £1,127,000.

Viscount Brome, nephew of Lord Kitchener, who did so much for Egypt and the Sudan, was, we noticed, one of those present at last week's dinner of the African Society at the High Commissioner of Egypt and the Governor-General of the Sudan.

The Duke and Duchess of York have added to their recent gifts to the Natural History Museum the skull of an Ankole ox with exceptionally fine horns. The skull was presented to their Royal Highnesses during their visit to Uganda.

Sir Sydney Henn was very actively interested in last week's denatation of Lancashire and Cheshire M.P.'s to Mr. Amery on the question of East African cotton growing and the transport loan recommended by the East African Commission.

Mr. Crossby Gore's reception of delegates of the London, Manchester and Liverpool Chambers of Commerce was very sympathetic. The subjects brought to the attention of the Government were those announced by this journal last week.

Mr. Amery and Dr. Hatten Guest were guests of the Self-Governing Empire League at their last week under the chairmanship of Admiral Mark Kerr, who pointed out that our adverse trade balance had increased by £100,000,000 in twelve months.

Mr. and Mrs. Robert Wilson gave a luncheon party last week at the Ritz Hotel to meet the new High Commissioner for the Union of South Africa and Mrs. Smith. Among those present were Mrs. and Countess Maudslayi, Sir Geoffrey and Lady Archer, Mrs. Gifford, and Mrs. Jones.

We have to thank the British Cotton Growing Association for copies of The Report of the Proceedings at the twentieth annual meeting of the Association (held in these columns a few weeks ago) and of Mr. W. H. Himbury's most interesting paper on the cotton producer fields. The latter is excellently illustrated with photographs and diagrams.

Mr. Lawrence Smith, who was Treasurer and member of the Executive and Legislative Councils of Nyasaland for the six years previous to his retirement in 1923, and who was appointed Secretary to the Commercial Travellers' Benevolent Institution of Great Britain in December of that year, was struck dead by lightning on Mitcham Common last week. Mr. Smith, who had been playing golf throughout the day with a member of the Tooting Rac Club, left the club-house at 7.10 when a heavy storm was at its height. Next morning his body was found. The jacket had been torn off his shoulders and his left side was burnt from head to foot. Apparently he had been carrying his clubs over his shoulder. His watch had stopped at 7.30.

Mr. Smith, who was 49, and who leaves a widow and a son and daughter, was appointed to the Nyasaland Treasury in 1890, had held various offices during his service in the Protectorate. During the war he acted as a financial officer in what was then German East Africa. The funeral service was held at St. Nicholas Church, Tooting, on Monday last. The sympathy of all East Africans, and especially of his old friends, will be united to his wife and family in their sudden bereavement.

UGANDA RAILWAY REPORT FOR 1924.

An illuminating document.

We have to acknowledge with thanks the receipt of a copy of the Report of the General Manager of the Uganda Railway for the year ended December 31, 1924. The most instructive document is obtainable at 5s. from the Uganda Railway Press, Nairobi.

Two illuminating charts at the beginning of the volume show graphically how the revenue was earned and how it was spent. Gross earnings for 1924 are up 32% in the year to £1,635,180, while working expenditure increased only 18% to £870,467, the excess of receipts over ordinary working expenditure being more than three quarters of a million sterling, and showing an 11% advance on the 1923 figure. The 1924 advance within the twelve months.

A tribute to Mr. Felling.

These figures are a tribute to the administration of the railway under Mr. Felling, whose work is further reflected in the following showing the percentage of working expenditure to gross receipts over a period of twelve years. In 1912 the ratio was 100% salaries, wages, and other outgoings are much in excess of those before the war, the 1924 results make the best showing. In that year the working expenditure was only 53.7% of the gross receipts, in 1923 it had been 66%, in 1922 72%, during nine months of 1921 77%, and in 1919/1920 almost 93%. Here, then, is a very remarkable improvement.

The total route mileage of open lines at the end of the year was 1,000 miles, the total track mileage, including loops and branch sidings, being 1,400 miles. The total miles were 1,400 miles.

The total route mileage of open lines at the end of the year was 1,000 miles, the total track mileage, including loops and branch sidings, being 1,400 miles. The total miles were 1,400 miles.

Goods traffic showed an increase of almost 35% in value, the tonnage advancing 31%. Most useful figures of the quantities of export crops carried to the coast are given, and it is recorded that the total number of tonnage carried by the railway and Mbaraki during 1922 were 14,000 tons, and in 1924 19,710 tons.

The railway revenue for 1924 shows an increase of 59% in total receipts, a further remarkable commentary on the development of the country's trade.

Traffic Congestion.

Mr. Felling claims that under existing conditions both wharfage companies and the Railway had done as well as could be expected, but he expects recurrent congestion at Kisumu until the deep-water berths are completed. The Administration, he says, has every reason to complain of the manner in which the two landing companies using the Government piers, acting in agreement with each other raised landing charges against the Railway during the year.

Dealing with public criticisms on the score of congestion at the Lake ports and in Uganda, the General Manager says that it appears to be almost forgotten that less than two years ago the production and trade of the two territories did not warrant, and in any case, the financial position did not permit of commitments to large capital, betterment, and general expenditure on lines, equipment, rolling stock, and steamers, and the emphases that the Administration did not hesitate to spend money, as soon as a sound financial position was established.

Figures prove that despite all difficulties, cotton is moving from Uganda much more rapidly than

last season, but the General Manager is by no means satisfied that the cotton supplies, especially on hard-pan work, have been properly handled. He complains that damage to cotton is due to bales being deposited in heaps alongside muddy roads and in ditches, sometimes found in the water, with no attempt being made at stacking or providing covering, the one idea of consignors in Uganda being to get rid of the cotton.

The Training of Africans.

Very interesting are the paragraphs devoted to the training of Africans. The system of Native apprenticeship in the workshops, initiated in 1923, is met with difficulties which require firm handling. The Native pupil, who is at first deeply interested, is reported to develop a disinclination towards regular hours of duty and attendance at classes. The young Native, says Mr. Felling, has no sense of responsibility, and the only way to counteract his tendency to avoid work whenever he feels inclined to do so is to punish him in the same manner as a healthy European schoolboy is punished when he misbehaves. The Government has therefore been obliged to restrict the number of apprentices.

Native apprentice hostel, the same powers of punishment ordinarily possessed by the headmaster of a school.

There is still a shortage of marine officers, piermasters, works inspectors, locomotive firemen, and other grades, and particularly of engine drivers, and it is surprising to learn that efforts to obtain men from South Africa have not met with much success.

The volume contains full tabular information on every aspect of the work of the system, together with four full-page maps of the main lines, and a number of photographs of the railway and its work.

The volume is a most useful map of the Colony, and is altogether a most interesting and informative publication, written modestly but nevertheless showing clearly how great an improvement has been wrought under Mr. Felling's management.

FASTER TRANS ZAMBIA TRAINS

THE NEW ZAMBIA, the fastest of the Trans-Zambia Railway, has reached his headquarters at Limbe on his return from his recent visit to the coast.

An acceleration of the up and down mail trains between Beira and Murrays is announced by the management of the Trans-Zambia Railway. The up train will run faster between Inhambane, the summit station, and Caia. The train now arrives at the Zambian terminus (and at Caia) half-an-hour earlier than before, the time of arrival at Murrays being 6.10 p.m. instead of 7 p.m. The down mail has likewise been speeded up between Inhambane and Ponta and now reaches Beira at 6.25 p.m. instead of 7 p.m.

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SOME EAST AFRICAN HOTELS

East Africa in the Press

CHARGING A LION WITH A MOTOR LORRY.

This is not a story from Baron Munchausen or Louis de Rougemont, but a plain, unvarnished tale of fact. We have heard a great deal about lions lately, but the strangest story so far is that in which Mr. G. Kens, of the Central African Transport Co., is the central figure, says the *Nyasaland Times*.

One night, about 11 o'clock, as Mr. Kens was coasting with a motor lorry down hill between Malangenji and Rivi Rivi he saw a dark object ahead of him. It was a beautiful moonlight night, and as he drew nearer he saw it was a huge lion, which instead of observing the driver, the forest and jumping into the *lenco* out of the road, he sauntered along with the self-assurance of any pedestrian. What he expected the car to stop or not he does not say.

With two tons of tobacco on the lorry it would not be an easy matter to bring to a halt, and the driver, taking the bull by the horns, did what is probably the best thing, and accelerating, struck Mr. Leo amidships, breaking his back, and the left hind wheel going over him broke both hind legs.

On examination, the lion, a big black-maned male, was found to be as dead as a doornail.

A NOVELIST LOOKS FOR LOCAL COLOUR

"Everybody you meet in East Africa is extremely eager to help you in any way that they can. The natives are full of curiosity and suggestions, their hospitality is boundless."

"You go out into the wild—the vast silences you have read about—and find yourself in a whirl of dinners, dances, tennis parties and motor rides that make London seem positively dull by comparison."

"The ordinary daily round of refreshment is not enough for the blithe spirits of East Africa. They have added to the more usual morning, noon and evening sundowners."

"Even in the winter, when the day is so hot, the temperature is always cool enough for the sundowner."

"Motoring is a very different thing in East Africa from what it is here. Up country the roads are so bumpy that you are never quite sure whether you are motoring on them or trying to navigate your way through a wattle plantation."

"The sort of motoring certifiably you need to carry with you is one like that presented to me by some facetious friends after three days' driving in Mombasa."

"The beetle," it said, "is now thoroughly proficient in reversing, double-declutching, climbing coconut trees, and looping the loop. The only thing in which I failed to acquire proficiency was keeping on the road."—Miss Florence Kipatrick in the *Daily Sketch*.

DAR-ES-SALAAM is a dainty gem set in a lovely setting of palm-trees and snow-like sands, but it is not over well provided with hotels. The New Africa Hotel is a cool, comfortable resort on the outskirts of the town, and facing, as it does, the lagoon of translucent treasures, should be quite a charming place to stay at. It boldly announces "No dhows accepted."

THE CENTRAL HOTEL is more of the American Bar style, with open continental front to the street, whilst the AFRICA HOTEL—not to be confused with the New Africa—seemed to cater for the needs of the Native quarter.

Zanzibar is exactly the opposite of clean, breeze-blown Dar-es-Salaam, although only a tone or two removed from the British India boat from it.

The home of 50% of the world's clove crop is an evil-smelling place of dirty-looking narrow streets, scarcely wide enough to take a motor car, and its principal house of call is broadly named AFRICA HOTEL. A dimly lit, smoke-filled, unadorned ground floor, but above is a spacious dining room where you can if you want a chance from the shop.

"For enjoying the best afternoon tea and cake I had tasted for quite a while," Mr. Ernest Morrison in the *Hotel Review*.

LAW VERSUS MAGIC.

THE African witch doctor is a person of terrible power, and this evil, sovereignty over the superstitious of his tribe has struck the Government of Kenya as a nuisance demanding immediate extinction. Legislation has been formulated which prohibits the use of the charms of the witchdoctor, and those who are guilty of it who do not do the offence. Ever the possession of charms is to be a punishable offence. Magic in this country is usually regarded more as a decorative or startling joke than as a serious art, but there are many people whose belief in certain odd possessions passes beyond the sentimental into the regions of superstition.

As the Government of Kenya will probably discover when they have to legislate against the witchdoctor, the Government of Kenya will probably discover when they have to legislate against the witchdoctor.

Magical charms, amulets, and talismans are a staple of the superstition of the country. Law and opinion in this country have been for a long time opposed to the practice of magic, but the professional fortune-tellers have clients who enter the parlours of destiny only for the fun of the thing, but with a faith as serious as it is senseless. In country districts belief in witchcraft is still stubbornly maintained, and last December a Devonshire farmer was sent to prison for attacking a woman whom he believed to have bewitched his pig. The magistrates endeavoured to persuade him that witches did not exist, but he is said to have gone to his punishment unconvinced.

There are so many varying degrees of irrational credulity in our country to-day, despite the pressure of general education towards a rational logic of cause and effect, that the prospects of a successful war in Kenya upon magic in all its forms appear to be small. Forbidden charms, like forbidden fruit, may prove the sweetest, and the tiny magic tokens is not an easy subject for the sceptic. But the important point is to safeguard the victims of the witch-doctors' more-violent powers, which carry superstition to preposterous and even murderous conclusions, exploiting what Dr. Norman Leys has described as "a hideous mythology of malignant demons."—*The Manchester Guardian*.

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KENYAN SUMMERTIME

There is something deep and thrilling
 In our Kenyan summertime,
 When banana birds are calling,
 And the maize stands in its prime,
 With echoes of sweet songbirds
 Go trickling thro' the air,
 And the callings of the goatherds
 With the hum above the drift,
 When magnolia petals showers
 Summer silences to earth,
 And a million radiant flowers
 Seem by magic recalled to birth,
 From the Akadi's flame's red fires
 Flaming beacons to the dawn,
 In the towering forest spires,
 To the borders of the lawn,
 Where delphinium and dianthus
 Grow among sweet columbine,
 And the edge of maize acanthus
 Meets a flower of eglantine.

Starch flowers, the white people
 Like wide-eyed mallows bloom—
 And beneath the shading
 Golden trambles grow like brooms,
 In ruff'd plumes of deep pink
 Something like valerian grows
 All along the streamlet's steep brink,
 And a silver cascade goes
 Down a cliff of round boulders,
 Through awful shine and shade,
 And a gold shot red vine smolders
 In the arches of the glade.

Here, the lily's pink star'd chalice
 Holds the diamond's golden
 And the mark of
 There, the bushyck waits to listen
 To footfalls in the grass,
 And the sun-fleck'd waters glisten,
 And a long-bill'd water-hen
 Leads her brood of fluffy newling
 To the rushes, where the
 Buzz fit sheer, and by her cooings
 Contains the

Here, the silences with the shades loom
 Vellies in brooding sympathy,
 Save where insects in the glade-room
 Wait their endless prey,
 All beyond the shining acres—
 Tossing corn in southern breeze—
 Rise and fall like sun-gilt breakers
 On the edge of Orient seas.

The coffee bloom sprays lightly
 Like early snow on green—
 And little birds build blithely
 In every hedgerow screen,
 All asham's airy leaf-sprays
 Shading coffee drip in gold,
 And the squatters go their brief ways
 Counting new lambs in the corral,
 Counting chickens in the pen,
 Bringing sheaves of yetch and sorrel
 From the margin of the glen.

There are wide-potato reaches,
 There are jade green cabbage beds,
 There are ripening plums and peaches—
 Burning golds and purpling reds,
 There is opal on the sky-slopes,
 There is turquoise in its dome,
 The squatters carry and heap
 Of a harvest coming-home,
 There are mandrills deep in glade,
 Deep in glades, firs and flocks,
 Sweet basil and dill,
 In the grass-glen and
 In the grass-glen and
 There are madrigals in meadows,
 And surprises in smiles,
 Here is even there is gladness,
 There is love and joy of home,
 Urging all the wine-shod madness
 Of our Highland summer time.

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TO TEA POT

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FROM RED SEA TO BLUE NILE

An Abyssinian Film

On Monday last Mrs. Rosita Forbes' Abyssinian film "From Red Sea to Blue Nile" was shown for the first time at the Capitol Theatre, Haymarket, before a crowded house. It is the Duke of Connaught and King George of Greece being among those present. The film, which describes an eleven hundred mile mule-trail through the heart of Abyssinia, was an undoubted success, the kinematography being of a high standard throughout.

Mrs. Rosita Forbes, who was accompanied by Mr. Harold Jones as kinematographer, left London behind at Dera Dawa and then visited Harar, which we are shown in the old walls, which withstood eleven sieges. Here we witness the ancient religious ceremony of the Procession of the Ark, the blessing of the waters, and the dancing of the priests before the Ark, the ceremony commemorating Menahem's theft of the Ark of the Covenant from the temple of Jerusalem.

Through the picture one is, indeed, given an intimate view of the Old Testament days. The Biblical process of primitive agriculture and handicrafts are filmed, the people of the past in memory being the quarrying of stone of an intricate stony parcel of ground, and the men who write its caption "Ploughing rocks," scarcely seems exaggerated.

At Addis Abeba—the New Flower—the traveller is received by Ras Tafari, Regent and Her Apparent of the oldest dynasty in the world, whose visit to Europe last year will live in the public memory. His mile-long cavalcade, as usual, follows his daily visit to the Empress. The screened market place and the scavenger dogs of the town as they did in the days of Pharaoh are the news of the day.

At Debra Libanos, the Jerusalem of Abyssinia, the "Black Pope" unveils his face to the camera for the first time, while at Lalibela, "the city half as old as time," we see the eleven famous churches, which have been carved out of the solid blood-red rock. Legend has it that God saves his work day by day, hosts of angels carrying on the task by night. This sacred city, one of the wonders of the world, is the scene of the most magnificent religious pageants.

The scene of the inter-guerre is the caravan that of the mounted caravan crossing an old Portuguese bridge on the way to Fiche, whilst a later photograph of an old bridge over the Blue Nile is almost equally striking. The picture, in short, is excellent, and will it is to be hoped, make a strong appeal to the British public.

LAWRENCE SMITH, THE MAN.

An Old Friend's Appreciation.

LAWRENCE SMITH, who was killed by lightning on Mount Cameroon, during the great storm on Wednesday of last week, was a very well-known figure in Nyasaland.

He was gazetted to the Treasury of the Nyasaland Government in November, 1909, and owing to his ability and hard work, was appointed Treasurer in May, 1910. As such he served as an official member of the Legislative Council until his retirement some eighteen months ago. His speeches on the local Budget were always most clear, lucid, and to the point.

He was an enthusiastic member of the Nyasaland Volunteer Force, and served during the war with that force, which was attached to the King's African Rifles.

In his younger days he was a very good athlete, and soon after his arrival in Nyasaland was made secretary to the Zomba Gymkhana Club, which post-poned for some years the good deal of the success of the Club, due to his efforts.

In the annual sports against the Blantyre Sports Club for the Boyd-Walace Challenge Cup he took an active part in the four range, the running track, and in the hockey and football field, and was almost popular in both clubs.

His social qualifications equalled his athletic ones. Indeed, he had many friends and no enemies, and was all through, a white man.

His death will come as a great shock to his many friends in Nyasaland and at home, many of whom remember him from his first arrival in what was then British Central Africa. His wife and two children will have the heartfelt sympathy of all.

The Keen Eye and Steady Hand.

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OUR KENYA LETTER

From Our Own Correspondent

THAT the Coryndon Memorial Fund has been taken up in London, and is being pushed by one or two of your great London dailies is a matter for congratulation in Kenya. Thus, if anything, should give to the memorial which is our little National History Museum in Nairobi. The natural products of the Colony, its flora, fauna, minerals, or indigenous and imported human relics, are so unique and varied that an invaluable service will be done to present and future generations by the erection of ample accommodation for housing our local collections.

The Navy Visit

As this letter is being written the officers and men of H.M.S. "Cairo" and "Chatham" are parading our streets under the admiring gaze of Nairobi's inhabitants, white, brown and black. We are, of course, entertaining these visitors, but the programme of events shows that our guests are at least giving as good as they are likely to get, and that the "Cairo" and "Chatham" will be back in port again in a few days.

It is easy in peacetime and especially on such cruises as these, to find a capable of turning the human material of a surprising number of opportunities for ballers, general athletes and gifted amateur actors, comedians or musicians, with which array it reciprocates local hospitality in kind; and it requires a good standard of performance amongst their landlubber hosts, not to be outclassed by these naval guests.

Land in Kenya

A well-known and widely travelled African pioneer has called in Kenya estimates in the local Press that there are, rendered uninhabitable by the settler in East and Central Africa, amounts to 22,000,000 square miles. That the same and perhaps a good deal more, and that the majority of these are in certain, and it is white settlement, and the opportunity and intelligence of white pioneers be encouraged to take the problem in hand progress may come more rapidly than some of us believed possible. The settler returned to a bare offers to clear 30,000 acres in return for the freehold of that area, and doubtless many other enterprising and courageous men could be found to do the same. Much of the average of the bushland in semi-arid areas would make splendid grazing country, and would be a very skilled and experienced.

The high intelligence of Mr. Henry Ford is indicated by the arrival in our small and out-of-the-way part of the world of one of his Fordson tractor representatives, who is almost highly qualified agricultural expert able to hold his own with any agricultural specialists in East Africa. Mr. Ford's methods might well be studied and emulated by our own manufacturers. Meantime it is fairly certain that a great deal of the possible business in this class of farm mechanism will go to America, though the popularity of the tractor must be curtailed until the exorbitant price of kerosene is reduced.

It is interesting to note that immediately after his first survey of conditions here this expert American has suggested that estates are too large and that better farming and higher returns can be induced by subdivision, especially on the bigger coffee estates. This view, if it may be admitted, is very frequently taken by disinterested expert visitors—some what to the annoyance of those who wholeheartedly favour the traditional policy of the Colony, which is to make this a big man's country.

Virginius Progress

Thanks to the presence on board of Colonel Harrison, D.S.O., Johannesburg, the crew of the schooner

the Western Electric Company, some success has been achieved in our local owners of listening sets during the last few days. About 10 p.m. one day this week the Johannesburg broadcasting of a concert in the great southern mining city was caught clearly enough for redistribution had a loud speaker been available, and on this previous evening to Colonel Harrison's special knowledge, atmospheric conditions did not spoil the experiment.

A further attempt to get a signal to London was frustrated by atmospheric conditions, thrown on probably the long northern summer day and by the heat waves of the Sahara and the Sudan. This advance in our local knowledge and experience of the science is most gratifying and will encourage enthusiasts to persist in their experiments.

A CLASH IN LOCAL GOVERNMENT

To the Editor "EAST AFRICA"

DEAR SIR,

The experiences of the Nairobi Municipal Council are distinctly discouraging to all who hoped that the experiment of a mixed membership was likely to lead to the burying of the racial barrier in Kenya.

Constant friction has, up till the present, resulted from this combination of races, quite harmless to the European side of the Council, having repeatedly upset the touchy sensitivities of our Indian fellow inhabitants of the town.

The old criticism that our Indian friends do not possess that genius of self-government or true democratic administrative capacity which is so peculiarly an inheritance of the Western European races, to the man in the street to be confirmed by these Council troubles. Business essential to the welfare of the town is entirely retarded while petty logging disputes over trifles of personal interest in Kenya.

The spirit of self-chosen representatives of the Indian community who, while adept at criticism and susceptible to any political or racial breeze that may spring up, fail to produce constructive or beneficial policies on behalf of those they represent. Floundering in troubled waters, varied by endeavours still further to disturb their seems to be the end and end of Indian municipal or national statesmanship.

Possibly it will be necessary to revert to the old system of a purely Indian Council. An independent advisory Board of representatives of the Indian community should be formed, and their suggestions before an executive Town Council composed entirely of white members. Some alteration will certainly have to be made unless Nairobi's Indian representatives change their methods and deals.

These psychological difficulties in granting direct rule to Indians are not peculiar to Kenya. India itself is the most conspicuous example. If it will not work in India itself, how much less does it promise success in a European community?

Nairobi,

Yours, etc.,

June 12, 1925.

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FOR PARTICULARS OF Farms for Sale in Kenya Colony with full facilities for inspection before purchase, apply to Messrs. COOPER & REES

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OUR NYASALAND LETTER

From Our Own Correspondent

Flambe.

PUBLICITY is really the greatest factor in killing ignorance and encouraging progress, and one reflects with satisfaction on the manner in which East Africa has recently been brought to the notice of the rest of the world. There have recently been the visit of the Duke of York, the tour of the Grimsby-Gore Commission, discussions and proposals in Parliament, and the issue of two most important reports. All of which was flattering as it is useful, but East Africa should not rest here.

The old adage of striking while the iron is hot could not be applied more aptly than now, and the present is a great opportunity for a really serious co-operative effort by all East Africa. That we must follow one common policy is obvious, and there is no doubt that the benefits to be derived from co-operation are closely interwoven. It is necessary, therefore, to pull together, co-ordinate aims and finances, and make East Africa one of the most progressive (it is not one of the most attractive) battresses of the Empire.

The Monkey and the Cheese

Lately there has been a deal of discussion as to where East Africa in toto should be separated from what is technically called South Africa. As Nyasaland appears to be the bit of cheese that the monkey passes judgment on, it seems only fair that we should have something to say about it. Of course, a cheese has no business to do anything but

Rhodesia has well been disposed of as "South Africa," but the technical demarcation experts may be of the opinion that Rhodesia and the Union are bound together by the same ties. The fact is that the invitation to Rhodesia to join the Union was politely but very emphatically refused, geographical affinity or no geographical affinity. The leanings and the characteristics of the population are certainly more East African than Union. These are the facts as they stand on the surface.

I leave it to intellects superior to mine to go further into the question, but I am quite generally of the opinion that the monkey should not be put up to his ears in Nyasaland. Nyasaland would have something to say about it.

This Week's Fairy Story

There was once an East African who paid his bills on presentation. (The end.)

"NSWADZI"

TRIBUTES TO A PIONEER

IN December last "EAST AFRICA" was the first journal to announce the death of Mr. James Martin, the well-known East African pioneer. (Strangely enough, the news has during the past few days appeared in a number of London and provincial newspapers, which are apparently under the impression that the death had only just occurred.)

The *Times* has paid to the great caravan leader who played so gallant a part in the opening up of East Africa the following tribute:

Mr. James Martin, whose death is announced, was for many years the greatest caravan leader in East Africa, and he played a not unimportant share in the establishment of British rule in Uganda. In those early days it was upon the regular transport of stores that Sir Frederick Lugard and other representatives of Britain in the land of the Baganda were dependent for their daily necessities. These stores had all to be carried on the heads of Native porters over a distance of some 800 miles and through country where the perils from wild beasts and wandering tribes, such as the Masai, were constant.

Martin was a man of great ability and resourcefulness, though he lacked entirely literary education. A Maltese by birth, in early life he was a sailor, and it was through being shipwrecked in the Red Sea that his connection with East Africa began. His ship foundered in the Red Sea, he floated on a spar, was picked up, and was taken to Zanzibar. There, about 1880, he attracted the attention of Sir Lloyd Mathews, that versatile seaman who was at the same time Prime Minister of Zanzibar and Governor of the island.

Mr. Martin, who was sent on various expeditions to Kungurjaro, took service with the Church Missionary Society. He learned Swahili and could speak ten languages in sailor fashion. He had already established his reputation when, in 1892, Joseph Thomson arrived at Mombasa, intent on finding a route to Victoria Nyanza through Masailand. Though Martin could neither read nor write, Thomson was so impressed by his intelligence and his courage that he at once made him his personal interpreter. Martin had a good voice.

He entered the service of the British East Africa Company, and in 1895 accompanied Mr. (now Sir) P. J. Jackson on his memorable pioneer journey to Uganda. After that he organised and commanded the great caravans sent to that country; it is said that he made twenty-three journeys between the coast and the Great Lakes.

His knowledge of and influence over the Natives was great and beneficial, and when the Imperial Government took over the administration of Uganda, Martin was enrolled in the Civil Service. He founded the Eldama station on the Mau escarpment. Later on he was Civil Commissioner at Entebbe. He did very good work—he could build a house or a bridge or construct a road; he was an ardent gardener, a good judge of men, generous and unassuming.

As the country progressed he found, however, that his lack of literary education was an increasing drawback and he gave up Government service to enter that of a commercial company. In the early days of the Great War he was employed in the Intelligence Department of Uganda. But some few years ago he left East Africa, and had been the real of his life in Lisbon.

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OUR WOMAN'S PAGE.

We have been asked to devote some of our space to the special interests of the large and growing number of ladies in the East African territories, and we have accordingly arranged for this page to be conducted by a lady who has spent some years in East Africa.

THE WHIRL OF THE WORLD.

Estimate's Whims

For those whose purse is slender the main thing is to think out a good colour basis for the wardrobe and to stick to it, no matter how attractive the garment of an alien colour which fascinates the eye during a matutinal promenade. The greatest variety of shades in any one colour seems to exist in browns and beige finishing with a deep cream, and next to these in blues and greys. The former is most practical, but perhaps not so becoming next to the demarcation line of the hair as some of the new blues.

All these are very few things smarter than a brown tweed suit. By the way, the material gets easily crushed, if the garment be hung up in the bathroom, and one who has a nervous habit of going there throughout the night, the creases will be found to have completely vanished by the next morning.

For the Tropics.

For wear in the tropics a not too dark brown in light fabric is most serviceable for this colour will not show dust. Indeed, clad in such a suit of this shade, one need not dread that formidable train journey through the bush, through the dust of all Africa to

Port of Spain wear, where the sun is less severe on the clothes, a daily article of white will

be a most useful and comfortable addition to the wardrobe.

Fashion's mood has for the nonce swung entirely against exotic colours. Nothing ostentatious is now shown at the best salons. Exaggerated lines are slowly but surely vanishing into the lumber of forgotten things, whence they will no doubt be rediscovered one or two generations hence, by some humorist.

How, however, does one choose between the latter teaching in points to which I have alluded, while with satin dresses, velvet hats are favourites.

The other day I saw in Bond Street a hat of dark green velvet with a pastel green satin coat carrying clinchilla trimmings; this gave a deliciously cool effect in the

midst of an atmosphere positively shimmering with London's heat wave.

The poke bonnet is right in the forefront of fashion and looks charming around the right type of face, though rather hopelessly unbecoming to the opposite sort of physiognomy.

Hand bags are no longer to be envelope in shape and are now constructed to carry more bulky impedimenta. To be really smart they must be of the same shade and colour as one's stockings, gloves, shoes, and sunshade.

Turkish Delight.

The variety made in English homes is easy to prepare. For this sweetmeat use 1 lb. unto sugar, 1 gills water, 1 oz. gelatine, a few chopped nuts, and colouring and flavouring essences. Melt the sugar, add water and gelatine, bring to the boil, and boil for 10 minutes, add colouring and flavouring, and some roughly chopped nuts. Pour into a tin about 6 in. square, and allow to cool; when set, dip the tin quickly into hot water.

Turn out the Turkish delight on a paper thickly spread with 4 oz. of sieved icing sugar and 1 oz. of cornflour. Cover the delight with this and cut it into squares with a knife heated by dipping the blade into hot water. Roll each square very lightly with the sugar and cornflour, and pack into tin.

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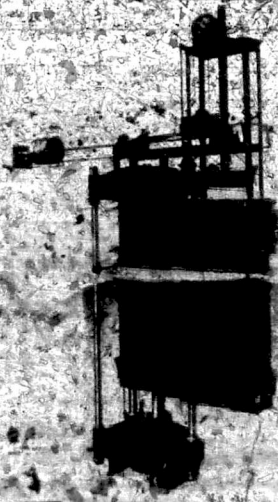
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EAST AFRICAN PRODUCE REPORTS.

COFFEE.

The market for East African coffees remains very quiet. Offerings have been small and demand slow. Supplies selling at about unchanged prices. Values for Kenya sorts are:

"A" size, medium to good	130s. to 138s. per cwt.
"B" size, medium to good	120s. to 128s.
"C" size, medium to good	115s. to 118s.
Type "Float," medium to good	122s.

For Uganda sorts country-damaged brown mixed has been sold at 75s. 6d. and Robusta at between 90s. 6d. and 92s. per cwt. A small parcel of Tugishu was refined, and there were no offerings during the week of Toro, Tanganyika or Bukoba sorts.

The stocks of African coffee in London are returned at 64,150 bags, as against 29,476 bags in the corresponding week of last year.

MAIZE.

Though prices for East African maize have been quoted at 6d. under South African, no business has passed during the week. Generally there has been a continued improvement in the near at hand position, but during the past few days there has been a decline in the more distant.

For White Flat South African prices for early arrivals are quoted to be 72s. 6d., while for August and September arrivals will probably be 38s. 6d. and 38s. 6d. for 40s. 6d. bags/bulk for August/September onwards.

Demand has slackened somewhat on the Continent, though dew-damaged sorts are still in demand for prices. East African sorts remain unsold.

D/R according to quality	1270/1292
D/R Tow	1257/1267

according to position and assortment.

SISAL.

In their fortnightly report the London merchants say that the notable feature of the market is that, as no supplies have been allowed to accumulate at any time, supplies have been ready to serve the market as and when demand came forward and contracts have been made so freely that higher prices became inevitable. The actual improvement from the lowest point of last month is about 16% to day's values being:

No. 1 Tanganyika	240
No. 1 British or Portuguese	245

for forward shipment and according to standard of grading.

With material on spot and offering for forward delivery the market keeps firm and values are nominally as follows:

Prime	30 per ton
Good	25.

OTHER PRODUCE.

Caster Seed.—East African to Hull for July/August shipment is nominally quoted at 22s.

Cloves are steady, Zanzibar spot being quoted at 114d. to 122d. according to quality. Landings totalled 410 bales, present stock being 17,810 bales, as against 15,880 bales a year ago.

Coconuts.—East African is about unchanged at 29 25. 6d. for forward shipment. Near positions are in less demand, and though Liverpool is quoting 28 25s. to 28 75. 6d. no business is passing.

No business is passing, both supplies and buyers awaiting news of the rains in the Sudan.

Grouchnuts.—The market for East African continues unchanged at round about 2s. value for deoecated.

Gum Arabic.—The market remains very quiet. Natural is quoted at 25s. and cleaned at 52s. 6d.

Lintseed.—The market is easier, and East African in 50-ton lots are worth about 21s.

Rubber.—The market is easier, the East African sorts would still realise excellent prices.

Simsim.—The market is unchanged at about 227 for East African.

250 packages of Nyassaland tea were sold last week on the London market at an average price of 11 02d. per lb. Nyassaland tea sales since January 1 now total 6,000 packages, the average price being 16 17d. per lb.

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EAST AFRICAN STEAMSHIP MOVEMENTS.**BRITISH-INDIA.**

"Merkara" left Kilindini for Aden July 20.

"Madara" left Kilindini for Zanzibar July 20.

"Modara" left Suez for Beira July 25.

"Karoo" left Dar-es-Salaam for Beira July 21.

CLAN-ELLERMAN-HARRISON JOINT SERVICE.

"Swazi" arrived Mombasa for further East African ports and United States July 15.

"Clan Alpine" arrived Aden for East African ports July 16.

"Clan Kenneth" due Bristol Channel from East African ports August 1.

ELLERMAN AND BUCKNALL LINE.

"Lumino" left Mauritius for South African ports July 17.

"Knarebro" leaves Birkenhead for South Africa and Mauritius July 24.

HOLLAND AFRICA LINE.

"Agantoo" arrived Rotterdam July 24.

"Sale" passed Dabul homewards July 20.

"Jareston" left Beira for South African ports July 23.

"Banka" left Port Sudan for East and South African ports July 14.

"Kierfontein" arrived Port Said for East African ports July 25.

"Nykerk" arrived Hamburg July 26.

"Boeroe" arrived Marseilles homewards July 24.

"Klipfontein" arrived Dar-es-Salaam for further East African ports July 24.

"Madison" left Delagoa Bay for East African ports July 24.

"Whiskerk" passed Table Bay for South and East African ports July 2.

"Gronow" arrived Amsterdam for South and East African ports July 22.

MESSAGERIES MARITIMES.

"General Duchesne" left Zanzibar for Dar-es-Salaam July 16.

UNION CASTLE.

"Bamboo Castle" arrived Cape Town homewards July 23.

"Cortic Castle" left Beira for Aden and onwards July 25.

"Dunliffe Castle" arrived Cape Town for Beira July 21.

"Garth Castle" left Las Palmas for Beira July 23.

"Gloucester Castle" left Delagoa Bay for Beira July 26.

"Norman" left Zanzibar for Natal July 24.

In our last week's issue we stated that a Holland East Africa Line steamer was sailing from Antwerp via the Suez Canal on September 1. Will interested parties please note that the date should have been given as September 12.

EAST AFRICAN MAILS.

MAILS from Kenya, Uganda, Tanganyika, Nyasaland, Northern Rhodesia and the Sudan were delivered in London on Monday last, July 27.

The next two outward mails for Kenya, Uganda and Tanganyika close at the G.P.O., London, at 6 p.m. on Tuesday, August 4, and Thursday, August 6.

Mails for Nyasaland, Northern Rhodesia and Portuguese East Africa close at the G.P.O. at 11.30 a.m., Friday, July 31.

NEWS OF OUR ADVERTISERS.

We have received from Messrs W and G Foyle their new catalogue of travel books. The works dealing with Africa occupy more than a dozen closely printed columns, in which appear the names of many authors of outstanding merit. Every East African will find this catalogue interesting and useful. It will be sent post free to any reader mentioning *The East African*.

slabs, which, ensuring coolness in hot weather, and freedom from damp, has long been in use on the West Coast, is, we learn, now being adopted in East Africa. The Crown Agents have sent "Wenger" machines out to Kenya and Uganda. Native labour can perform the work satisfactorily. Buildings made on this system range from modest bungalows to big public offices.

Travellers and those who are interested in the East and West of Africa, and who are desirous of obtaining a complete and up-to-date series of photographs, Views of Port Said, Omdurman, Aden, Zanzibar and the Kenya mountain stream are given among many others from all parts of the world. The booklet is guaranteed to provoke that "holiday feeling."

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