

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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CLOSING THE RANKS.

The East African Settlers' Conference, which was convened by Lord Delamere to meet on October 20 and the following days at Ilmbi, near Tukuyu, in the Southern Highlands of Tanganyika Territory, has closed, but, as reported elsewhere in our columns, there will be a regular gathering in Nairobi in August next.

We welcome any plan for annual consultation between the chief representatives of non-official opinion in the East African territories with a view to the, so far as possible, in future to include the whole British East African group in these deliberations. Let Kenya, Uganda, the Sudan, Tanganyika, Zanzibar, Basutoland and Northern Rhodesia meet round a table, compare notes of difficulties and ideas, thrash out a common policy on points of general concern, and exchange conditions. We should like to see the reasons for individual views or action. Such interchange of opinion must be to the advantage of all those dependent.

It will be a closing of the ranks and a strengthening of Africanism.

It is a pity that the narrowness of the individual territories, Parochialism, as an East African fault pointed out by the Parliamentary Commission which it will be remembered, was responsible for suggesting frequent conferences, conferences of territories, conferences of departmental heads, and conferences of settlers.

It is thanks to the initiative of Lord Delamere, the one who led the way. In August, probably in 1946, the twentieth anniversary of the formation of the Kenya Colony will be celebrated.

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The era of groundless discussions has dawned and dawned auspiciously. Never was there better feeling between the territories or between settlers and the administrations. Mutual confidence has grown markedly in the past year. In Kenya, Uganda, Basutoland and Northern Rhodesia, settler opinion is already represented on the Legislative Councils, and it would not be surprising to find that Tanganyika and the Sudan are soon to be offered similar facilities. The time has also come when the way that East African strength and survival are imperishably enhanced.



EASTERN EQUATORIAL AFRICA

AN ELDORADO WITHIN THE EMPIRE

Unlimited Water Power from the Nile and the Great Lakes

By C. L. Langridge

Let us note firstly the distinction between the Protectorate of Kenya and the Colony of Kenya. The Protectorate is merely a strip of the coast extending four miles inland and leased from the Sultan of Zanzibar. It is occupied by Arabs together with a few Government officials, some European and Indian commercial firms, such as shipping concerns, wholesale exporters, a few planters and the usual handful of lawyers. Agricultural interests are confined to the coconut industry. In an agricultural sense this Protectorate is completely cut off from the Colony by forty miles of desert called the Horn Desert.

It should be borne in mind that the Protectorate is not British property, belonging to the Sultan of Zanzibar, from whom it is rented for £17,000 a year. The Arabs who have fallen from their pristine greatness are rapidly disappearing. In a few years they are hopelessly dying, as twenty years ago the Arab plantations contained some 200,000 coconuts, they have now dwindled to about one-tenth of that number. This area is the property of a few big commercial concerns, typically tropical and capable of luxuriant production of coconuts, cotton, sugar, tropical fruits, and is situated in every way to attract the attention of the investor.

Kenya—Continued From

The Colony of Kenya on the other hand is a land of open plateau where rolling downs are occupied by the best type of British settler. Farms, many of them some 500 acres to 2,000 acres of agricultural land, while other good cattle ranches run to 20,000 and even 50,000 acres of British products.

Coffee, maize and sisal are tropical but so is pineapple in the districts that almost every kind of European plant and animal can be raised.

Here are the European settlements of Kenya, the British and the white man's home in East Africa.

It is a fine land, the soil fertile, Australian bananas, apples, pears, peaches, quinces, apricots and strawberries growing in profusion and bowing down the branches beneath the weight of their fruit. Cattle from England and South Africa inter-bred with the native stock meet the development of an export trade in high-class beef under consideration.

The two staple industries are maize and coffee. In the Protectorate, the fruit of the

coconut is the staple industry.

The Colony of Kenya is a land of open plateau where rolling downs are occupied by the best type of British settler.

Such is the area occupied by some few thousand British settlers, traders and Government officials, with their farms and families. Now an important fact to remember is that this area lies over three hundred miles from the coast, it lies at an altitude varying from 5,000 to 10,000 feet, and extends unbroken to the shores of the Victoria Nyanza and the Uganda border.

Native Agricultural Progress

Adjacent to the European farms are the Native reserves, occupied by two and a half million Natives.

In these reserves agricultural production is being energetically encouraged by Government and here a response is met, may be gauged from the fact that the first agricultural show held in North Kavirondo, the Native area north of the Victoria Nyanza, attracted no less than 40,000 Natives. This particular area is being placed under scattered but intensive, sisal, groundnuts, rice, sugar cane and also a range of developed fruits on a considerable scale.

Across the lake westwards is the great cotton producing country of Uganda. Uganda and Kenya under the same line of railway—the Uganda Rail way—and one country pours its produce annually to the port of Mombasa. North-west of Kenya lies the cotton growing area of the Sudan and south lies the rich and undeveloped area of Tanganyika, flanked in its turn by Northern Rhodesia and Nyasaland.

How Can I Help England, Say?

In a few years the output of raw material from the highlands of Central Africa will be amazing, and it would appear that a definite policy is required to secure this wealth for Great Britain. It was Great Britain who provided six millions of money for the building of the Uganda Railway, and was Great Britain who poured out hundreds of millions

of money to protect her colonies, and it was Great Britain who is now leading at low interest huge sums for the development of communications. Great Britain too, originally introduced civilisation into Eastern Africa, and she should reap some reward in the shape of the raw materials which she wants for the maintenance of her factories and her trade.

But Africa, Britain, richly or wrongly, wisely or unwisely, has rejected the suggestion of Imperial Preference, she has refused to give her colonies the same advantages as she has given to the United States and she has refused to give her colonies the same duty on goods by her.

Robert Browning never wrote all that they are to have.

Here and hereafter, how had both here, how can I help England, say

Whose farms as Felix evening, turns to then to praise and

While love's planet rises silent yards of

varia

and

A Study of Railways

Let us look at the map again and examine Kenya in rather more detail. For 500 miles the Uganda Railway runs from Mombasa to the Victoria Nyanza, and as we have shown above, over 300 miles of this journey is through unproductive country. The rest, from Nairobi to Nakuru and from Nakuru to Kisumu, runs through closely settled European areas and rich Native reserves. At Nakuru a branch line runs in the direction of the Sudan through the European areas of the East African Plateau and Frans Neria, at the foot of Mount Elgon. It is proposed to carry the line from Mombasa through the richer areas beyond.

to the ethics direct compulsion for anything except for education and school grants, is somewhat abhorrent to British sentiment. Yet I sympathize with the view that work, whether compelled directly or indirectly, is preferable to a state, whether that state be provided by a Government, as in England, or one's feudal dependents, as in a Native reserve.

Bearing the White Man's Burden

The charge against the white population of more or less systematic cruelty to the Native population is the one which rightly causes the fiercest resentment in the minds of those who feel a pride in Kenya's history. The agony has for years been subjected to a blaze of publicity. During that time there have been thousands of white employers, hundreds of thousands of black employed. There have been countless instances of the kindest relations between the two bodies, and what a splendidly noble harvest of insights! That there have been such misdeeds is certain, and every day public opinion condemns them more severely. Yet I for one can say this with absolute confidence: *I have had more instances of man's inhumanity to man brought to my notice in one week in Uganda than I see in all Africa.* Two cases in particular have come to my mind to bring before you. The first is the abuse, and it is instructive as well as satisfactory to know that such things took place no less than four years ago. In this case a settler committed an act of a sudden, unprovoked anger, and under great provocation. He suffered an exceed-

ingly heavy penalty, and stands to this day held not only in esteem among all sections of the white population, but one who is probably amongst the first six white men in the respect and affection of the Native.

We all know that to-day there is a section of our fellow-countrymen who undertake with gusto the task of seeking out the evil deeds of their fellow-countrymen. In this search they shoulder unflinchingly aside a thousand instances of generous and noble acts of clean and splendid lives, and when at last amidst these they find an evil deed, or dishonourable act, they rob it of the one who has found it, and speak of great price for a time, and then, after their prying to avoid the repetition of such a case, they seek to secure the punishment of the perpetrator. Rather than to advertise it to the world at large and to exclaim with glee, "You know what a foul race we English are!" I can here adduce yet one more proof. Such men cause the gorge of every decent patriot to rise.

I venture to a prediction in conclusion. And it is this: that when the history of our Empire comes to be written, not by a capitalist in search of his profit, not by a politician in search of a puff, but by the historian seeking only for the true, and that, that on the whole it will prove to be a bright, clean book, and that moreover it will contain more good than that of any other that those which tell of Britain has carried out her responsibilities in the various pieces of East Africa.

WORDS OF WIT AND WISDOM

If you have had an hour to spare, I spare it with anyone who has had *Uganda's World*.

The Communist Party in Kenya has been active in its work.

It is reported that a presidential election will be held in Uganda without recovering confidence. *M. J. Is Karura*.

I am informed that there is now much increasing in Uganda. An instance is mentioned where a Native lost his hat while riding his bicycle. He jumped off his bike to recover his hat, when he got his hat his bike was gone. *Alaska*.

PUBLICATIONS RECEIVED

ANNUAL Report of the Department of Agriculture Kenya for the year ended December 31, 1923.

Annual Report of the Forestry Department, Uganda for the year ended December 31, 1923.

Annual Report of the Forest Department, Tanganyika for the year 1923.

The University of the State of New York, Dr. J. S. Hensley, Government Geologist of that Protectorate.

Journal of the Department of Nyasaland, 1924, No. 1257 (H.M. Stationery Office, Gd. spec).

Colonial Report for Zambau Protectorate, 1923, No. 1254 (H.M. Stationery Office, Gd. spec).

Kenya Medical Journal for August. (This issue is made available to the public on application.)

A WONDERFUL £245,000 INVESTMENT.

AN opportunity is offered to acquire one of Kenya's best Estates. The owner, wishing to retire on account of advancing years, offers for sale, as a going concern, the whole of the property in the Nairobi district.

This magnificent property, which adjoins the Uganda Railway, is a scientifically laid out and worked estate of unusual profit.

It contains well fenced 200 acres, of which some 120 acres are under dairy and 20 acres are under milk bearing. It also has thousands of cattle, valued at £5,000, and a herd of

improved and include well built stone Houses, Machinery, Wagons, Implements, Cattle, Dips, Saddles, Stores, Bridles, Chackles, etc. etc. Everything on the property is of the best and up to date, and long temporary.

It is offered at a bargain price for cash, and although some of the finest land in the district, the price asked is well below the ruling price per acre.

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General Manager

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MANUFACTURER
AND MERCHANT



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TRADE FOR
TRADERS IN
TANGANYIKA
TERRITORY
LATE GERMAN
EAST AFRICA

EXTENSIVE
OPENING TO
LIVE PLANTS
CAN ENTER FOR
THE WANTS OF
THE NATIVE

FULL PARTICULARS
AND INFORMATION
FROM TANGANYIKA
COURT,
EAST AFRICA
PAVILION
BRITISH EMPIRE
EXHIBITION

INDIAN DUKA (Shop)

East Africa in the Press

THE LAND OF "USED TO BE"

A MESSAGE has been sent by runner to Karonga, on Lake Nyasa, in order that our dump of petrol and supplies, which will now be transported to Mwaya on the north shore of the lake...

This is a land of "used to be." There used to be a British boat service on Tanganyika there used to be a wireless service, there used to be fifteen white people in Abercorn now there are nine!

But it has fallen in long days, so we must alter our route and go southward from here through the country of the Mambwe to Ikawa (Old Tite), cross the border into Tanganyika Territory to Mbozi and from Mbozi, then southward to Mwananyanga, and thence to Mwaya near Karonga.

SOLICITOR LOOKS AT EAST AFRICA.

An auditor to the Solicitors' Manual, reviewing the problems before solicitors in various parts of the Empire, writes in the following glowing terms of East Africa, which, surprisingly enough, is not taken to include Kenya.

East Africa, there can be no question, is much more fertile than West Africa, and the average white farmer East and Central Africa consists of a small group of Crown Colonies and Protectorates, based on the Zambesi and flanked by the Indian Ocean on the east and the Indian Ocean on the south.

The first two of these are not very suitable for the local population; they are undeveloped, unhealthy tropical lands. But Kenya is a magnificent country with a splendid future ahead of it. It is situated on the Equator, but for the most part is a highland nearly 10,000 feet above sea level, and is exempt from highland fever.

Kenya is a white man's country, and the highlands are being rapidly settled by large numbers of farmers and planters. Large numbers of English aristocrats or country gentlemen will make for settlement overseas who are tired of their ranches in British Columbia or a sheep farm in the mountains is now taking up huge estates of a semi-barren type in Kenya.

There is abundance of Native labour and, of course, a large population of Indian students. Nairobi, the capital, is rapidly becoming a splendid modern English town. It is clear that the colonies are opening up a new produce and local lawyers. The field is to the man from overseas. But he must have capital to ride over a period of waiting, for living is very expensive in Nairobi. Provided he can find a third-hand poundy by way of a start, an efficient young English solicitor has a very good chance in Kenya.

EAST AFRICAN SETTLERS' CONFERENCE

October 18th. The Nairobi correspondent of the Times called the six white solicitors at Tanganyika Territory and closed. Another conference will be held at Nairobi in August of next year. The delegates consider that the conference has laid the foundation for united action by the whites in the whole of Eastern Africa.

They urged the adoption of the Parliamentary Commission's proposed railway route to link up the African territories.

It was also delegates laid stress on the immediate need for a bridge over the Zambesi. The nature of the leasehold land conditions in Nyasaland caused some of the delegates surprise. It was alleged that this system hindered development and drove the Natives to seek work in the mines. The conference favoured freehold against the system of leases as more conducive to prosperity.

Another resolution advocated agricultural and veterinary research, using the Amari Institute as a centre, under the control of an independent director who would be responsible to the Tanganyika Government for discipline and emoluments only.

The conference deprecated the policy of encouraging the production of Native grown economic crops in special areas, holding that such encouragement should only be given in unsettled areas and then under white supervision.

The conference favoured the free inter-territorial movement of voluntary labour, but considered that recruiting in neighbouring territories should not be permitted, except in special circumstances.

SMOKE EMPIRE TOBACCO

The Daily Express has published an editorial appeal to the tobacco industry in Great Britain to popularise British brands of tobacco, to make it clear to prospective purchasers that the products are of the same quality with a British character.

The Board of Trade recently showed that imports of foreign tobacco into Great Britain have risen since 1913. The Board of Trade has issued a circular to the tobacco industry in Great Britain, asking them to popularise British brands of tobacco, to make it clear to prospective purchasers that the products are of the same quality with a British character.

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Table with 4 columns: Country, 1913, 1923, 1924. Rows include U.S.A., Canada, British India, and Total.

The extent to which tobacco is consumed in the United Kingdom is also reflected in the Customs and Excise returns, which show that the receipts last year were £1,200,000. The State tobacco revenue is, therefore, almost entirely liable to pay for the British duty of the tax on consumption of tobacco per head of the population is nearly 5 lb. Only one pound in six comes from the Empire.

MORE PRAISES OF OUR WEMBLEY SOUVENIR NUMBER.

From the *New Zealand Times*.
The Editor of *East Africa* has published a Wembley Souvenir Number. It is an excellent production in every way, both from a technical and literary point of view, and reflects the greatest credit on all concerned in its compilation. Although *EAST AFRICA* is not a new monthly, it already shows a vigorous personality, is able to walk unaided, and we doubt not will reach the age of discretion.

From "Production and Export."

East Africa has surpassed itself by the publication of this Souvenir Number before it has celebrated its first anniversary. Its appearance pays tribute both to the success of the journal and to the advancing importance of the East African Colonies. These, as Mr. Ormsby Gore states in his article, are the rising place of the Empire.

The number contains an encouraging foreword by the Duke of York, and the Editor has been fortunate in securing contributions from those who by long experience and deep interest in East Africa are best able to write of its problems. The production and possibilities of each territory are described by experts, while the exhibits of the East African Colonies are mentioned by the Editor. The article remains to make this number an excellent and interesting one, which should be widely read and appreciated.

From the "Journal of the African Society."

We commenced the enterprise of *EAST AFRICA* in issuing this magnificent special number. That journal is barely ten months old, but on the subject of the fine piece of work this infant journal has done, and looking to the wide collection of material it has gathered, the high quality of the work, the many fine photographs, the excellent letterpress, with all the latest facts and statistics, make it well worth keeping permanently. The Duke of York has honoured the number with a gracious letter, printed as a foreword. Mr. Ormsby Gore, Sir Geoffrey Archer, Sir Harry Johnston, Sir John Peel, Viscount Grey, Mr. ...

... problems, with the Editor writes a series of papers describing the East African exhibits at Wembley. The most interesting features and achievements well displayed and illustrated. We trust that *EAST AFRICA* enterprise will be well rewarded by a large sale and an increase of subscribers.

PERSONAL TOUCH.

The Editor announces that *East Africa* should serve as a real, personal and valuable link between all interested in Eastern and Central Africa, and he looks forward to meeting all such readers, particularly those on leave from Africa. Between 10.30 and 11.30 a.m. daily (Tuesdays and Saturdays excepted), the Editor is always at home to visitors, who are invited to drop in for a chat. Those who cannot manage to call between these hours are requested to telephone or write for an appointment.

ESPRIT DE CORPS.

Will readers help the Editor, by sending him full names and addresses of their friends interested in East and Central Africa, so that specimen copies of the paper may be sent to them free?

Increasing circulation will enable us to serve East Africa with growing power and to extend the scope of the paper.

TO READERS WHO ARE WRITERS.

The Editor cordially invites suggestions and contributions of East and Central African interest. He will always consider promptly any articles dealing with commercial or agricultural openings and achievements, sketches of the character and career of eminent East Africans, and details in townships, bush or roadside.

M.S.S. should be typewritten, double-spaced, and with wide margins, on one side of the paper, only, accompanied by stamped addressed envelope, and preferably not over 1,100 words in length, though short paragraphs may also be submitted. Each contribution should be marked with the number of words it contains. While every care will be taken of all matter submitted, responsibility cannot be accepted for its safety.

An occasional short notice of local interest will also be published.

... other East Africans. By doing so, experience is gained and progress is quickened, and *East Africa*'s reputation enhanced. Will you help us to help East Africa in this way? New writers are welcomed.

WHAT EAST AFRICANS THINK.

The Editor welcomes communications from readers who are asked to send full name and address, whether the letters are to be published under their name or under a pseudonym. *East Africa* does not necessarily identify itself with the views expressed, but will gladly make this column a forum for its readers.

All communications should be addressed to the Editor at 83-9, Great Titchfield St., London, W.1. Telephone: Museum 7870.



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SPECIAL SOUVENIR NUMBER.
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PERSONALIA.

Mr. L. Hewott, Deputy Director of Agriculture of Uganda is home on leave.

Mr. G. Howorth recently assumed duty as Resident Engineer, Zauzibar.

The Hon. W. G. A. Ormsby Gore paid an official visit to the Liverpool Cotton Association on Friday last.

The Hon. H. E. Lewis has resigned his seat as Unofficial Member of the Legislative Council of Uganda.

The King has conferred the dignity of a baronet upon Sir George Lloyd, High Commissioner for Egypt and the Sudan.

Mr. J. D. Galton-Fenzies, Major C. Layzell, Mr. W. H. Ingrams and Mr. ... have returned to England again for East Africa.

Among those now outward bound for East Africa are Rear Admiral D. B. Crampton, Lord Egerton of Tatton, and the Dowager Countess of Arlino.

Colonel J. ... has left Liverpool on a three-months' tour of East Africa, Rhodesia and South Africa. He is accompanied by Mr. F. B. Ome, an ex-president of the Liverpool Cotton Association.

... and ... were ... and ... to Fort Lupton when the last mail left. They were expected to be absent from Livingstone for about eight weeks.

We are very glad to be able to state that Major Harry Raven, who has been so seriously ill, is now much better and is gradually recovering.

On his tour of inspection to India, Tanganyika, Kenya, Uganda and the Sudan, Mr. W. H. Himbury, general manager of the British Cotton Growing Association, is accompanied by Mr. J. M. Thomas, an active member of the Council of the Association.

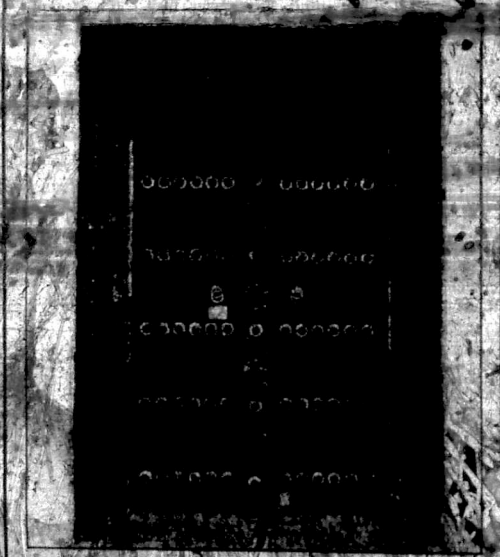
Mr. Gordon Plant of Nairobi has given a motoring journal particulars of some of his runs in Kenya from Set to Nairobi, a distance of 250 miles, he averaged 28 miles per hour, from Nakuru to Nairobi 27 m.p.h. and from Nairobi to Nyera, 66 miles of sandy road over very hilly country, 24 m.p.h. Mr. Plant calls the Nairobi-Nyirasha section 'the concentrated essence of a bad road.'

In a recent address in Stirling, Dr. Philip of the Church of Scotland Mission at Tumutumu, Kenya, said a few years ago that one station treated each year one-seventh of the number of patients treated annually in the Edinburgh Royal Infirmary, but lack of funds had now restricted the work. Missions were a sound proposition from the economic standpoint, for a good deal of the money contributed remained at home to stimulate the trade of makers of equipment.

The Secretary of State for Dominion Affairs has sent the following message by command of His Majesty to the Governor-General of the Union of South Africa and the Governors of Southern Rhodesia and Northern Rhodesia.

On the occasion of the Prince of Wales's return I desire to express my deep appreciation of the warm-hearted hospitality which was accorded to him throughout his tour in South Africa and Rhodesia. The Queen and I have much pleasure and pride in the warm and enthusiastic and inspiring welcome which he received every day and everywhere, and we know that our son will have and keep the most happy memories of his travels. I am confident that the knowledge mutually gained as a result of his visit will serve to increase and strengthen the spirit of comradeship and co-operation between the nations and peoples of the British Empire.

FOR SALE



This new Zanzibar Decolite East African Pavilion is for sale. Outside dimensions 11 1/2 x 8 1/2. Dimensions of double doors 7 1/2 x 5 1/2. Offer may be sent to the CROBEE SECRETARY, EAST AFRICAN PAVILION, WEMBLEY.

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OUR KENYA LETTER.

From Our Own Correspondent.

Juvenile Offenders.

A human boy appears to be much the same all the world over, notwithstanding differences in colour. A new departure in the African *piters* on some of Kenya's main roads is the spontaneous arrival here of a few ancient habitant English boys. Some throwing more especially at passing vehicles, has become a popular pastime and several drivers of motor-cars are complaining of having been struck by missiles thrown by naked juveniles, who promptly added insult to injury by bolting in the side of some hill to a safe distance and then making faces or grimaces to their victims. One or two rather serious injuries have already been recorded, either to the occupants of their cars, yet it is almost impossible to bring the offenders to justice, for, of course, no police are anywhere near the out of the way spots where such incidents occur, and there are very few white men prepared to desert their cars in the wilds and indulge in a long stern chase after several naked little boys, under a hot sun. It is a wish that the authorities should do something to deal with this nuisance in any way effective.

Insect Pests.

The Kenya healthless teeming public has been somewhat surprised and pained to find a warning on their country from a new angle. A well-known lady writer has accused Kenya of harbouring a host of insect pests of many unpleasant varieties. Nothing more inaccurate could come from the Highlands has been insinuated for some time. The truth is that we are remarkably free from these distressing accompaniments to warm weather, which is usual in most parts of the world, although we do, of course, occasionally see weird creatures of the crawling or flying kind, but they hardly fill stum mankind with an aversion only equalled by the insects of the water for example, which here we can see on one's hand to perfect safety from the dangerous sting of these feared and hated tentzels of the English countryside. Earwigs, gnats, midges and devil's coachmen are unknown. House flies, again, are notable for their absence, and one thinks back in horror of the swarms that often accompany every forkful of food to one's mouth in Devonshire farmhouses or in the back country homes of Australia and New Zealand, or in the schools of the highlands proper, where they are and their low of the air.

They so serious a discomfort and pests in Canada. If we have an occasional invasion, in country districts, from the soldier ant—the greatest enemy in existence of other obnoxious insects such as spiders—it is soon over. Everything considered, few parts of the earth are so immune from unpleasant creepy, crawling things as Kenya, if one excepts the tick—and one has to go out into the fields and look for him as he lies in wait for his natural prey, the beasts of the field.

Lalapia to Soldier Settlers.

All those ex-soldiers who draw numbers in the public lottery some years ago which entitled them to a farm in the Lalapia district are being notified in the Press that they may now have their holdings enlarged to a maximum size of 1,000 acres, if they make application to the Land Office before October 15. This extraordinary privilege is to a section of those who were fortunate enough to

win a property in that lottery, which has been so largely a cause of heart-burning among the many unsuccessful applicants—some of whom served in the fighting line, but though they had yet received nothing, although others who were conscripted and only served a few months at a base got a farm, has accumulated the bitterness felt in many directions over our land distribution methods here. Men who did not get a farm feel that an injustice has been done them by not at least giving them the refusal of any land that might be available for occupation before presenting it to others who have already received gifts from our national estate. A less tenacious grudge against the Land Office is perhaps naturally enough in view of the lack of system or logic displayed—aroused by his favoured treatment of the Lalapia settlers amongst all the ex-soldier farmers of other districts, who cannot see why they also should not have their properties enlarged.

Land Settlement Principles.

What the Colonial authorities, and especially the Land Office in Kenya, have never realised, is that the main spring of progress, social life and activity in country districts lies in the numbers of settlers who put their own energy at development of trading centres, banks, etc., as a consequence of the land having reached their maximum productivity or a position where it is essential for them to exchange their products for other goods. Monthly markets, fairs and other country fairs, are all due to this urge, and when a man has proved himself successful by superior industry and intelligence to his neighbours, he soon sets about enlarging his holding by purchase in the open market from the less successful and less energetic.

No amount of land endowment can turn a bad farmer into a good one, and it should be the policy of the Government anxious to give the best of its own people a fighting chance in a new country, that the original pioneers who did the production should be generously treated, to allow to each one his own chance to bring his own contributions, and to see that the areas so alienated are rather on the small side—i.e. capable of full development within say five years. The authorities can then attract and let the best men emerge by their own ability. They then will do in due course and buy out their unsuitable neighbours who will thereupon retire to some other activity with their cash.

The policy of endowment, however, has not only been a failure in the past, but it is now being repeated in the case of the Lalapia Colony, probably through the lack of knowledge of those responsible in the traditions of land occupancy. In the case of Lalapia, no one appears to know whether the men to receive the extra grants are already fully stocked or not. If they are not, what is the reason for the extra area? If on the contrary they are, it would be better for trade, general progress and prosperity if either they had from now on to sell their superfluous stock in the open market, thereby giving tradesmen or other less fortunate settlers a chance to buy at reasonable prices, or were compelled to purchase more land from some other private owner.

On all sides, I hear it said that the present system, apart from being unjust to those here who have never yet been able to get hold of an acre of crown land, and there are many such, also encourages a vast traffic and exchange of products and stock which has a depressing effect on the progress of a growing country district. It

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also discourages development for no man will bother to improve his property in order to bring out his lands maximum capacity while he can get more for the asking. Indeed, his interests are directly concerned in proving that his farm is inadequate in order to obtain a further grant from the authorities.

Bicycles Dumping by Germans

It has transpired during a discussion at our Chamber of Commerce, Nairobi, that bicycles of German make to a value of £30,000 are lying in bond at the coast awaiting gradual absorption by the Native populations of Kenya and Uganda. Nor is such absorption so very gradual, for as a local paper has it, the bicycle is to the Native in East Africa what the pump is to the workers in central and mining and industrial districts in Harare, a sign of position, financial power and respectability. But the Native can ride his machine, whereas the industrial worker is seldom able to play his instrument!

[From the standpoint of British trade there is consolation even in the dumping, for the truth is that British bicycles, even at considerably higher prices than the German, are selling freely at the very moment that the superior export of the latter is being sold at the beginning of the year at many of the prices which would command such prices had many East African buyers. The reference to self-interest is not a criticism, for the reference has been so successful that the German industry has been benefited.

Determined to get into the market, German makers have resorted to the wholesale dumping described by your correspondent, but unless the quality of the cycles is markedly improved, repeat orders do not appear likely. British manufacturers must meet the threatened competition with enterprise. They have succeeded in their fight in the States, but they have lost more.—Ed. N. E. A.]

ROADS IN NORTHERN KENYA

Following the transfer of Jubaland to Italy, the Government of Kenya is inquiring into the possibility of opening up a stock route from Wajir, north of the Lorian Swamp, to the coast on British territory. The route would at first be used mainly by camel transport.

At present, many stores loaded at Marsabit have to be taken to Nairobi, then on to Meru, and afterwards across country to Wajir, whereas the road from Wajir would bring the Lorian area within two or three days of local administrative or military headquarters by rail.

LABOUR IN KENYA

I have received an interesting memorandum on the subject of Native Labour recruitment from Mr. John Riddock of Kisumu, who, speaking from his own experience, considers that legislation can do little to stimulate labour supplies, which can be secured only by making conditions on estates more attractive than life in the Native reserves. The nature of the work to be performed, the locality of the plantation or farm, the payment of good wages and housing, recreation, and the social and hygienic handling, are the cardinal points on which he says employers should concentrate.

Mr. Riddock regards the present system of recruitment in the colony as perfectly fair and sound, provided it is honestly conducted, but he admits that the best recruiters are Natives who have worked happily on a certain estate, and after a holiday at their homes, return with a number of their friends. It is thus of the greatest importance that estate employers should retain their connection with the reserves by direct recruitment.

SEYCHELLES AGRICULTURE

The annual report of the Department of Agriculture of the Seychelles states that the coconuts crop of the colony for the year 1925 was valued at 1,000,000 mts, the highest ever recorded. Though only 1,185 tons of copra were exported during the calendar year, another 630 tons, obviously belonging to the production of 1924, were shipped three days after the close of the period. The total of 1,815 tons of copra is reported to be a record, and it is anticipated that the record crop of 1924 will be exceeded by the 1925 yield. The generally increased yield is attributed to manuring, with guano on the outlying islands, and with distillery refuse and seaweed at Mahé. Good rains in the past two years have also had a beneficial effect.

Vanilla plantations are being vigorously developed over the archipelago, and it is estimated that there are now 450,000 vines representing 350 acres of vanilla, which area is expected to be doubled every year for some years to come at the present high price of the commodity is maintained. Care in cropping and curing vanilla only when it is ripe is recommended by the Director of Agriculture.

The quantity of essential oils exported during the year were as follows—

| | |
|-------------------|---------------|
| Cinnamon leaf oil | 32,276 litres |
| Cinnamon bark oil | 140 |
| Clove oil | 1,025 |
| Peppermint oil | 1,028 |
| Bay leaf oil | |
| Lemon grass oil | |

LOURENÇO MARQUES AND THE UNION

New Convention Expected.

The conference between Union and Mozambique representatives at Lourenço Marques has come to an end, rapid progress having been made with the negotiations. The conference will be resumed at Pretoria in November, it is probable that it will be a success. The railway and port problem has been settled on the basis of negotiation and guaranteed to Delagoa Bay.

The Portuguese failed to persuade the Union to build a railway across Swaziland and the Customs issue will not be settled until further information is laid before the Pretoria Conference. There will be no alteration in the Native labour recruiting scheme. Special commissioners at Lourenço Marques state that the Union delegates have taken note, according to the Natal sugar industry being damaged by a flood of Mozambique sugar crossing the border.

The indications are that the old Cee trade in colonial products will not be restored, but that a number of promises will continue to be admitted free of duty.

No official statement has been issued, but it is stated that the Union delegates are satisfied with the results of the deliberations and industrial and commercial circles are anxious to see the issue settled.

UGANDA COTTON PLANS AND PROSPECTS

Special Report of Department of Agriculture

The excise duty on cotton collected to August 31 amounted to £103,802, already exceeding the total collected during 1924. Cotton shipments are still being made from the Eastern Province amounting during August to 8,047 bales.

Ample rains have fallen in most districts of Uganda and cotton prospects generally are reported to be good. In July, July and August 1925, 102 acres had been planted in the Eastern Province, as against 355,500 during the same three months of 1924, but in the Buganda Province there was a fall from 285,000 to 168,000 acres.

Transport

In order to ease the transport difficulties on the railway system the following arrangements come into operation on or before January 1, 1926.

- (a) No cotton unless ginned and not exceeding 100 lbs. to be permitted to be taken from any Ugandan port on Lake Victoria.
- (b) Un-ginned cotton is to be shipped from any Teso port on Lake Kyoga.
- (c) No ginned cotton will be transported either to or through Kamassagi port from ports or stations beyond.
- (d) No cotton is to be shipped during the period January 1 to March 31.

With reference to the temporary stoppage of cotton in the ports, merchants should note Rule 19 of the Customs and Machinery Rules, which reads as follows:

"No cotton seed which is not stored in airtight-proof buildings shall be permitted to remain on or near the factory premises for more than three months without the leave of an Inspecting Officer in writing. When no leave has been given all cotton seed over three months old and not stored as aforesaid shall be burnt or disposed of in such manner as the Inspecting Officer shall direct."

Neither the Technical Authorities nor the Factory Board are prepared to allow any concession relating to the storage of cotton seed in the aforesaid, more particularly in Kampala and Jinja. In other cases the Factory Board, or the Inspecting Officer, as the case may be, may, in the absence of any other special provision, the following standard is maintained:

- (a) Temporary godowns and stores shall have no walls but shall have open sides. The roofs shall be supported on steel or wooden posts. The floors shall be of cement concrete, or of burnt brick, or stone set in cement mortar.
- (b) Temporary stores shall be situated at least 20 feet away from any other building.
- (c) In every case, brick flings fully dimensioned and made of all buildings, chimneys and other structures, shall be of good quality and shall be set in a strong mortar. The mortar shall be of good quality and shall be set in a strong mortar.

TEAK IN TANGANYIKA TERRITORY

Special Report of Department of Agriculture

Teak and valuable species of teak in Tanganyika Territory which up to the present have no market in this country. It is known locally as *musile* (*Chlorophora excelsa*) and is described in the catalogue of Tanganyika timber specimens showing at the British Empire Exhibition. It is an attractive looking, close-grained, and moderately hard strong wood of a warm grey colour when freshly cut, becoming a golden brown.

It is very durable, and resistant to insect attacks. It also saws planes and works up well, taking nails, and is not subject to warping. It is in great demand locally because of the above advantages for joinery, cabinet and furniture-making, sun-riding, interior panelling, railway coachbuilding, and motor car body making.

In spite of all these advantages, there is no market in the United Kingdom for this valuable timber. The main sources of our supply at the present time are Siam, Burma and India, and so far as the latter two countries are concerned, the output is very much restricted by necessary Government regulations. This reduction in output in order to conserve teak for the future has its influence on the price of teak, which is the cheapest of our timbers.

It stands in a class by itself in Lloyd's list, possessing the virtue of rendering iron, when in contact with it, immune from rust. It is held in high esteem by the naval authorities. It has not only been found to supplant iron, if has supplanted the oak of older days—the demand for it for shipbuilding purposes is continuous.

Were it not the Government Department responsible for the ordering of our national ships, indicate when calling for future tenders that East African teak might be used instead of Burmese. They would thus create a market for one of the products of Tanganyika Territory, and at the same time secure tenders at reduced prices, all to the advantage of the country.

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OUR NYASALAND LETTER

From Our Own Correspondent

By the September 9, 1925

One of the world's oldest sayings—to mark and measure which would do a great deal of good to our English "opposite numbers" these days—is "Thou shalt earn thy bread by the sweat of thy brow" is now being applied in very full measure in Nyasaland. This week sees the beginning of the laying out of tobacco nurseries, thousands and thousands of yards of them. They are sited recently by very favourable rains, is now filled with the usual September optimism as regards the coming season's tobacco crop. In view of the magnitude of the tobacco growing operations, it is safe to say that Nyasaland's next year will be very, very large indeed.

Tea Planting Developments.

That the prospects of Nyasaland's tea and tobacco crops are attracting considerable attention is self-evident. Every mail brings us someone who would not need very much persuasion to take up land. I don't quite know whether I should or should not feel flattered and take a large share of the credit, possibly due to "EAST AFRICA," but someone, or more than one, is anxious to get a share of the tea-planting of Mlanje. I have heard that bread-wheat and other plantations will be begun in the near future, and that they will be more. The tea, especially, but the tobacco are sound, far-sighted business men, and in this respect are certainly laying in a goodly store of "butter for their bread." I would like to buy more than a few shares when the operations are eventually made public, but whoever heard of a newspaper-correspondent being able to buy anything?

Nyasaland Visits the North

Our neighbour, having been indulging in an Arabian strike, one scarcely sublime enough to be compared with "Alec in Wonderland" or musical comedy for Gilbert and Sullivan, but one there was, the two thousand miles plane. The connection between the Mozambique Company and the Banco da Beira. While they were arguing the matter, the booking of goods between the sea and Nyasaland was stopped, and should we have wanted to get away to Beira in the interim we should have had to walk. It was the exchange rates of the Banco da Beira that upset the Portuguese officials, who demanded that such vagaries should be raised (or raised) and that the local exchange should be stabilised. It seems to me that everything will be restored to normal, and that we shall no more be able to make the proud boast that we went round in "five under hoggery" adding under our breath, "in Portuguese currency."

This Week's Fairy Story

There were once an Englishman and a Scotsman who owned an estate in East Africa. The Englishman suffered the estate interests after ten years. The end.

NSWADZ

EAST AFRICAN SERVICE APPOINTMENTS

The following appointments to the East African service have been made by the Secretary of State for the Colonies during the month ended October 20, 1925:

Kenya.—Lieutenant A. J. Thomson, M.B., Ch.B., Flight Lieutenant J. H. Chaffway, M.R.C.S., I.R.C.P., Captain D. Bell, M.B., Ch.B., Lieutenant P. G. Cambridge, R.N.V.R., M.P.S., M.R.C.S., I.R.C.P., and Messrs. N. McLean, M.B., Ch.B., J. E. Davis, M.R.C.S., I.R.C.S., D.T.M. & H., P. Ross, M.B., Ch.B., W. E. Gopple, M.R.C.S., I.R.C.P., A. A. Battson, M.B., B.Sc., M.R.C.S., I.R.C.P., and C. P. Thomson, M.R.C.S., I.R.C.P., Medical Officers, Mr. J. W. Clark, Telegraph Inspector, Mr. E. J. Honore, Assistant Conservator of Forests, Captain H. M. R. H. Plax-Luce, M.C., and Captain D. H. Wickham, Cadets, Administrative Department, and Captain A. J. McCarthy, M.B.E., Crown Counsel.

Tanganyika.—Messrs. A. H. Le Geyt, B.A., and R. H. J. Hayes, B.A., Administrative Officers; Mr. R. E. Irwin, Assistant Auditor; Lieutenant G. B. Wallace, B.Sc., Microscopist (Tsetse-fly Campaign); Midshipman J. B. Brown, R.N.R., Assistant Treasurer; Mr. W. G. Skipwith, Assistant Inspector of Police; and Mr. D. A. Skan, M.R.C.S., I.R.C.P., Medical Officer.

Uganda.—Miss J. E. Sneddon and Miss A. F. Fichtel, Nursing Sisters; Mr. F. H. Manley, M.B., B.Sc., Veterinary Officer; Mr. T. James, B.A., Cadet, Administrative Department.

Zanzibar.—Lieutenant H. A. Cole, M.B., Ch.B., M.R.C.P., Medical Officer; and Mr. J. E. Baker, Agricultural Officer.

Quintus.—Mr. D. D. Anderson, M.R.C.S., I.R.C.P., Medical Officer.

The following recent promotions and transfers have been made by the Secretary of State for the Colonies:

Mr. Thomas Neilson, District Officer, Tanganyika Railway, to be District Officer, Uganda Railway; Mr. F. J. Darnley, Senior Assistant Secretary, Tanganyika, to be Assistant Chief Secretary, Tanganyika; Mr. W. Small, Mycologist, Uganda, to be Mycologist, Ceylon; Mr. C. A. G. Lane, Administrative Officer, Zanzibar, to be Magistrate, Tanganyika; Lieut. Commander A. C. Bucknell, the Chief Officer, "Lord Milner," Tanganyika, to be Harbour Master, Suez Canal; Lieut. Colonel M. J. Suter, and Mr. G. S. Ballantyne, to be Assistant Secretaries, Zanzibar; Mr. G. S. Ballantyne, to be Assistant Secretary, Zanzibar.

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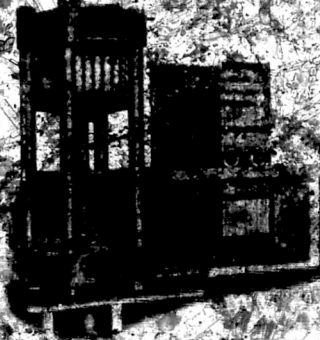
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EAST AFRICAN PRODUCE REPORTS

The market has quietened since the small quantities from Kenya reaching the principal auctioneers in London.

Table with 2 columns: Item (A, B, Breakfast, Friar, Palish and Wash, Cherry) and Price (e.g., 437s. 0d., 428s. 0d., 148s. 0d., etc.)

London stocks of African coffee stand at 27,522 bags against 26,500 bags at the corresponding period of last year.

MAIZE

The African and Colonial Co. reports indications that shippers of East African maize are coming into line as regards price, and quote 15s. as the outside value of No. 2.

FLAX

The market for flax is very dull, but there is a good demand for Egyptian, which is realising 25s. 6d. values.

WHEAT

With a quiet and steady market, fair business has been done in Kenya sorts at 14d. for No. 1 U.K. Continental ports for the best quality, while No. 1 Tanganyika of good quality, which is less so, freely offered, has placed hands at 12s. 6d.

Trade prices have advanced to 12s. 6d. for No. 1 U.K. Continental ports.

DRY PRODUCE

There is a demand for November shipment East Africa, and the market is firm.

Stocks of Ceylon, Ceylon, and October/December, 1924, of 11,000 bales against 20,150 bales last year.

Peas are around 2s. for Tanganyika, but buyers are quoting far below this figure, even down to 17s. 6d.

...Ghana... East African... have been sold... with the... will further decrease in value... crop from these producing countries.

...Arabia... a quiet tone of affairs... there is no change to report... clear 5s. 0d. for... shipment.

...Dutch... Dutch dairy market... East African... lots should be worth about 15s. 15s.

...Siam... With the nominal value of 224 7/8 0d., sellers are verified at 224 7/8 for October/November shipment to the North Continent.

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...Hobson & Sons... their new catalogue of tropical kit and equipment... East African letter is listed and priced, and readers can certainly be recommended to apply to Messrs. Hobson for their copy.

...Plantation Engineering and General Supplies, Ltd... copies of a number of further letters of appreciation of the Journal received from planters in Africa and elsewhere.

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PASSENGERS FROM EAST AFRICA

The *Modasa*, which left Kilmindig on September 30 and arrived in London on Saturday October 17, has brought the following homeward passengers from—

- Beira**
- Mr. and Mrs. J. Anderson and children
 - Mr. W. Biheller
 - Miss Wheeler
 - Mr. A. G. Bishop
 - Mr. R. Kerre
 - Miss I. Reid
 - Mr. O. C. Ardagh
- Dares Salaam**
- Mrs. A. S. Adamson
 - Mr. R. N. Grumack
 - Mr. A. V. Groves
 - Mrs. D. A. Humphries
 - Mr. E. W. Miles
 - Capt. R. Payton Reid
 - Mr. H. R. Rowe
 - Mr. and Mrs. J. Sorrensen and child
 - Capt. G. J. Thomson
 - Dr. G. R. C. Wilson
 - Mr. M. F. Carter
- Potaka**
- Mrs. D. L. Baine
 - Major and Mrs. A. Jeall
- Mombasa**
- Mr. Redding
 - Mr. J. M. Blacklock
 - Mr. M. C. Booth
 - Mr. J. Booth
 - Mr. and Mrs. P. Booth
 - Miss C. Booth
 - Mr. K. L. Booth
 - Mr. R. Crowther
 - Mr. C. C. Evans
 - Mr. M. Dean
 - Mrs. H. B. Derry
 - Mr. and Mrs. J. M. Douglas and children
 - Mr. J. A. Elliot
 - Mrs. P. Elliot
 - Major Gen. Sir A. H. Evans

Passengers marked * disembarked at Mombasa.

PASSENGERS FOR EAST AFRICA

The *Modasa*, which left Mombasa on Saturday October 17, carries the following passengers for East Africa—

- Mombasa**
- Mr. H. Alexander
 - Miss A. Alexander
 - Mr. Alexander
 - Mr. A. A. Rothwell
 - Mr. J. H. Smith
 - Mr. E. J. Smith
 - Mr. G. B. Smith
 - Mr. J. M. Smith
 - Mr. R. Smith
 - Mr. S. Smith
 - Mr. T. Smith
 - Mr. U. Smith
 - Mr. V. Smith
 - Mr. W. Smith
 - Mr. X. Smith
 - Mr. Y. Smith
 - Mr. Z. Smith

- Comandante P. Sherston
- Mr. A. Stam
- Mr. and Mrs. G. P. Townsend
- Mr. W. W. Winton

EAST AFRICAN STEAMSHIP MOVEMENTS

BRITISH FLAGS

Malbera left Port Sudan for London Oct. 20
Antola left Suez for Beira October 22
Mashoura arrived Beira October 18

OTHER FLAGS

Antola arrived Beira October 17
Speetator left London for Lourenco Marques and Beira October 17

HOLLAND FLAGS

Kliffontein arrived Antwerp October 14
Kliffontein left Table Bay homewards October 12
Springfontein arrived Lourenco Marques for the north October 16

Dekla arrived Dares Salaam for further East African ports October 16
Hiversfontein arrived Port Said for East and South Africa October 16

Sidant left Rotterdam for Cape Town October 13
Huisker arrived Hamburg October 14
Hoevaker left Aden homewards October 16

Dekla left Dares Salaam for further East African ports October 16
Boerpe arrived Beira for further East African ports October 15

Kliffontein arrived Table Bay for East Africa October 17

GENOIS CASTLE

Genoa left St. Helena for Beira October 15
Genoa left Aden for Beira October 15
Genoa arrived Natal for Beira October 17
Genoa left Suez for Beira October 17

Genoa arrived Beira October 17
Genoa left Beira for East Africa via Suez October 15

Genoa arrived Beira October 17
Genoa left Beira for East Africa via Suez October 15

EAST AFRICAN MAIL

The next two mails for Kenya, Uganda, Tanganyika and Zanzibar at the G.P.O. London, at 6 p.m. to-day, October 21, and 6 p.m. on Tuesday next, October 22.

For Nyasaland, Northern Rhodesia and Portuguese East Africa the mail closes at the G.P.O. London, at 11.30 a.m. on Friday, October 23.

EAST AFRICAN LANDS & DEVELOPMENT COMPANY LTD.
 Registered Office: 19 ST. SWINER'S LANE LONDON, E.C. 4
 170,000 acres and reehold tenure from the Crown, in the best proved dairy district of the Kenya Highlands. Broken out into farms, well watered and stocked. Available for sale in convenient areas to bona fide settlers. Installment terms arranged.
 Apply to Secretary, London Office, or Estates Manager, East, Kenya Colony.

Sells Itself!

Carefully tested materials, high grade workmanship and low prices ensure quick sales for ALL-BRITISH "ROYAL AJAX" Bicycles. For 35 years we have supplied overseas markets, consequently we know exactly the type of cycle best suited for your customers. Every machine fully guaranteed.

AGENT AND REPRESENTATIVE:
A. GRUNVILLE ROSS, P.O. Box 150, NAIROBI
WHOLESALE STOCKISTS:
NAIROBI, SULEMAN VERJEE & SONS
(Incorporated in India)
MOMBASA, SULEMAN VERJEE & SONS
KAMPALA, SULEMAN VERJEE & SONS
MARSA MATRUH, SULEMAN VERJEE & SONS
Bicycles and Accessories

Our Agents, Messrs. Ross, sell only the finest quality Wholesale Buyers of the finest and best made bicycles of the world, the famous "Royal Ajax" Bicycles.

Agents:
Kampala, Uganda
Queen Elizabeth
Uganda

BRITISH CYCLE
MANUFACTURING
COMPANY LTD.
NEWBURY, ENGLAND



You know it! The EAST AFRICAN COVETS A SAFETY RAZOR

Every East African settler has had proof of the fact, and to meet the keen demand, we are marketing this Special East African Model



at a price the Native can pay. The dealer can sell it at 2/6 and still have a handsome profit.

This is the GILLETTE SAFETY RAZOR, and doubtless Gillette blades have having edges made within the Empire, and its splendid value for money.

NO ROSSER
GILLETTE RAZORS
Are selling better than ever for the East African Native Trade.



Particulars of trade terms of this and other models through your Home Agents or direct from

GILLETTE SAFETY RAZOR, LTD.
187, Great Portland Street, London, W.1

FIGHT TROPICAL DISEASES

ACT NOW - AT ONCE

Your Labour Force

WE understand today, as we have not previously understood, that labour efficiency and inefficiency in Eastern Africa are largely matters for the doctor. The labour recruited for the various goods can only be plentiful and efficient only when the terrible infant mortality of

the Native reserves is checked, when the ravages of the malarial fevers and other tropical diseases are prevented, when laws and other safeguards are introduced, and when the general standard of health is raised.

It can only be plentiful and efficient only when the terrible infant mortality of

every East African Reserve is raised by sending a donation to

The Ross Institute

and Hospital for Tropical Diseases, 11, BEDFORD SQUARE, LONDON, W.1.
Chairman: Sir Eric Maclagan, M.C. Vice-Chairman: W. G. STUBBS, M.P.
Hon. Treasurer: John Huxley, M.P. Hon. Secretaries: M.J.

The booklet mentioned in our advertisement for October 1st is still available, post free, from Messrs. Lockwood Stevens, Organising Secretary, at

Advertisements will gladly quote you prices.

SIR GEOFFREY ARCHER ON SUDAN DEVELOPMENT

HIS EXCELLENCY'S POLICY AND PLANS

Exclusive interview with East Africa

A few minutes in the presence of Sir Geoffrey Archer, Governor General of the Sudan, are sufficient to impress the visitor with the strength of His Excellency's confidence in the country, and it is hard to be called upon to admit that, like yesterday, the British public thought of the Sudan as a land to which war and the names of Gordon, Kitchener and Atterton had been commingled, the masses at war, sandy and sterile, a friend's wilderness, which today they know as a great and growing cotton producer, one which sets Uganda a splendid example by sending to Lancashire practically every sixth bale of its output of lint.

The Government of the Anglo-Egyptian Sudan, which is probably largely based on the fact that the Sudan's cotton production was good enough to bring the Governor of the Sudan back to London, has in a few days ago made a further step, and has directed Sir Geoffrey Archer, Governor of the Sudan, to call on the members of the Chamber of Commerce of Kampala that the railway system which leaves the India Ocean at Mombasa and which had its terminus on Lake Tana, would be extended through Uganda's rich cotton-growing districts to the headwaters of the great Nile. The Government of the Sudan is now growing in the Sudan, not only cotton but cotton seeds, and is now growing in the Sudan.

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The object in view has been achieved. Whether spinning factories will be built by Government or by one of the two big cotton-growing organisations in this country is a matter for future decision, in which the British Cotton-Growing Association and the Empire Cotton-Growing Corporation are naturally keenly interested. As we announced last week, Mr. W. H. Humber, the General Manager of the British Cotton-Growing Association, is to return from India via Kishindi, Uganda, and the Sudan, in the early part of next year. Sir James Currie, the Director of the Empire Cotton-Growing Corporation, has, of course, had years of experience in the Sudan; Lancashire's need of East African cotton was never more urgent than it is to-day, and the next few years will certainly increase rather than abate their requirements.

The Dams at Makwa and Copel Aulla.

An interesting item of information is that the opening of the Nile at Aswan is to be ceremonially celebrated about January 20 next, three days after King's Day, when every European and every Native notable who can possibly manage it will be in from the districts. It has been stated in the Daily Press that the Royal Highness the Duke of Connaught would perform the ceremony, but Sir Geoffrey authorises us to state that for medical reasons the Duke is precluded from undertaking the journey, though he was to have done so.

The success of the Makwa scheme will depend on the Nile in her keenness to prosecute work on the Copel Aulla Dam, which will give some thirty miles above Aswan, and by the construction of this work, the canal from the sud and the building of another dam at Lake Albert. Sir Geoffrey is certain that all Egypt's water requirements can be abundantly met, not merely for her present necessities, but for the cultivation of the 7,000,000 acres she requires, as against the 5,000,000 acres now under crop. That the Sudan will be the Sudan's northern neighbors be freed from the burden of the future absorption of her population on the land, and it is probable that the provision of adequate water will be more than anything else to banish Egyptian wars and had been improved relations.

Western Commission on Egyptian Questions.

On the subject of His Excellency's intentions regarding the fostering of commerce brought a reply that will be most welcome to the business community, which need not be assured that the Governor General is taking a personal interest in the question of forwarding the views of His Excellency believes that it would be very short-sighted policy to attempt to secure cotton-growing with a view to the Sudan's future.

It is probable that the Government will be applied to the parents of the children for whom the Native School acquire in this, and one of the powers that will then be exercised on the spot when the southern African has resided some few months hence, will be the establishment of trading centres at reasonable intervals.

The opening of trading centres will strike the biggest blow to the present tendency to hoard, would offer cultivators an added incentive to exert themselves, and earn money, and would open up new markets for British manufacturers, at least the opportunity will be for Britain of the care to be taken without procrastination, for, as we have repeatedly stated in these columns, trade in the Sudan is not principally in the hands of British merchants. Most of those of foreign nationalities have evidently not a fully developed inclination to push British goods in preference to those of other origin, but British will still stand to benefit considerably as they will have their chance.

Improving Road to Port Sudan.

With the object of maintaining all-weather motor road between those two places, the Sudaners are at the present moment surveying the Nimble-Rejal route, which Sir Geoffrey describes as one of the worst and most uninteresting seven-day tracks he ever did in Africa. A few weeks after he had traversed the route, their Royal Highnesses the Duke and Duchess of York did the same journey in many hours as he had taken days, but merely a temporary road had been made. A year hence it is likely that a really good motor road will have been built, thus removing the last obstacle to quick transit between the Red Sea at Port Sudan and the Indian Ocean at Mombasa. Touring in the Sudan will certainly be stimulated, and thus with the knowledge of Kenya, Uganda and the Sudan be spread by the Sudan's public agents, personal relations.

When in the near future the Sudan's connection with the Eastern African group of territories is undoubtedly destined to be made stronger. Soon air transport between Khartoum and Kisumu may become an established thing, and inter-communication between the contiguous territories be thus more closely knit.

The driving force of Sir Geoffrey Archer, which was strongly felt in Uganda, is now at the service of the Sudan, which it is safe to predict will undergo rapid development under his leadership in the next few years. His Excellency's vision of the Sudan's future will be only partly his vision of increasing prosperity for all classes of the community, and a fair chance.

CHRISTMAS MATS FOR EAST AFRICA

Our Christmas cards are printed in that country, and are a Christmas parcel, and will be glad to receive your orders.

Send your orders to the publishers, and we will be glad to have the closing dates.

| | | |
|--|---------|---------|
| Tanganyika | Nov. 1 | Nov. 27 |
| Kenya, Uganda, Tanganyika and Zanzibar | Nov. 4 | Nov. 27 |
| Northern Rhodesia | Nov. 10 | Nov. 27 |
| Sudan | Nov. 27 | Dec. 10 |



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SPECIAL SOUVENIR NUMBER
53-57, Great Titchfield Street, London, W.1.



Some of East Africa's Representatives at Wembley

We have pleasure in reproducing here the photographs of some of those who have just returned from the East Africa and the British Empire Exhibition. There are a few other worthy candidates whose photographs we would have liked to include had their photographs been procurable.



Mr. E. R. S. SMITH
Chairman of the East African Association
London, Kenya and Tanganyika



Mr. A. A. A. A. A.
Assistant Secretary
London, Kenya and Tanganyika



Mr. D. E. B. B. B.
London, Kenya and Tanganyika



Mr. C. C. C. C. C.
London, Kenya and Tanganyika



Mr. F. F. F. F. F.
London, Kenya and Tanganyika



Mr. G. G. G. G. G.
London, Kenya and Tanganyika



Mr. H. H. H. H. H.
London, Kenya and Tanganyika



Mr. W. W. W. W. W.
London, Kenya and Tanganyika



Mr. Colonel R. R. R.
London, Kenya and Tanganyika



Mr. J. J. J. J. J.
London, Kenya and Tanganyika



Mr. H. H. H. H. H.
London, Kenya and Tanganyika



Mr. K. K. K. K. K.
London, Kenya and Tanganyika



Mr. L. L. L. L. L.
London, Kenya and Tanganyika



Major F. F. F. F. F.
London, Kenya and Tanganyika



Major J. J. J. J. J.
London, Kenya and Tanganyika



Mr. A. R. Morgan, Commissioner for Uganda



Capt. P. C. Stafford, Secretary of Uganda Court



Mr. E. G. Staples, Whip of the Uganda Court



Capt. H. H. Porter, Of the Uganda Court



Major H. G. L. M.C., with Mr. Lobb, managed the Simulamu Hotel



Mr. C. J. Munn, High Commissioner for Uganda



Mrs. E. S. Off, of the Simulamu Hotel



Mr. J. W. Skeffing, of the Uganda Court



Miss Lindsay Smith, of the Simulamu Hotel

Heard by the Stalls in the East African Pavilion.

Lady visitor, examining a sample of unhusked rice: "Look, Jim, this is queer-looking rice. 'Ware! They eat it like that and there 'usks and all."

Lady in the Uganda inquiry stage: "Could you please give me a couple of bananas to take home to the children."

Visitor with a puzzled expression: "I see the natives get their arrows from."

Visitor who had gazed long and intently at the model of the Belem Harbour and overboard had caught through the notice of the staff:

Names are not always humorous, and at Mombasa many a blunder has been made. Pronunciation not being the Englishman's strong point, erratic renderings of East African territorial names were to be expected. It is, however, somewhat surprising to hear Mauritius called "Murtis" as though it were a disease.

Both Kenya and Tanganyika have made excellent showings of elephant tusks, and in both Courts assistance and tolerance has been displayed by visitors. One man seriously inquired how "their friends" grew, and another, gazing intently at the groups of these tusks that ornament the corners of the Kenya stands, remarked slyly that he had not known that elephants had three tusks.

In the Kenya Court a brisk business was being done at the coffee stand. Roasting had brought a little crowd together and several of those in front were making purchases.

"I'll have one," said a lady away at the back—adding as an afterthought as the money was paid over, "What's for me, the tin?"

The market work, sales in the Sudan Court had been unexpectedly good and stock was getting low, so that sales had to be suspended until further supplies arrived. So a notice was put up: "Baskets are not on sale this day."

Two ladies, who had admired the work for some time, decided that they would like a large and well-coloured basket. Then the eye of one of them caught

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T. H. ALLAN & CO.,

17, Gracechurch Street, London, E.C.3.

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COFFEE COTTON TEA RUBBER

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Telegrams: BOXWELL, Liverpool.

Commercial Codes.

of suitable fertilisers. Individual plantations in full bearing have yielded one ton of clean coffee per acre, and it is not unusual for an estate to average half a ton of clean coffee per acre over a period of years. The planter cannot, of course, always be certain of harvesting a good crop every year, for sometimes lack of rainfall or some other drawback causes loss; there is, however, no coffee growing country in the world that does not possess some decided advantage.

Profits and Prospects.

ALTHOUGH 100 acres under cultivation is the basis on which he calculates the capital necessary to the beginner, in considering the cost of marketing Mr. Trench works on a basis of 150 acres of coffee in full bearing, taking its yields between 6 and 7 tons per acre. Reckoning that from £36 to £44 per ton will be the cost of marketing one ton of clean coffee from Kenya to London ex sale room—those figures including all expenses on the plantation and charges on the estate—and taking the very conservative figure of £82 per ton as an average sale price, he calculates that the planter's net profit should be from £17 to £14 per ton, or from £12 to £14 per acre. He notes incidentally that some planters claim to put their coffee on the London market at a maximum of £35 per ton. It is also to be remarked that the average of £82 is purposely low. During 1924 the average sale price in London was approximately £145 and over recent years has risen from £100 to £104.

The figure of 100 acres, on which the latter calculation has been made, is, however, that is the average size of coffee estates in the colony, though

a few individual planters have from 200 to 500 acres under the crop. Generally speaking, however, the planters—and most of the plantations are owned by individuals or in partnerships, not by companies—consider 100 acres a good area and 200 acres quite as much as a single person can manage. It is, indeed, regarded 100 acres as a field for one man to manage efficiently.

The qualifications necessary for success as a coffee planter are given as hard work, good organisation, a knowledge of the Swahili language and of the working of an estate, some knowledge of the law, and three requirements can be gained in six or twelve months on a neighbouring plantation, though a sound knowledge is to be gained only by years of experience. The writer is not forgetful of the difficulties experienced during recent picking seasons in some districts in procuring a sufficiency of labourers; the writer concludes that Kenya holds very good prospects to large and small investors, though he warns that great discretion must be exercised in the selection and purchase of land, and that in the purchase of a developed estate care must be taken not to over-capitalise the proposition. He is also of opinion that the advice of a recognised expert or experienced planter should be enlisted prior to purchase.

Altogether, the pamphlet is a most interesting and useful publication, which intending coffee planters will certainly be well advised to obtain from the Department of Agriculture. Moreover, it is a *resumé* of the progress of the industry in Kenya which planters in that and in the neighbouring East African territories may be glad to have.

The Story of Five Years' Progress.

Mr. Trench gives the following instructive table:

| Year | Total Acreage | Non-plantation (approx.) | Plantations (approx.) | Value per acre | Value per acre | Increase in value per acre |
|------|---------------|--------------------------|-----------------------|----------------|----------------|----------------------------|
| 1921 | 13,400 | 27,000 | 13,200 | 18.00 | 2.80 | |
| 1923 | 13,450 | 26,370 | 9,740 | 17.13 | 8.80 | |
| 1922 | 13,450 | 26,370 | 9,740 | 17.13 | 9.50 | |
| 1924 | 13,450 | 26,370 | 9,740 | 17.13 | 9.50 | |

Our Wembley Souvenir Number

... a farm of 175 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.

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

PERSONALIA

Mr. R. S. Hyndes, proprietor of the Nyasaland Times, left London last week for Blantyre.

□ □ □ □

It is clear that the Hon. W. G. A. Ormsby Gore, M.P., is returning to Nyasaland very shortly.

□ □ □ □

We hear that Mr. A. J. Storey will arrive in London about a month hence on a flying business visit.

□ □ □ □

Sir Frederick and Lady Jackson have left London for the Sudan, where they will spend some months with Sir Geoffrey and Lady Archer.

□ □ □ □

Mr. Thomas Grant, an experienced Commissioner of Uganda, is returning to that Protectorate on behalf of the H. M. Syndicate.

□ □ □ □

Capt. H. K. Hone, M.C., until recently Assistant Treasurer, Uganda, has been transferred to Zanzibar as Registrar of the High Court.

□ □ □ □

Mr. W. G. A. Ormsby Gore, M.P., Under Secretary of State for the Colonies, has now definitely returned to the West Africa in January.

□ □ □ □

The death of Lord Ribblesdale reminds us that his eldest son, Capt. Thomas Easter, D.S.O., of the 10th Hussars, was killed at Jubbah, Somaliland, in 1904.

□ □ □ □

In the grounds of an old match between Khartoum and the Araba Sports Club, Capt. S. F. M. Pearson scored 30 and scooped three for Khartoum, but the match had to be abandoned.

□ □ □ □

Mr. A. J. P. Young, who was in charge of anti-mosquito measures in certain districts during the latter stages of the East African campaign, has been appointed Entomologist to the Medical Department of the Gold Coast.

□ □ □ □

The report of the death of Jesse D. M. ...

□ □ □ □

... he returned to ...

□ □ □ □

At a meeting of the Local Branch of the University Mission to Central Africa, the Rev. Dr. D. Heiler, the Organising Secretary, said that the amount required at least £50,000 per annum, and that last year their receipts amounted to £12,000.

□ □ □ □

The Hon. Mr. ... Archer, Governor-General of the Sudan, in exchange interviews with ...

Sir Charles ... has ... member of the ...

□ □ □ □

Mr. ... Durnan has been appointed Assistant Chief Secretary of Tanganyika Territory.

□ □ □ □

Major and Mrs. ... have arrived in England from ... the former now being in a London nursing home.

□ □ □ □

Commander ... Sugden, R.D., R.N.R., lately Superintendent of the Lake Albert Marine, has retired from the service.

□ □ □ □

Mr. S. M. Vassallo, Surgical Specialist, and Mr. G. ... Knight-Brace, Resident Magistrate, have arrived in Zanzibar on transfer from Uganda.

□ □ □ □

Mr. G. A. Contonichios is leaving London this week for the Continent en route to Egypt and the Sudan. He expects to reach Khartoum at the beginning of December.

□ □ □ □

We are glad to learn that Mr. W. H. Ingrams, who was recently invalided home from Zanzibar, has made a speedy recovery and is now again outward bound for the island.

□ □ □ □

The Hon. W. G. A. Ormsby Gore, M.P., is this week acting as the accredited representative of H. M. Government at Geneva during the examination of the annual report on Palestine by the Mandates Commission.

□ □ □ □

The jubilee of the Livingstonia Mission has been celebrated in Aberdeen by the presentation to Dr. Laws of £1,000 as a personal gift, to be disposed of by him in any way he may think fit. His daughter, Miss Amy Nyasa Laws, accepted the deposit receipt for the gift on behalf of Nyasa's great pioneer missionary.

□ □ □ □

Mr. Basil ... is among the new ... appointed by the Lord Chancellor. ... Vice Consul in East Africa from 1891 to 1895, and Consul at Zanzibar from the latter year until 1907, then serving for five years as Agent and Consul General for Zanzibar and Consul General for German East Africa.

□ □ □ □

Mr. ... has ... and ... had gathered from ... that it was ... as an ... in that territory. Mr. ... decision is ... and within a few years African tobacco will be competing successfully in the home market with that from the older tobacco producing countries.

Our Motor Supplement
At the end of this week's issue of "East Africa" we have pleasure in presenting a special Motor Supplement to our readers whose comments are invited.

UGANDA AGRICULTURE IN 1924

A Record of Progress

The annual report of the Department of Agriculture for Uganda for the year 1924 gives particulars of the domestic efforts of the Protectorate, which were 41,503,717 higher than in the previous year. Cotton lint, cotton seed, coffee and rubber all showed increases, the only decrease of importance being in ivory and shillies.

Raw cotton shipments are returned at 54,415 cents, valued at £3,460,365, this one classification showing an improvement of no less than £1,459,745 in the twelve months. Seed cotton shipments exceeded 27,000 tons, raw cotton exports reached 2,003 cwts, while those of raw rubber increased from 8,086 to 6,025 cwt., valued at £13,011.

A comparison of some of the premier export products for the last two years and the year 1920 is instructive:—

| | 1924 | 1923 | 1920 |
|-------------|---------------|---------|---------|
| Cotton raw | Cents 514,415 | 352,184 | 208,746 |
| Cotton seed | Tons 21,093 | 9,791 | 2,562 |
| Ginners | Cents 11,073 | 10,931 | 11,193 |
| Rubber | Cents 6,025 | 8,086 | 7,562 |
| Shillies | Cwts. 21,137 | 218,221 | 4,535 |

Wool and leather exports were 7,172 cwt. hides 27,913 cwt., and goat skins 740 tons, against 60 tons groundnuts, 310 cwt. refined sugar, 118 cwt. cacao, and 200 cwt. ivory.

57,284 acres were planted with cotton during the year, as against 418,000 acres in 1923. The price received by the growers was high, and thus acted as a stimulus to increased activity in the growing of the crop. More ginmies were built in every province, the number of "licences" to gin and bale cotton during the year increasing to 110, in addition to the 110 licences in force. Though Uganda cotton is not sent to the ports of East Africa, the Director of Agriculture notes that half the country's exports were sent to Bombay. It is a curious fact that cotton can be booked to Liverpool or Bombay for 5s. a ton less than is charged for direct shipping. Some 23,000 bales of cotton were shipped to Japan.

Native and European Coffee Planting

There has been a definite cultivation by Native and European of a large number of *Robusta* coffee trees in Uganda, and the number of other species of coffee which have been planted. The number of acres planted are also being replanted with coffee.

The Coffee Officer reports the Highlands of Elgon, Ruwenzori and Toro to be practically ideal for the growth of *Arabica*, though in lower and more humid parts of the Protectorate, where conditions are less favourable, the selection of high yielding and resistant types of *Arabica* is of the opinion that many of the best types of *Arabica* are now planted in the Highlands, and are especially too large for economical working, and recommends that smaller areas, intensively managed, would yield better results. He favours the multiple stem system, and the single stem system of growing coffee, and recommends the substitution of *Kibusta* for *Arabica* by estates with poor soil. The indigenous bark cloth tree is described as the ideal shade for coffee.

In the Bushiki estates the Coffee Officer found Native plantations of *Arabica* which number 2,832 to 100 in excellent condition, and additional 1,000 plants were issued during the year from the Central nurseries. Two more coffee nurseries were set up in 1924, in addition to the

two large pulpding depots organised by the Agricultural Department in 1923. 1924 is expected to see a considerable increase in the area under coffee.

Other Crops

Some 10,000 acres are estimated to be planted to rubber, which is reported to be free from the fungus disease. Increased interest in tea planting is also reported, while that in the young tobacco industry is reflected in the proposals of the Department to send an expedition to Nyasaland to study cultivation, curing and handling of the crop in that Protectorate.

The full development of the sugar industry is anticipated when the railway system is extended into the producing area. Cane cultivation is steadily increasing, the cane growing well and giving a high yield of sugar.

Four European ploughing instructors are now on the staff of the Department, which has been most successful in fostering the adoption of European ploughs by Natives, a movement considerably aided by the presentation of ninety ploughs by the Empire Cotton Growing Corporation in 1923. In that year the total number of Native used ploughs in Uganda was 287, but at the end of 1924 the number had jumped to 769, an increase which British manufacturers will do well to note.

OUR NORTH TANGANYIKA RAILWAY

Land Allotment

From Our Own Correspondent

Arusha, September 17, 1925

Many people, settlers as well as intending settlers, are anxious to learn something about the possibility of land alienation in the Southern Highlands of Tanganyika, both with a view to coffee culture and cattle and sheep farming, but in a country that seems to thrive on rumours and conflicting reports, it is very difficult to obtain any authentic information.

While the *Dar-es-Salaam Times* stated in its issue of August 15 that from investigations made, we are able to state that up to the present no land has been located in the southern areas of an official land allotment for 1924, definitely such a thing as a 1,331 acres was alienated in the Highlands during that year, particularly for coffee growing.

The consensus of opinion, however, is that land will be alienated in the Highlands, probably in order to form a European settlement. Donnelly, the Executive's recent visit to these areas was principally with the object of studying the whole situation on the spot.

"It Ain't Gonna Rain No More"

The words of the song are being proved to be true in the Highlands of Tanganyika, where the crops of those whose plantations are situated in the well-watered coffee belt of Arusha, because of the lack of rain, the crop in this area is better than ever. I am told that very small crops are expected in Kenya, on account of the drought, and the fact that there are practically no irrigable plantations there.

Legalisation of the *Kibusta*

Major Gede Dwyne, the Special Commissioner, appointed to inquire into our matters, introduced Arusha planters, recently that legalisation has now been granted. It is a contract to be completed in six months from commencement.

OUR WOMAN'S PAGE

We have been asked to allocate some of our space to the special interests of the large 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.

THERE are many real bargains to be found in London at present, for autumn has come with its sharp insistence that summer is over. So East Africans, who are either on the eve of departure or whose leave is just beginning, there is a rare chance to buy frocks, hats, at ridiculously low prices. Indeed, very dainty ones, well adapted for a hot climate, are to be seen at twenty to thirty shillings apiece.

There is a reaction from the straight lines which were so universally used last season, and fluted skirts are becoming more popular than those with more plain. With such a skirt the bodice of the frock is more often than not moulded to the figure and is sleeveless.

At the moment, an evening gown which looked extremely well on a middle-aged woman, it was fashioned in the new crepe satin of ivory. The corsage was cut low and straight across. There were shoulder straps of diamanté which fell about the whole length of the dress in front and finished with large pearl tassels. Chinese green and diamonds were here for colour. The effect was really a whole effect above the ordinary and the toise was the effect seen at the back of the dress, which was the same as the front.

Another gown, also for evening wear, and with the same black lace, was rich for an elaborate luncheon, nothing could look simpler.

A New Colour.

Once again I have to report the name of a new colour, or rather a shade of colour. This time it is called orange. There is also a new shade of white, green and blue, and they are to be the favourites for some time.

As to what grey is to be worn, but this colour does not look too well in London against the building. Besides, how many will care to wear it?

Colour Reaction.

The effect of colour upon the average individual is often greater than is imagined. As a decorative false colour, of primary importance. Consciously or unconsciously, each of us is in some degree depressed or cheered or made happier by colour.

Brilliant colours are all the rage these days, but they need to be used with knowledge and sparingly if they are to give the correct lights to a room. In fact, they should be used as an artist uses them in a picture to give the finishing appeal.

Yellow, red and blue, the three primary colours, are supposed to symbolise life. At least so said a famous group of Renaissance colourists, who held that yellow indicated the freshness of the morning sunshine, red the passion and stress of high noon, and blue the peace and purity of the calm of night. For those living in the tropics, such a theory does not seem farfetched, for there, more than anywhere else on earth, do these colours actually form part of every day life.

By the way, when furnishing a room, it is a wise plan to inspect a preferred colour under artificial light before finally making a definite choice. Lights are notoriously treacherous, and what looks a perfect tone by day often assumes a hideous appearance by electric or gas light.

For the Children.

Ginger-toffee is a delicious American toffee. Into a large tin put three-quarters of a breakfast cup of toffee, half an ounce of powdered ginger, quarter of a pound of butter, and one cupful of brown sugar. Boil slowly, stirring frequently until the mixture will snap in cold water. Pour into tins which have been well greased. When semi-cold cut into squares and keep in the ice-chest.

Starch.

When in a hurry to starch a garment and no boiling water is handy, cold water starch diluted to the same extent as hot water starch will be found satisfactory. Garments starched in this way should be made damp rather than usual before ironing and the iron should be very hot.

When the heat is small quantity of damp starch placed over bloodstains on needles or washable small children, the stains will quickly disappear.

Apply a little of the starch to the hair and then rubbed over with oil.

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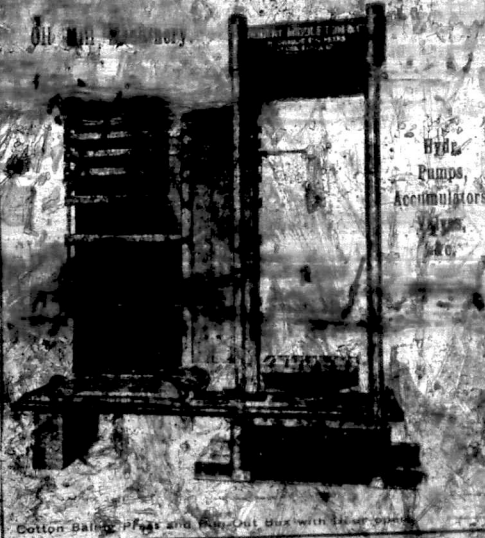
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The arrangement of the Court has been remodelled and improved this year, a wealth of transparencies and photographic enlargements afford a vivid insight to farming and planting methods and moreover show the homes of some of the leading colonists.

The relief map again attracts many visitors.

Cinema films showing the industries and other pictures of Native life in Kenya are being shown twice a week in the South African Pavilion.

For intending settlers information is provided by a staff of voluntary helpers who are men of practical experience in various branches of farming, planting, &c.

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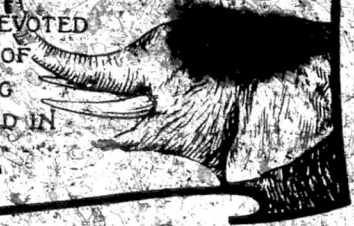
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A WEEKLY JOURNAL



The Supreme

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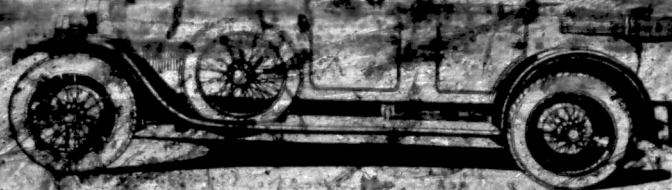
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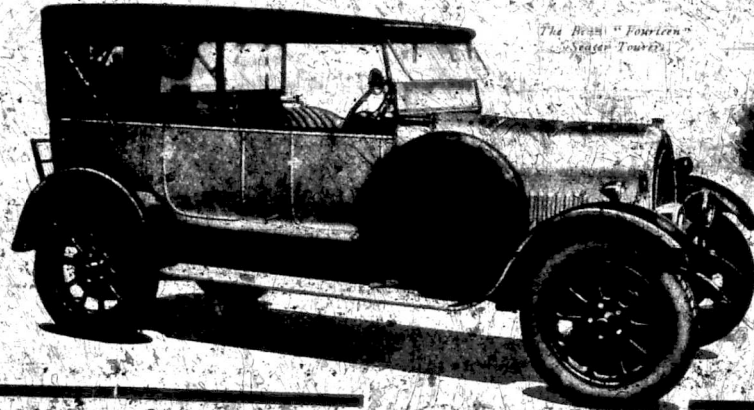
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A WEEKLY JOURNAL

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VEHICLE IMPORTS OF KENYA, UGANDA AND TANGANYIKA

Remarkable Recent Development

The imports of vehicles into all the East African territories have increased phenomenally during recent years, and the upward curve is still being maintained on the economic chart.

The old idea that a motor-car was a luxury has given place to a realization that it is a time-saving necessity to the progressive settler, official and business man, while motor lorries have come into use as an essential auxiliary for a wider traffic. Indeed, it is not too much to say that in Uganda the planting of the ever-increasing cotton crops is possible only by the use of motor trucks.

Only time will determine how two tractors are unfavourably regarded by many members of the settler community, but within the last year a very noteworthy change has taken place. Kenya's purchases of tractors during 1925 have provided a surprise even for those who have long advocated the use of these labour-saving machines, and continued labour difficulties will certainly contribute to a wider use of these and other mechanical farm implements. The prospects for higher sale of motor tractors in East Africa are more than encouraging.

Europeans and Natives

It is interesting to note that we have done better than we are given credit for, and there is every reason to anticipate progressive increases in the sales to both Europeans and Natives. Many a Native of Uganda already rides his motor cycle or drives his car, and with the further development of Native production for export extended demands for these articles will have to be met.

Local markets, particularly in Kenya, have been the main source of supply, but it is well known that the demand for these articles will tend to stimulate

It is encouraging to be able to state that Britain now enjoys what almost amounts to a monopoly of the trade in cycles and motor cycles, and that the proportion of British and foreign motor cars is definitely improving. America is concentrating on her own territories to supply motor cars and tractors, and Germany is determined to make a bold bid for a substantial share of the cycle trade but enterprising and far-seeing British manufacturers can certainly hold their own in either field if they will only study the exact requirements of the market

and devote to them the measure of attention given by their foreign rivals.

How Car Sales Have Grown

It was to be expected, Kenya, Uganda and Tanganyika so far rank as the biggest East African importers of articles of mechanical transport, and the following statistics covering entries into the two territories first mentioned are of the greatest significance and promise.

| | No. of cars imported into Kenya & Uganda | Value of cars |
|------|--|---------------|
| 1922 | 134 | 8,871 |
| 1923 | 309 | 47,324 |
| 1924 | 945 | 157,098 |

It will thus be seen that during 1924 the number of cars imported was more than double the combined imports of the two previous years, which striking fact is attributed by the Commissioner of Customs to the increased purchasing power of the community to extension of road mileage possible for motor transport, and the alteration in the basis of assessment of duty on imported cars. 51% of the cars entered during 1924 were American, 25% Canadian and 13% British. Tanganyika's imports of motor cars advanced from 13 in 1923 to 21 in 1924. In the twelve months, therefore, the requirements of the Mandatary increased almost sixfold.

The Demand for Lorries and Tractors

In lorries and tractors, the latter being at the moment mainly in Kenya—the increase is likewise astounding, and there is every reason to state that if the present demand is maintained during the rest of this year, the 1925 figures will give evidence of further remarkable progress. Lorry and tractor imports for Kenya and Uganda during the last two years were as follows:

| | No. of lorries and tractors imported into Kenya & Uganda | Value of lorries and tractors |
|------|--|-------------------------------|
| 1922 | 75 | 1,771 |
| 1923 | 167 | 9,708 |
| 1924 | 450 | 64,067 |

Here Canada supplied 25%, U.S.A. 31%, and Great Britain 19%. Tanganyika's purchases of lorries were up from 30 in 1923 to 48 in 1924. In other words, the last year for which complete statistics are obtainable, saw the requirements of Tanganyika advance nearly ten-fold and those of Kenya and Uganda practically sevenfold.

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It is not all eyes of Britons. I had from birth been brought up on patriotism, being later well schooled in the belief that we must dig deep into our pockets if need be, to buy British goods, and thoroughly impregnated with the fear that every cent spent on foreign articles is a cent more for their commercial war fund to help the British Empire. I had frequently been upset by the fact that I could not buy British goods because the Mother Country's manufacturers would not supply what we required, preferring to dump upon us what they could not sell at home. Thus all the foreigners scooped our pocket.

It has been the consistent policy of East Africa to incline to the Home Country trader, the aim of his wars, and to encourage him to share in the increasing prosperity of East Africa and the Dominions. I had gone to the Motor Shows, particularly to inquire what the All-British Car Manufacturers had done and were going to do in the matter and to locate the men who "have the goods" and are prepared to defact them now.

I was staggered to find that practically all the All-British models on view for sale in England had been built to comply with overseas requirements in the way of standard track, ground clearance, engine cooling and all the essentials of the man in the bush, who is often called a motor man; his car has to come for days at a stretch. In fact manufacturers have turned a somewhat their policy now seems to be: "What suits the Dominions is good enough for England." The All-British cars were really a splendid collection, comparable to anything of foreign manufacture, and a vital sign that we were labelled as competitive unless a reduction of space will not allow me to describe them.

to more than a few of them at present, and I feel the near future to be able to describe many more.

My satisfaction with the general excellence of these cars for East African purposes was further enhanced by a friend with an eye for New Zealand conditions said by an Australian motor people have one of the largest selling companies in the world, though the sexpert rather than his own by pointing to one fine model and exclaiming: "With that car I could run the foreigner out of the continent, I'd beat the selling of it, but these British manufacturers would venture boldly and won't set themselves out to a proper campaign." The American is selling into the Dominions without hesitation, being terribly busy, and is getting our cash.

The Sunbeam.

Had he been present in London later when I interviewed Mr. Priest, head of the export department of the Sunbeam Motor Co. at their place in Piccadilly Street, Hanover Square, my Australian friend would have found his pessimism rather ungrounded, for Mr. Priest, who has just returned from a nine months tour of all parts of Australasia and New Zealand, a full of optimism regarding their future overseas trade. His personal experience gives him the conviction that what is possible in the Pacific is equally possible in East Africa. In fact, he told me that he hopes to visit East Africa shortly, for, judging by what he has seen in tropical parts of Australia, he is confident that the potentials of Kenya, Uganda, the Sudan, Tanganyika and other East African areas will be phenomenal.

The Sunbeam Company are doing all they can to improve trade with the Dominions, and have already set a large stake of the high-class trade. They

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and specially designed for driving in East Africa

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Continued from the last page of the magazine with continued from the last page of the magazine.

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Established Agents with show room and/or garage accommodation and able to handle this class of business are invited to communicate confidentially with the Editor stating what class of business they can handle and giving their business references.

All applications will be opened and dealt with by the Editor and will not be seen by any motor firm, would-be agents need have no hesitation in writing. Any wishes specified will be respected absolutely by the Editor, whose sole desire is to put enterprising manufacturers into touch with energetic representatives.

the determination to develop a large trade in all parts of East Africa, and are ready to do it. So, competent firms seeking a profitable agency in East Africa can get busy. Mr. Priest seeks representatives.

The car has been thoroughly proved in all parts of the world, and in every point of climate and experience gained over previous cars. Its many successes achieved in racing on road and track, and in building into thousands of high-grade cars, the Three-litre Super sports and the 30-90 h.p. eight cylinder, are tests of splendid design, material and workmanship, and ensuring a very high standard of efficiency. The engine design is as near perfect as humanity can reach. Camshaft and gear settings are fitted to all models. Four wheel-brakes are standardised on all cars.

All cars for East Africa are being fitted with the standard track. Nothing extra being charged for such additional fittings. There are many models, and so a customer has every facility for getting what he wants. Prices range from £309 up to £1,450. The Sunbeam does not seem to compete with the mass-produced car, but it seems, and rightly, to be worth every penny of its price.

Mr. Priest also handles the export trade in the Sunbeam standard models of which range from £325 for a 10-h.p. coupe and £350 for a 10-2 V6 four-door to £1,050 for a 12-25 h.p. saloon and a 12-25. The dimensions of the four-door are 13 ft. 3 in. length over all, 4 ft. 11 in. width over all, and total wheel 104 in. The six-cylinder 12-30 h.p. coupe costs £675 struck me as one of the most beautiful models I have seen, but as the bulk of the cars being bought are entirely new models for Africa and other overseas countries, I will defer further details until next month, who are hoping to buy a Sunbeam. All those interested in some months' time will communicate with Mr. Priest, or should like seeing agents.

Clyno and Hillman

It has long been believed in the localities of East Africa that Messrs. Royce & Messrs. Rootes of New Bond Street, who from this work have a considerable shopping centre, and a distributing organisation which has members of cars at prices suited to the needs of the people of its possessions. Messrs. Royce & Rootes are aware of the requirements of East Africa and have indicated that in the 1954 model they have a car which is well suited to the conditions.

The business who are able to cope with the situation in the above cases, making competent selling and service agencies to enable him before all territories are allocated.

The Clyno Company has been concentrating on the newly improved 41 Dp model and on the 41 h.p. new 13 h.p. model, which latter has already been fitted with a 4-cylinder. Both these models are available in both standard and special versions.

The 41 Dp model is a four-door saloon, with a 4-cylinder engine, and is available in both standard and special versions.

The 41 h.p. model is a four-door saloon, with a 4-cylinder engine, and is available in both standard and special versions. It is fitted with four-wheel brakes. The price, on the canvas, is £1,150, with a range from £1,025 to £1,295.

After three years of trials and tests made under the most exacting conditions, the Hillman Four-door, with its 12-h.p. car that was less than it should be regarded as a revelation in speed, power, endurance, and flexibility. This make is also fitted with four-wheel brakes and without any complication of design the engine ensures absolute smoothness and exceptional acceleration. It happens to be a very safe and easy car to drive and price, including all equipment, seems as low as any in its class. The

range from £1,025 for the touring car, £1,150 for the touring special, £1,345 for the saloon and £1,500 for the All Weather Four-door. Many experts have written highly of this car after subjecting it to all conditions and it has been characterised as "comfortable and easy".

The Strudel

Across throughout East Africa are also required by the Strudel Engineering Works, Herford, for which the proprietor is Major Prescott Westcott, O.B.E., who was awarded his beautiful 11-h.p. Heron embodying several novel features. The body is made entirely of Canadian plywood, a material thoroughly proved to be immensely strong, light and lasting. This gives a car of exceptional lightness with consequent economical operation. The usual chassis frame is entirely dispensed with; the engine, transmission and axle are mounted on a single chassis, which, by the removal of a few bolts, can be completely detached from the body thus allowing extraordinary accessibility for overhauls. It was noticed at 2,000 complete. The principal specifications are: 2-cylinder engine, 66 in. cylinder bore, 100 in. mean stroke, 1.56 cu. in. cubic capacity, 11 in. wheel base, 17 in. wheel track, 49.87 in. overall width, 10 ft. 8 in. length overall and 92 in. clearance.

Major Prescott Westcott told me that the body was the Australian Mr. Marks' invention and the car was a new model evolved after two years' thorough tests and experimental working. He can be cordially congratulated and the engine can be fitted with a special radiator for the tropics. It has sold well in Australia and New Zealand.

Two Bean Models

In East Africa the Bean has already made history and enhanced the prestige of the British-built car for it was the first to be driven in Africa.

On his last year's journey from Nairobi to Lake Victoria and back, the route from the Kenyan Capital to Mwanza, 2,908 miles, a distance which was covered in forty-two days, including time on the outward journey and an hour less on the returning trip. The Hon. Secretary of the R.F.A.A.A. in describing the run, said that he had grossly underestimated the car, but that nevertheless petrol consumption was about 30 m.p.g. and the maximum speed was 41 m.p.h. The author was successfully negotiated.

Major Westcott's car is a 12-h.p. model.

It was enabled to stand at terms of the sale of the cars of Messrs. J. H. P. and East, Ltd. of Dudley, Worcester, and in choosing either the 12-h.p. or 13-h.p. models, which differ only in cylinder and body dimensions, the East African purchaser can, at a total cost of £1,000, obtain a car completely equipped and desirable to most of the requirements of his country, as, essentially, it is a car of the tropics and the best of its kind.

The 12-h.p. model is a four-door saloon, with a 4-cylinder engine, and is available in both standard and special versions. The 13-h.p. model is a four-door saloon, with a 4-cylinder engine, and is available in both standard and special versions. The introduction of a new saloon model, the 1926 44-h.p. Bean, they have fitted the first of their proof-looking device to be standardised on a car.

Bean car owners are adequately catered for in the matter of service. It is worth noting that each of this firm's agents has been appointed only after personal inspection has proved that he has the premises, plant and personnel necessary to render complete and efficient service to his clientele. The Company's most interesting descriptive booklet will be sent to any reader of "East Africa" who sends a postcard to Dudley or to their agents in East Africa.

one of their cars was now being taken out, so readers may soon hear a good deal more about it.

The Swift boasts a twenty-two years reputation for reliability and the new 12/35 h.p. model on show obviously possesses additional virtues. Mr. B. Elliot, the export manager, gave me to understand they can and are prepared to make any adaptations necessary to meet East African requirements, though I think as it is the car I saw will "fill the bill."

In Brief

The Triumph stand they had a very fine 15/50 h.p. five-seater all-weather type, priced at less than £400. It is available in dark blue, maroon, or mottled colour. The new Humber all-weather cars have all the conveniences of the saloon model, with the advantage they can be used as either a closed or an open car. The Bentley, Lauchester, and Rolls-Royce cars exhibited were, as ever, of a very high standard of workmanship. The Wolseley had been improved by the models now having four doors fitted, but no alteration of any consequence has been found necessary.

Mr. King, sales manager for Tanganyika, was confident their car would do well in East Africa since it had been a very successful seller in the Dominions. The Star car on view had an all-steel back seat and was of very solid construction with a 4-in. clearance and 11-8-in. axle. The Alvis car was shown to me by Mr. T. E. John, the managing director, who told me their success in Australia and New Zealand had caused him to make a very serious study of East African conditions. It was interesting to see the usual car was made by the Colcott, for some very instructive data regarding its car, which he had found sell readily in our colonies.

I had a look at the three fine new Scottish cars on view. Mr. A. G. Walker told me that they alloway Company had already taken steps to cater for Kenya, and Mr. H. Denworth, of the Atrol Johnston's export department, said that their managing director, Mr. F. C. Palmer, had just completed a tour overseas, and that their present model was the result of the result of his investigations. The Swift car, in fact, the model he already found its way all over the world.

The 12-14-h.p. stock 11-4 cylinder Armstrong-Johnson cars had 11-4 inch diameter wheels and 11-4 inch ground clearance.

The 12-14-h.p. model is worth to hill-climbing and rough country. The aim of the Hampton designers has been a car capable of slow speeds on top gear, and a combined ease of control in traffic with none to climb with ease. The Vauxhall standard model appeared to be of the necessary strength and a car to meet the needs of economical people. Mr. E. H. C. Buxley, export manager of the A.C. Car Company, for Colonial markets, they were fitting extra strong chassis for the purpose.

Col. Lucas, export director of the G.W.K. Co. showed me his car, which he claimed to be the car for disabled drivers, as it is entirely hand controlled. I was indebted to Mr. A. B. Chadwick, sales superintendent of Leyland Motors, for particulars of the Trojan car which will, I expect, soon find its way to East Africa. Mr. E. T. Sheppard, sales manager, and Mr. C. Wise, of the Aster car, assured me that their model will stand up to any hard wear, and I learnt from Mr. H. B. Denby, sales manager of the Rhoads, that at the moment they are widening their field overseas. The Chevy touring model could, I was informed, be readily adapted for all tropical conditions, while one of

the directors of the Windsor car is now on a world tour of investigation. In completing my survey of the all-British cars I had a word with Mr. J. H. Eison, sales manager for the Waverley Co., who told me they had already cars running in East Africa.

To sum up, my impressions are that the British cars do not now begin to play a more prominent part in the development of East Africa, they ought to do so. They certainly present admirable qualities, and if their manufacturers the East African has ample scope to satisfy his most exacting requirements. If the manufacturers will only get about catering energetically for the market, they will, I am confident, find a most favourable reception, for given the chance, the East African motorists will "Be British" and "Buy British."

MECHANICALISED "SPORTSMANSHIP"

ACCORDING to the *Daily Mail*, the most remarkable and magnificent motor car of its kind ever assembled in this country was delivered recently to the Maharajah of Patiala. The car, a 50-h.p. open top of the sports type, was, we are told, built specially for big game hunting, being "camouflaged" all over for camouflage purposes in khaki, yellow, grey, green and blue colours.

In its construction ivory has been used for the steering wheels, the carburettor and ignition controls, the upper part of the steering column and the handles of the brake and gear change levers. Mahogany cabinets carry four days' provisions, a two-gallon water tank, drinking water, and a complete Red Cross outfit being included.

The car is fitted with a hand cap the falling. By the aid of searchlights game can be pursued at night. Gun racks on each side of the car permit the weapons to be brought into instant use, while in order that the motor "sportsmen" shall not be deprived of a copious shedding of blood, special devices enable the occupants to fire with steadiness while travelling at high speeds. A special device is furnished and sofa buffer bar is provided to feed the animals, while the exhaust system is guaranteed to score off any attack from behind.

East Africans are to use the this type of motor car, from that the Maharajah of Patiala, of the Maharajah of Patiala who recently spoke in the subject of big game slaughter in Southern Africa will be no less definite in their condemnation of this ultra-modern, "sporty" mechanism.

Letters to the Editor

The Editor welcomes communications from any person who is asked to add an article or column, whether the letters are to be published under their name or under a pseudonym. "East Africa" does not necessarily identify itself with the views expressed, but will gladly make this column a forum for its readers.

All communications should be addressed to the Editor at 83-91, Great Titchfield St., London, W. Telephone: Museum 2770.

The Editor will be pleased to receive readers' comments on any feature of this Motor Supplement.

BUILDING TO MEET EAST AFRICAN CONDITIONS.

Car and Motor Cycle Requirements.

IN the report which is given through the London Broadcasting Station on "Motoring in East Africa," Mr. P. L. Galton-Fenzi, the Honorary Secretary of the Royal East African Automobile Association, directed attention to the fact that cars for East Africa should have a high clearance, the capacity of carrying large loads, possess plenty of reserve brake horse-power, low petrol consumption, great strength, and cheapness of repair. The three English cars officially tested by him stood up to East African conditions so well that within twelve months the importation of English makes into Kenya increased by no less than 15%.

A point which manufacturers concerned might well note is that motor cycles for use in East and Central Africa should also be constructed with an eye to special local requirements. The European rider will very seldom be travelling alone if he is going any considerable distance. He will have at least one or two servants with him, and a motor cycle with a carrier capable of carrying the servant, indispensable kit which might be put at a distance, and certain necessary food supplies and cooking utensils. A total of some one ton would have a strong additional selling point. Attention to these special requirements has already been directed in these columns, and enterprising firms and houses willing to cater for this trade should certainly reap the benefit. There are excellent business to be done amongst wild tribes, nomads, and missionaries, while the rapidly increasing spending power of the East African and East Asia members will also make an important customer for all the various territories, as they are to-day in 1925.

WORLD'S RECORD MOTOR BUS

300 Miles Non-stop Glasgow to London and Back

A Six store motor bus from Glasgow to London and back—a distance of over 600 miles—was accomplished on Saturday and Sunday by one of the new motor buses made by the well-known Albion Co. of Glasgow. The convincing evidence, not only of the reliability of this new Albion model, but also of its exceptional speed, is the run to London and back took less than twenty-four hours and was accomplished at an average speed of 22 1/2 miles per hour. For more than 300 miles of the road wheels never ceased turning, and the engine never stopped at all, the nearest thing to a halt being a momentary pause to back out of a wrong turning mistaken in the dark.

The engine of this record-breaking Albion bus rated at 200 h.p. and develops 60 h.p. The petrol consumption for the whole trip worked out at over 11 miles to the gallon.

The bus was not brand new, nor specially constructed for the run, it had already run over 10,000 miles before starting away from Glasgow. It has a wheel base of 16 feet, and seating capacity for 30 passengers. The loading platform is arranged with a single step, very low and broad. Pneumatic tyres are fitted twin tyres to rear wheels.

We are informed that a special log of the run is being published by the Albion Co., and that those who are interested in passenger transport by road may obtain facts and any other particulars desired by writing to the Albion Co., Scotstoun, Glasgow, Scotland.

"EAST AFRICA" AS A BUSINESS BUILDER

A WONDERFUL TRIBUTE FROM A WORLD-FAMOUS FIRM

THE Editor of "EAST AFRICA" has received from the Export Manager of a Firm known in every Continent of the World a letter in the following terms:

"You will be pleased to know that in one month of this year since we have been advertising in 'East Africa' we have sold more units of our products than in the whole of 1924. There is no doubt in our minds that your journal is the only one in the world which is the only one."

Your journal always attracts the best kind of buyer, with whom we are at all times pleased to do business."

This fine tribute to "EAST AFRICA" merits as a builder of business of the right kind must be of importance to every enterprising trader.

If you are not yet using our advertising pages, let us show how we can help you. If you make us sell an article suitable for our field, "EAST AFRICA" can help you sell it. It will pay you to enlist our co-operation.



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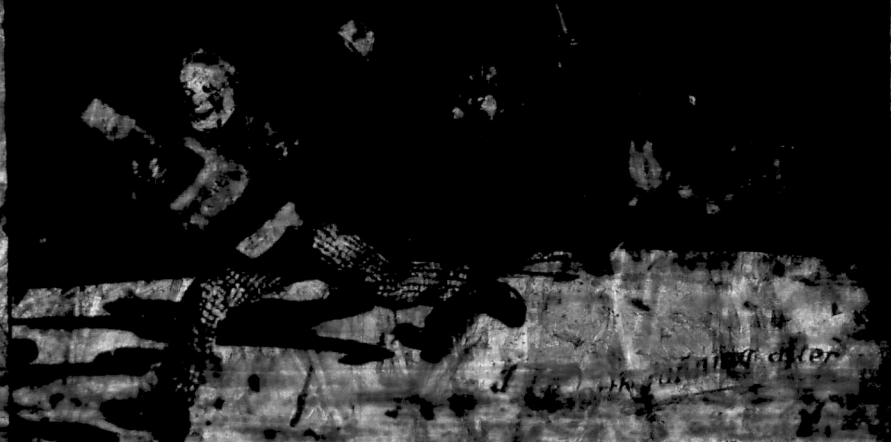
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