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A WEEKLY JOURNAL

Vol. 2, No. 100.

THURSDAY, OCT. 21, 1926

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A WEEKLY JOURNAL

Official Organ in Great Britain of the Convention of Associations of Kenya Colony

Vol. 3, No. 109

THURSDAY, OCTOBER 27, 1926

Registered in the G.P.O. as a Newspaper

Annual Subscription  
3s. 6d. post free

Sixpence

FOUNDED AND EDITED BY F. JOELSON

EDITORIAL AND PUBLISHING OFFICES,

91, Great Titchfield Street, Oxford Street, London, W.1.  
Telephone: Museum 470. Telegrams: "Limbait," London.

## TOWARDS FEDERATION

As will be seen from the particulars given over leaf, the delegates to the Livingstone Official Conference unanimously resolved that although political federation between the five East African territories is outside the bounds of practical politics at present, closer co-operation on all subjects of mutual interest is advisable, and the question of federation between two or more States should not be lost sight of in view of possible future developments.

That resolution, which marks a distinct advance on the opinions expressed a year ago at the first Unofficial Conference at Tukuyu, will be welcomed by the ever-growing company of East Africans who see that federation promises benefits which must sooner or later ensure its realisation. Some of the public men who most loudly denounced the idea less than two years ago are to-day sponsoring it, others, particularly in Kenya, are to our knowledge converted to belief in its desirability, and indeed inevitability, though on account of the political position of the Colony they consider it expedient to postpone public endorsement of it.

Since *East Africa* was established, rather more than two years ago, we have continued to direct attention to the dangers of parochialism in East Africa, and especially to the need for Kenya, Uganda, Nyasaland, and the Rhodesias to heed the situation created in Tanganyika territory by German ambitions and actions. For long our warning has been crying in the wilderness, but late of the warning has been heard and heeded.

The very fact that the dangers were persistently ignored until so late in the day has made many men think early federation essential. Give us through railway communication between the Kenya-Uganda system in the north and Northern Rhodesia and Nyasaland in the south, they have urged, and early federation; then German schemes will be decisively scotched for ever. The policy of the Government adopted by the Schuster Committee had the effect of bringing many such men into the federation camp. If no immediate steps are to be taken towards giving Tanganyika Territory political con-

nection with her British neighbours to the south, what security have we for the future of British East Africa? they ask. The pronouncements of a vigorous Colonial Secretary and a Prime Minister's Yes; but persons and parties pass.

That line southwards from Dodoma is, as the Livingstone Conference recorded, the most vital factor in the whole question of East African development, and the very possibility of postponing its construction brings the claims of federation more prominently into the foreground. That Kenya desires self-government, or at least an unofficial majority on her Legislative Council, before advocating federation, is understandable, but the Colony must beware that she does not purchase mastery in her own house while allowing the alien to entrench himself as a neighbour.

Our East African territories are face to face with the fact of German concentration on Tanganyika, the heart of our East African Empire to be. The Dependencies are moving towards federation, whether the pace be fast or slow, that has for several years been evident to those who would see the signs of the times. The resolution of the Livingstone Conference denotes a weakening of opposition to a natural development.

## LIVERPOOL AND EAST AFRICA

With this issue of *East Africa* we publish a special Liverpool-East African Supplement, which will, we trust, prove of interest to all our readers and not merely to those intimately connected with the cotton-growing industry, with which the Great Merseyside port is, of course, prominently identified. Liverpool has done much to pioneer East African cotton in this country, and now that large scale production has established in Uganda and the Sudan, and is increasing in Tanganyika, Nyasaland and other parts of East Africa, it is well for the Dependencies to build up firm goodwill in the Homeland.

Liverpool is too often thought by East Africans to denote cotton and shipping and nothing else. That is a false impression, for the port handles considerable and increasing quantities of East African tobacco, hides, groundnuts, cotton seed and other oil seeds, coffee and sisal, while it is an important loading port for general exports to East Africa. Liverpool, whose dominating position in West African trade is well known, has enormous scope for enterprise in East Africa, and security of her opportunities can but contribute to the natural advantage of East Africa and of the Mother Country.

## UNOFFICIAL CONFERENCE AT LIVINGSTONE

## PROCEEDINGS AND RESOLUTIONS OUTLINED

Support for Dodoma-Fife Railway, Customs Union, Bambizi Bridge and other important matters.

We are unfortunately unable to give a full report of the Second East African Unofficial Conference recently held at Livingstone, for it was decided to exclude the Press. An outline of the proceedings is, however, given hereunder. All resolutions passed were unanimous.

The nominated delegates were President The Rt. Hon. Lord Delamere, M.L.C.

*Kenya:* The Rt. Hon. Lord Delamere, M.L.C., Lieut. Col. the Hon. Lord Francis Scott, M.L.C., Capt. the Hon. H. E. Schwartz, M.L.C., Mr. W. C. Mitchell (chairman, Nairobi Chamber of Commerce) and Mr. J. H. Harper (Convention of Associations).

*Northern Rhodesia:* The Hon. E. F. Moore, M.L.C., the Hon. Louis Gordon, M.L.C., Capt. the Hon. T. Murray, M.L.C., M.L.C. and the Hon. H. L. Goodhart, M.L.C., the Hon. D. E. C. A. Sturke, M.L.C.

*Nyasaland:* The Hon. T. M. Partridge, M.L.C. and Mr. C. Barberry Seale, Nyasaland Planters' Association, Capt. D. A. R. Humphreys, Chamber of Agriculture and Commerce.

*Tanganyika:* Capt. F. Billinge, D.F.C., Iringa Farmers' Association; Capt. H. E. Rydon, Arusha Coffee Planters' Association; Capt. Ruggles Brise (chairman), Dar-es-Salaam Chamber of Commerce.

The senior unofficial member of the Uganda Legislative Council expressed regret that owing to a series of unforeseen circumstances no representative from Uganda was available for this year's Conference.

*Southern Rhodesia:* Lieut. Col. O. G. du Port, D.S.O., M.L.A., attended as the nominee of the "Council of Southern Rhodesia" with a watching brief for the Government of Southern Rhodesia. Lieut. Colonel du Port held a watching brief for the Rhodesia Agricultural Union. Lieutenant Colonel Arthur Ewart, D.S.O., M.L.C. acted as honorary secretary.

## Opening Proceedings.

Sir Herbert Stanley, Governor of Northern Rhodesia, who opened the Conference, said that public leaders from the other East African Dependencies had never before gathered in Northern Rhodesia though unofficial the Conference was not anti-official.

In his reply Lord Delamere declared that Crown Colony Governors were in the unenviable position of being, on the one hand, the representative of the King, and, on the other, in the position of a Prime Minister and political leader of the State, and desired the final policy which sets out to keep natives in close and constant contact with the work of the world and to break down the customs which make for reversion to barbarism, and to provide numerous unpaid teachers of civilisation, who themselves have to meet and overcome the problems of African working life and economics. He expressed the view that he saw no objection to German settlers

in Tanganyika, as they were good, hard-working settlers, though it must be quite clear that the settlers must be under the British flag and no other; and urged that the Imperial Government should shoulder its responsibilities in providing East Africa with further transport facilities, particularly the Dodoma-Fife Railway.

Of the debates and recommendations it is possible to give the following particulars.

## Federation.

*Federation:* Some delegates deprecated the use of the word federation, which they thought open to misinterpretation, but the delegates were unanimously of the opinion that every aspect of the future possibilities of closer coordination between the different territories should be explored. It was realised that each territory had particular difficulties of its own to overcome before any serious attempt could be made to bring about a form of constitutional co-ordination.

Lord Delamere said he hoped that there was no impression abroad that Kenya was in any way unfavourable to Southern Rhodesia taking part in any future co-ordinating movement, as this was not the case. Kenya would welcome Southern Rhodesia as a guide in forming opinions as to the future of Central Africa.

The following resolution was passed unanimously.

Resolved that political federation between the five East Africa territories is outside the bounds of practical politics at present; that closer co-operation on all subjects of mutual interest is advisable, and that the question of federation between two or more States should not be lost sight of in view of possible future developments.

## Dodoma-Fife Railway.

Capt. Billinge considered that the railway was of supreme importance to all East Africans and that its economic success was assured if construction were combined with a white settlement policy. Moreover, this white settlement must be established before there could be any question of Tanganyika's federation for co-ordination with the other East African Dependencies.

After full discussion, the Conference expressed the unanimous view that this railway was the most vital factor in the whole question of the development of East Africa, and passed the following resolution:

Resolved that this conference endorses the resolution passed at the Fukuju first unofficial conference with regard to the vital necessity for the immediate construction of a railway linking up the central Tanganyika line from Dodoma with the headquarters of Lake Nyasa, Northern Nyasaland, and Northern Rhodesia, and notes with gratification that such construction has been unanimously approved by the Governors' Conference and by the Joint East Africa Board, and has also been supported by the Tanganyika Government. This conference, relying from the perusal of the East Africa Loan Committee's report that the only obstacle to immediate construction of such a railway is the inability of the Tanganyika Government at present to meet the interest and sinking fund required, urges upon the Imperial Govern-



men, the paramount necessity, fully justified by the admittedly great political and economic value of such a railway, of providing the Tanganyika Government with a loan for the construction of this railway, such a loan to be free of interest for at least five years.

**Road Policy and Tourist Traffic**

It was decided to make representations to the various Governments regarding road policy by being generally agreed that it was impracticable to build macadamised highways from roads owing to the want of suitable material in many of the high parts of the different territories, but it was agreed that permanent bridges, either of high level or low level, should be pressed for, more particularly on what is known as the Great North Road stretching from the Union of South Africa to the Nile, on which rest houses were required. Special reference was made to the restoration of kenya, motor-cars from using the Victoria Falls bridge, and the following resolutions were proposed by the Northern Rhodesian delegates:

That the Governments of Northern and Southern Rhodesia be requested to encourage the railways for the immediate lowering of the Victoria Falls bridge for rubber-tired traffic and that these Governments jointly bear the cost of constructing the necessary approaches to the bridge.

Reference was made to the benefits to be derived from good main arterial roads, more particularly to tourist traffic and to prospective settlers, who would be able to inspect large areas of fertile highlands in Central Africa which hitherto had been hidden through lack of reasonable road facilities.

Dora Delamater, speaking on the general subject of roads, said: "Except for one or two little difficulties on which I understand, the Northern Rhodesian delegates are hanging forward a resolution, anyone can get into his or her car anywhere in South Africa and get out of it again on the navigable Nile journey which took the Comtreats expedition many months only last year is now measured in days."

I believe we ought to encourage selected tourist traffic through by this route during the two or three months that are suitable. Numbers of tourists come from Cairo and Khartoum, or to the Cape and to the Victoria Falls. I think the route between the Rhodesian railway system and the Nile should be discussed by this conference in the light of the possibility of encouraging the tourist traffic, selected at first, right through. It seems to me that properly organised it would be a great attraction to Africa.

The traveller who has seen South Africa and the Victoria Falls should be able to go straight on with out retracing the 1,600 miles to the Cape, or the 950 miles to Cairo, and then going the sea journey and the complicated rail journeys at the other end, he should be able to see the primitive African state in the great Tukuuyu Basin and also the north of Lake Nyasa, the great snow mountains of Kilimanjaro and Kenya, the splendid African game reserve lying between Kilimanjaro and Nairobi, nearly 200 miles of road, the sources of the Nile, and the Great Victoria Nyarfa—all in one trip before seeing the navigable Nile and doing the Sudan and Egypt.

**Inter-Colonial Affairs**

**Annexation of Protectorates.**—The conference recommended the annexation of the Protectorates of Nyasaland and Northern Rhodesia and of the maritime coast strip of Kenya.

**Customs Union between Kenya, Uganda and Tanganyika** was urged. The Nyasaland delegates intimated that Nyasaland wished to be included, but the Northern Rhodesian representatives could not at present advocate similar action by their territory.

**Commercial Law.** Attention was directed to the need for coordinating commercial legislation, and it was resolved that in view of the extent of inter-colonial commerce between Kenya, Uganda, and Tanganyika, and to a lesser extent with Nyasaland, which trading it was desirable to foster, all ordinances affecting commercial law should aim at uniformity between the Dependencies. The need for similarity in the case of the company and bankruptcy laws was especially emphasised.

**Aggravation.** It was agreed that strong recommendations be made to all Governments in East Africa to appoint commissions to formulate policies for constructive afforestation, and to provide a safeguard against deforestation by Natives. It was held that the resolution of the Governors' Conference, to the effect that the Governments of the five territories should adopt a far-sighted policy in the subject of afforestation and uneconomic deforestation did not go far enough to meet the urgency of the matter.

**Ministry Laws.** The Conference reaffirmed the resolution of the Tukuuyu Conference, with the addition that the interests of agriculture should be safeguarded in any law adopted.

**Films.** It was recommended that the principles of the Transvaal Board of Film Censorship concerning the showing of pictures not suitable for Natives and other non-Europeans should be seriously considered by all the East African Governments. The danger of exhibiting unsuitable films to uncivilised races was unanimously expressed.

**Nyasaland Communications.** It was resolved that the Nyasaland Railways should be given powers to keep open the clear water channel between Murraca and Chindio during the dry season in order to make possible the handling of traffic by the existing machinery; that the construction of the Zambezi Bridge was urgently necessary; and that the surveys suggested by the Schuster Committee should be begun forthwith.

**Peasants and Labour**

**White Labour.** The Sukanyu resolution was confirmed, as follows:

That this conference is of opinion that the development of these territories can be accomplished only through the co-operation of the white and Native races; that the Native can progress towards civilisation by his own means. As the Native should, in the opinion of the conference, be free agent, and he should be placed in his own land, his labour in the best market, and therefore voluntary movements in and between territories should be unrestricted but active recruitment in any territory by employers of labour outside that country should be prohibited, except under special circumstances, such circumstances to be approved of by the territory in which recruitment is to take place.

**Compulsory Labour.** The resolution of the Governors' Conference on this subject was endorsed.

**Land Grants.** Greater encouragement of white settlement in the territories was regarded as urgently needed, it being suggested that it might best be encouraged by free grants of land, or by nominal rentals. Delays in auctioning of land in Tanganyika were deprecated, and emphasis laid on the fact that action had not been taken in Nyasaland, though the Ormsby Gore Commission had made definite recommendations two years ago.

**Future of Conference**

The conference, *inter alia*, was unanimously agreed that a permanent secretariat be instituted, at present at Nairobi, the personnel to be decided by the President, and that all the expenses of the secretariat and the expenses incidental to each annual conference attending the present one, be borne a

far as possible in the ratio of three-tenths by Kenya, two-tenths each by Northern Rhodesia, Tanganyika and Nyasaland, and one-tenth by Uganda, such ratio to be reconsidered at the next conference if necessary.

**Next Conference.** It was resolved that the next conference should be held when and where the president decided, but the delegates expressed a preference that the next should be held about the end of August 1927, at Nairobi.

#### Lord Delamere on Federation.

In his closing speech Lord Delamere said: "I have only one thing to say on the question of federation. I say it to allay any misapprehension which may still be abroad, although I do not think that any exists in our minds here. It has been very much discussed in Kenya, but any debates held or conclusions come to are held or arrived at under the definite determination that no constitutional step in the direction of federation shall take place until all countries concerned have had the opportunity of holding a referendum or expressing their views publicly in the manner which is their custom on the subject and have agreed to steps being taken towards that end. Another thing: there is not the faintest feeling in the minds of the delegates from Kenya against any possible amalgamation of the

Rhodesias. Quite the contrary. We feel that that is their business. But if any such amalgamation is agreed to in the future it must bring further northwards and strengthen the ideals we believe in, and help to exert an increased civilising influence on Tanganyika from the south. Nyasaland has also its own mind to make up as to its future grouping in any scheme, as have also the other countries before any concrete proposal can come within the bounds of practical politics. All this let us be on the constitutional question fluid while co-operating, as far as possible on all questions of mutual concern.

"It has been of the greatest advantage to us to have Colonel du Port here while these things have been discussed. He has, of course, been unable to offer opinions on political matters which affect Southern Rhodesia, but I sincerely hope that the very fact of his presence here may help towards increased good feeling between the people on each side of the Zambezi. We are grateful to him for his lucid explanations on the way things are done in Southern Rhodesia. We hope he will go home with the same kind feeling towards us all that we have towards him, and that his report on our proceedings will be of such a nature that Sir Charles Coghlan will feel it possible to send one or more representatives to Nairobi next year." (Applause.)

## FROM KISUMU TO RUWENZORI

### INTERESTING RECORD OF A STRENUOUS TRIP

Special to "East Africa" by J. C. Hamilton-Ross.

We are pleased to be able to publish the following extracts from the diary kept by Mr. Hamilton-Ross during the successful assault recently made on Mount Baker by a party of which he was a member. The extracts are concluded from last week.

We left Butongola next morning at 9.15, lunched under an overhanging rock, enveloped in a thick mist, and at length made camp beside a vast boulder above the Freshfield Pass. Our porters returned to Butongola Camp for the night, but the guide, head porter and one other insisted on remaining with us, as they said it would never do to leave the *brigade* alone on the mountain side.

The five of us passed a warm though uncomfortable night wedged inside one small police bivouac tent, which just permitted us to lie on our sides. The escort slept happily near the fire under a large groundsheet.

Next morning, June 23, saw us up and about early, but there seemed no need for haste, as all around was thickly enveloped in mist. We left camp at 7.25, accompanied by the guide and one porter. They left us at the foot of the giant steps leading to the Edward Glacier, and returned to the tent to await our return.

The slope we found inclined downwards from N.E. to S.W., providing us with easy means of ascent step by step. We kept to the rocky terrace, running east to west below the Edward Glacier, as long as we could, and then stepped on on to the glacier itself, which had a thin coating of wind-driven snow frozen hard, so we roped ourselves together and proceeded to cut steps.

The wind was bitter. Veils of mist enveloped everything. We could see neither above nor below

us for more than a moment or two at a time. The clouds would part for a minute, then swirl up again and blot out our goal from view.

#### Edward Peak Conquered.

We reached the peak (Edward) without untoward incident at 10.25 a.m. and rested in the lee of the rock-heaped summit. A small beacon was found to a rusty tin, inside which was a slip of paper recording the visit of Mr. W. Younger on Feb. 10 or 20, in letters scarcely decipherable. We added our record, then descended on to the glacier, crossed a crevasse by means of a tiny and seemingly fragile snow-bridge, and soon found ourselves on Semler Peak, a mere jagged crag protruding from the surrounding mantle of ice. Here no records of any sort were discoverable.

Mr. Garnham's aneroid read 15,000 ft. on Edward Peak and 15,000 ft. on Semler, which figures agreed approximately with the altitudes quoted to us by Major Dutton, Private Secretary to H.E. the Governor, who had made the ascent when on the late Sir Robert Coryndon's staff in Uganda.

Occasional fleeting glimpses through the encircling mists showed us a further peak ahead, and as the day was yet young we essayed to reach this higher point. The only means of access, however, was across a narrow knife-edge of snow, banked up by the wind, without substance, the edge itself a bare and of three inches wide.



On the far side this fragile wall merged into a crasse-scattered wall of ice, below on either side of the glaciers, the Baker to our right, Edward to our left. The risk was too great to be worth incurring and so reluctantly abandoned the project.

We all carried our cameras at the ready, but the film would not show itself, and what snaps were taken will not. Let us, do justice to the beauty of the subject. Will jagged pinnacles of black rock against a fog-ground of sheerest white, lacy wisps of mist enveloping every point, massive forbidding glaciers, gorges-riven, all combined to present a picture which was as entrancing to the eye as it was we-inspiring to the mind.

The claims of the inner man would not be denied, in fastening to the shelter of some rocks below Sella Peak, we enjoyed a quiet repast of sardines, chocolates, dates and ginger-nuts before setting our footsteps reluctantly downwards.

As we descended the giant steps below the glacier, the full splendour of Sella Glacier lay before us, supported on one side by the Gothic pile of Sella Peak, on the other by Stairs Peak. There it lay, or hung rather, almost perpendicular, listening, alluring and yet repellent in its white severity, in the rays of the declining sun, a rare spectacle.

The guide we found awaiting us near the camp. He was so pleased to see us safe and sound. Quite what he had anticipated I do not know, but probably he felt we were not to be trusted alone.

By now our legs and feet were beginning to protest, so we wasted no time in hurrying down over the boggy spongy washes to our main camp at Buiongola, where hot tea awaited our return at 5.15 p.m. Our entry into camp was almost triumphal—each porter insisted on greeting us individually.

One felt they had taken a personal interest in our success, which was rather gratifying. Thick, hot, sugary coffee was served, as well as an extra ration of *bulu*, so they had cause to rejoice.

Mount Baker By Moonlight

That evening we were favoured with a clear unclouded view of the snowy summit of Mount Baker, seen by moonlight through a screen of distorted giant heather and grotesque groundsls, the *couple* of it was one which immediately evoked the comment, "How theatrical!"

The peak itself, dark aloof in its setting of velvety white ice-fields, a lambent star overhead, the black and awful depths below, the roar of the Mobuku torrent, made a splendid picture, but one which was so well arranged that one felt it could not be but artificial.

We needed to rest that night tired but happy in having achieved our objective. Mount Baker had been conquered.

I have, unfortunately, no records at hand to which to refer, but there is reason to believe that Mrs. Ross, who has done much mountaineering in both South and East Africa, and Mrs. Garnham are the first ladies to have achieved the complete ascent.

Next day we were loth to pack up, but time pressed, so we left Buiongola for Nakitabwa, only halting for an *af fresco* luncheon at Gichuchu.

In route I collected some bulbs of the pink *Impatiens* ground of seeds and the green *Arum* lily for despatch to the National Botanic Gardens at Capetown for identifications. The latter flower was observed to turn its face away from the sun, contrary to the usual floral habit.

We found it very tiring crossing the slippery trunks of fallen trees which lay across our path, whilst the porters performed madrigals of Blandini.

The equilibration far outshining the agile Douglas Fairbanks.

Between Gichuchu and Nakitabwa we passed through the boggy tract; over the worst portions our path-cutters had laid corduroy tracks of bamboos and bushes, which saved us from sinking into the mire over our boot-tops.

Beautiful Scenery.

All day it rained and misted, but from Nakitabwa that evening we had a clear view of the gleaming black spires of Dutare across the Kutana River. One felt detached, suspended in mid-air: below the Kutara roared over its rocky bed, above, those lofty pillars projected high into the evening sky.

We left Nakitabwa at 2.30 and reached Mihunga at 10.30 a.m., traversing *en route* the most beautiful section of scenery of the whole trip—forest glades carpeted with every variety of ferns, fields of bracken branching delicately overhead, wild flowers, orchids and mosses.

Leaving Mihunga at 11 a light lunch we arrived at Banda at 2 p.m., preceded by our porters singing cheerily. They were paid off and received all the surplus food as *bakwiro*—a term I cannot translate.

It was interesting to notice that the Baroto use many words exactly similar or derived from a similar root to those employed by the East Kikuyu, many hundreds of miles away to the east.

For example:

English	Lu-Toka	Baroto
Little hills	mi-bungo	tu-gongo
Catch hold on	kuta	hata
Water	ma	mai
Old age	(root) -kuru	okuru

I do not doubt Sir Harry Johnston has solved this curious coincidence, but to be animated it was intriguing to speculate when and how these two widely separated tribes once came into contact.

The pathside, seldom scarred more than a track hacked through the all-perpetuating elephant grass, presented an interesting field of study to the botanist. Members of the *Convolvulus* family and *Leguminosae* abounded; of the former I noticed one *Pectunia mauve*, deepening in shade towards the centre, another white with a mauve centre, another all mauve of one tone only and lastly, a rich primrose one, unmarked. There were also giant blue wild peas and an extremely delicate mauve one considerably voluted.

The Return Journey

We left Banda on the morning of the 26th with a fresh contingent of porters, found the Mobuku River rather deeper than before, but was able to cross without difficulty, each of us carried by a mass of boys, not fewer than six. We felt very insecure. Had each porter chosen a slightly different direction, one must have been either rent limb from limb or dropped into the swollen stream.

A herd of small red buffalo of the Abyssinian variety was seen grazing upon a distant hillside, but we saw no vestige of an elephant, although their tracks were quite recent.

Karibawa was reached at 1.30 p.m. after a long hot march. The Gombolola welcomed us and soon provided milk, eggs, fuel, etc. Near the camp, I noticed a native grown patch of coffee, bread, *linagal* and inter-planted with bananas for shade. It should, say only a Native could grow this crop so remote from the main markets and still show a profit.

Leaving Karibawa at 6.45 a.m., we arrived at Kisumu about midday. Another hot march, but, by using a short cut over the hills, we avoided the

hard high road, grass-enclosed, which was a mono-tonous on the outward journey, and the camp at which Smith and I had breakfasted off a loaf of bread, a tin of sardines, and a bottle of beer on our march from Kisumu to Ibanda, and where we had experienced a distinct earth tremor at 2 1/2 a.m. on June 17, accompanied by a loud thud, as if some giant hand had thrown down huge weights.

At Kisumu we loaded up the cars, paid off the porters and made for Fort Portal. Here we loaded over our surplus packages on the Indian contractor for transmission to Kampala and Kisumu, and left for Kyaggwa, where we spent the night. Next morning the world was fog-bound, so we had to proceed with caution until the growing sun dispersed the mists. Kampala was entered at 12.30. We shopped, packed and hurried on to Jinja to catch the last ferry. Around Kampala it was pathetic to see the groves of rubber trees, planted symmetrically and in apparently flourishing condition left to run to waste. What has an unutilised white labour expended in vain!

At Jinja we visited the Ripon Falls, a massive, impressive in their serene dignity rather than in height. It is a worthy thought to reflect that through the ages Victoria Nyanza has supplied, day after night, year after year, the water which flows half across Africa and provides, on the way, the fertility of Egypt. On one side lies Victoria Nyanza, placid, untroubled; then one discerns a movement, the waters live, they hurry forward and cast themselves over a rocky ledge, and are no longer of the Lake but the immortal Nile.

We left Jinja early next day and arrived at Kisumu the same evening, happy in having accomplished all we had set out to perform in the fewest possible number of days on a remarkably small outlay of cash and with an entire absence of accident or serious mishap.

This in eighteen days we had motored 1,000 miles, walked 146 miles, and climbed from 4,500 ft. to 14,000 ft. from the equatorial heat of Kisumu to the icy fastnesses of Mount Baker and back.

**Ruwenzori not an Extinct Volcano.**

One is rather apt, I think, to consider the Ruwenzori as an extinct volcano or groups of volcanoes, and it is interesting therefore to recall what eminent geologist, Professor Gregory, has written about Ruwenzori. I quote from his work "The Rift Valleys and Geology of East Africa."

"Ruwenzori had previously been regarded as volcanic, but Mr. Scott Elliot's collection proved that it is a block of igneous rocks left standing between the down-faulted valleys of the Semliki to the west and of the Edward Nyanza and Toro to the east."

Of special interest are the glacial drifts and moraines on the flanks of Ruwenzori. Mr. Scott Elliot recognised from them the former extension of glaciers in the Mobuku Valley down to only 5,000 ft. above sea-level. Professor Loccati gives the lowest limit of the ice as having been 6,000 ft., whereas the existing glaciers end at the height of 13,400 ft.

This much lower descent of glaciers on Ruwenzori than on Kenya or Kilimanjaro was probably due to Ruwenzori having had heavy rainfall maintained by evaporation from the Victoria Nyanza and Congo forest. As the

winds were suddenly uplifted over the steep slopes of the mountain, their moisture was precipitated as snow, which, converted into ice, flowed furthest down the south-eastern slopes as they were protected from the afternoon sun. The glaciers of Ruwenzori thus reached lower levels than any tropical glaciers known in the recent geological eras.

Ruwenzori is not, therefore, related to all those other East African giants, Kilimanjaro, Kenya, Elgon and Mombiro.

Stanley, after whom one of the peaks is named, packed along the base of this not insignificant range, but failed to perceive that anything remarkable lay behind the veil of clouds and mists until much later. It was not till 1874 that R.H. the Duke of the Abruzzi discovered a thorough survey of the range, so naturally the higher points were named Margharita and Alexandra in compliment to the Royal House of Savoy.

Just twenty years before we climbed Mount Peak, a German obtained permission, through H.M. Commissioner for East Africa, to name the eminence King Edward Point, since abbreviated to its present form.

The approximate cost of the expedition (apart from petrol and oil) was £785, which, divided amongst the five members, gives an individual cost of £157. The principal items of expenditure were as follows:

	Shs. cts.	Shs. cts.
Porters	400 00	
Food	100 00	
Blankets	100 00	
Pay, etc.	100 00	548 44
Provisions		216 14
Transport		
per Clemet Hill	46 00	
per Larry	96 03	142 02
Sundries		
Rest houses and		
Hotels	65 00	
Caps and presents	61 45	
Sundries	22 00	148 50
		Shs. 1,156 00

Our very grateful thanks are due to the following gentlemen for their help and advice, freely given, and without which we could never have carried out our plans so expeditiously and so economically: Mr. J. de G. De George (Provincial Commissioner, Buganda), Mr. Maund and Warne (District Commissioner, Toro), the Superintendent of Police (Toro), Mrs. Knollys, Mrs. E. Swan (Senior Marine Engineer, Kisumu), and Messrs. Humphries, Lemon and Oliver.

Whilst I was in Mombasa I found a leading English car and motor in the hands of German agents; a second, equally well-known, Coventry car in a French firm's hands, whilst an Austrian trading concern handled a well-known English motor-bicycle. And yet we have a slogan very prominently to the fore in this country. "Buy British, and be proud of it!" - *Mr. Ernest Morrison in an article in the "Advertising World."*

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## THE SUDAN TO-DAY.

Interesting Extracts from the Official Report.

THE Report on the Finances, Administration, and Condition of the Sudan in 1925 (Cmd. 2742, H.M. Stationery Office, Is. 6d. net) makes most interesting reading, and from it we quote the following excerpts.

## Condition of the People.

In any estimate of the general condition of the Native population important qualifications have to be taken into account. More than half the people live a primitive life in remote districts as yet almost entirely outside the orbit of foreign trade. Furthermore, even in the Central and Northern Sudan conditions vary in the extreme, as, for instance, from the rich irrigated cotton districts of the Gezira to the narrow strips of land along the Nile, where the people eke out a precarious existence by means of *sogias* (water-wheels) and *shadufs*. In these areas also are the nomadic tribes who live entirely by the maintenance of their flocks and herds. The northern districts comprise the large urban populations, which present problems entirely different from those of the rural districts.

Again, if statistical standards are taken in estimating the welfare of the people, it has to be remembered that imports reflect the effect of the crops of the preceding year, and only to a small extent those of the year under review. Consequently, in a country which depends for its economic products on a relatively small and variable rainfall, conditions may undergo a radical change in the course of the year. This has been the case in 1925. A small harvest, combined with other factors, has led to a sharp rise in the price of food grains, and a year which began well has ended in embarrassment to the lower paid wage-earning class, especially in the towns, and in hardship to the very poor. Measures are being taken to ease this situation as far as possible. Precautions have been taken in good time, and so far there is no reason to believe that widespread poverty and distress.

Subject to these limitations, it may be said that though records of imports and exports in 1925 do not suggest any marked improvement in Native conditions in the last few years, there is, on the other hand, no evidence of any decline. Import of cotton piece goods, a purely Native import, has been well maintained, and the large increase in value of imports in recent years of tea and coffee is mainly due to Native demand and is a sign of a distinct rise in the standard of living.

A more accurate gauge of Native prosperity is the consumption of sugar, which increased from 11,600 tons in 1924 to over 15,300 tons in 1925. The money spent by the public on sugar in the latter year was approximately £1,000,000, as compared with a pre-war annual expenditure of some £300,000. Early in 1925 the price of sugar, the trade of which is still controlled by the Government, was reduced by 6 millimes (14d.) per lb., and a further similar reduction has recently been made. Cheaper sugar, which is a staple article of diet in the northern part of the country, represents a substantial economy in the cost of living, and is some compensation for the high price of grain.

In the southern districts the gradual substitution of poll tax and tribute for *ushur* tax (i.e., a 10% assessment tax on crops) has benefited the taxpayers and led to an increase in cultivation, while the introduction of cotton growing has provided a number of people with a money crop which relieves them of the necessity of finding cash by other means. Other factors which have had a favourable effect on the economic situation are the completion of the Gezira irrigation project and the extension of the railway

to Kassala. In the Gezira there are some 80,000 faddens of cotton of over £E.2,000,000 in value. The crop is only now coming on to the market, and its value is not, therefore, included in the trade returns for 1925, but the preparation of the land and the cultivation of the crop has provided a means of livelihood or a source of income to many thousands of Natives.

## Frontier Raids.

**White Nile Province.**—Owing to rumours of Abyssinian military activity opposite Warragarra, a reconnoitring patrol of half a company of the 12th Sudanese Battalion proceeded to Kokau in May and reconnoitred the position as far as Kigille Police Post, but as the frontier was found perfectly quiet the patrol was withdrawn. From later information it appeared that the rumours were not groundless, the story being that upon the complaints of Abyssinian traders, whose ivory had been confiscated by the local authorities, an Abyssinian officer was ordered to proceed to Warragarra with troops to recover the ivory or exact compensation, and the patrol was instructed to take the offensive if they met police of the Sudan Government. This officer proceeded to the frontier, but was not prepared to take the responsibility of a trans-border raid without written instructions from his superior, and as none were forthcoming he returned to Suva before the arrival of the reconnoitring patrol.

**Dinder and Rahad.**—There has been a considerable increase of armed poaching by Abyssinians on the Rivers Dinder and Rahad, and several minor encounters took place between poachers and the local police. In April a large poaching party, stated to have consisted of 170 men, and personally led by Fatahalla Ballaka, the chief of a district in North-West Abyssinia dependent on Ras Hailu, visited the Dinder Khor Galegu district and accounted for a large quantity of game, including a number of elephants. This was brought to the notice of the Abyssinian Government by His Majesty's Minister at Addis Ababa, and the promise of an inquiry was received. The collection of undesirables from both sides beyond the frontier Khor at Gallabat remains a troublesome problem, as they engage in smuggling and every kind of lawlessness, including gun running.

**Maji Consulate.**—Reports show that Maji is in a state bordering upon anarchy, the Abyssinian garrison being powerless in the face of Tishana raids. In March a party of two hundred Tishana raided a village close to the Consulate, setting it on fire and massacring the panic-stricken inhabitants. In August the Consul, when travelling near Boru-Kipp, accidentally came upon an ivory caravan belonging to outlaws from Tapotha, and was able to arrest the majority of them and to gain possession of their loads, which included twenty-three elephant tusks. The most notable prisoner was Haji Sallihin, an Arab from Aden, who is described as the leader of the Tapotha outlaws and the cause of most of the trouble and unrest in that part of the world. He was taken to Nagichot to await trial, but unfortunately managed to escape.

## THE CHRISTMAS MAILS.

The latest dates of dispatch from London of Christmas mails for East Africa are as under:

Parcels November 10  
Letters " 23

Readers, especially those residing in the Provinces, are, however, recommended to post parcels and letters a couple of days earlier.

## East Africa in the Press.

### GERMANY'S COLONIAL AMBITIONS.

In the course of a leading article stressing the necessity for Germany to use her place in the League of Nations to enlarge the peace spirit instead of demanding the remedy of immediate grievances, the *Spectator* (which is certainly not Germanophile) says:—

"We should like in this context to say a few words about the desire of Germany (or at all events of a good many Germans) that her colonies should be restored to her. In principle we have nothing to say against such a restoration. We only wish it were possible and practicable; for the last thing we want is that Germany should have an excuse for raising the old cry that she has been excluded from a place in the sun. When we have admitted what ought to happen in a perfect world, however, we have to go on to look at the facts as they are in a very imperfect world. The distribution of German colonies under the mandatory system was provided for in the Peace Treaty, and everybody knows that the bearing of the Treaty is out of the question.

The authors of the Treaty, in creating the mandate, laid it down that in the administration of backward countries the primary concern of a Government must be the welfare of the Natives. That was a glorious manifesto or profession of faith. Such a stipulation had never before appeared in a Treaty, and Englishmen reading it may well feel a thrill of pride when they remember that Great Britain was the pioneer in the repudiation of the slave trade and of slavery, and that the words of the Treaty about mandates are consciously derived from the British practice of governing in the interests of the governed. From the point of view of the Natives we cannot hesitate to say that the inclusion of the former German East Africa within the British zone is in the interests of the governed. Quite half the difficulties of British East Africa before the War were caused by the proximity and the difference of the German code. There is now a unity of purpose throughout East Africa. It is ever this ceased to be true the League might bestow the mandate elsewhere, but unless we became defaulters a vast injury would be done to East Africa by breaking down its cohesion.

"After all, Germany was the disturber of the peace in 1914, and the hard facts of to-day are the penalty of her offences. That is not on the whole an immoral judgment. Nevertheless, what look like unalterable decisions should not be pressed of insisted upon with any trace of malice or selfishness. Germans have been received into the League on theoretical grounds of equality and they must be allowed to move about the world on their lawful occasions as honest people and not as men who ought to be accompanied by detectives. The economic and personal freedom which is assured to them by the Treaty ought to be scrupulously and even generously granted."

A leading financial organ has also drawn attention to Germany's aims.

"That Germany has by no means abandoned her claims to her former colonies, has long been plain to all who have their eyes free from blinkers, and there can be no stopping," says a special correspondent of the *Financial Times*, who continues: "Her latest and most explicit speech to the members of the German colony at Geneva shortly after Germany's admission to the League of Nations left no further room for doubt on this point. If we are to make Tanganyika secure as an integral part of the British Empire," he quotes Mrs. Gervy's declaration at last year's East African dinner, "we must see to it

that a substantial, unofficial British majority among the white population of the territory is built up and maintained."

"It is perhaps too much to expect that the Imperial Conference will be able to devote much time to East African matters. Yet the development of East Africa is of commercial and political interest to the Dominion as well as to Britain herself. Some of the East African staple products, such as sisal, oilseeds and cotton, are also required by Dominion manufacturers, and the prospect of an intense German campaign at Geneva to secure the restoration of ex-German colonies, with some of which Australia, New Zealand and South Africa are directly concerned as mandatories, is a matter to which these Dominions cannot be indifferent. It is to be hoped, therefore, that an opportunity will be afforded them to express their views on this important Imperial question."

### DEVELOPING THE AFRICAN'S CHARACTER.

MRS. E. M. D. GRACE, who has been a missionary in Uganda since 1920, and who, together with Azeheaccon Mathers and the Rev. H. G. Grace, recently visited Negro schools and colleges in the U.S.A., has contributed to the *Church Missionary Review* an article on Negro education in America. The following brief extracts will be interesting to our readers.

"Originality, perseverance, a face of difficult work, absolute reliability, faithfulness in carrying out lonely work, unmitigated hard work and joy in the doing of it—these are things hard of attainment for the Negro in Africa. But they have been attained by thousands of Negroes in America as our inspiration. The missing traits are not permanently missing—they are only dormant; they have been awakened in Negroes in America; they will also come to light in Africa."

"One of the wisest of the early pioneers in Negro education, General Armstrong, of Hampton Institute, had extraordinary vision as to what was needed. As he said: 'The Negro generally thinks that the great thing is to free the Negro from his former owners; the real thing is to save him from himself.' 'Gumption, perception, guiding instincts, rather than a capacity to learn, are the advantages of our more favoured race. More important even than education as commonly understood is training in common morality and habits of industry and foresight. The character that we want to help draw out of the African cannot come by book-learning alone. The discipline of work with the hands, of mastering a trade or even a hobby, the learning of the dignity of labour, the repelling of stupid labour by skilled hands—all this and more we want in Africa.'

"Ask any woman missionary in Central Africa what is the chief bar to the creation of a respected section of economically independent women, and she will almost certainly reply, their moral instability. Certainly we have African women teachers and midwives, but the idea, for instance, of an African woman teacher travelling about the country alone, inspecting village schools, or even of a young woman teacher living in a village in a house by herself—is unthinkable. Yet in America there are thousands of Negro women earning their living as teachers, nurses, clerks, chemists, public health workers, and so on, and the question of their moral unworthiness would no more be questioned than that of the English professional women. It is of course not possible to maintain that there is no class of morally faulty Negro women, any more than it is possible to claim the same of the white races, but a claim can be made that in a century's tradition the Negro women of America are at once an inspiration to, and a cause for deep reflection among those who work in Africa."



THE HYENA AS A HUNTER.

CONTRIBUTOR to the Field describes what he believes to be the first case on record of a pack of hyenas pouncing and pulling down game as large as the blue wildebeeste. He says that while visiting the Ngorongoro crater during August, 1925, a friend and he had hunted one night, when suddenly the loud draw-out bellow of a wildebeeste broke the silence. A second later it was heard nearer and from the agonised sound it evidently was the animal either in pain or deadly fear. Then hearing the barking and growling of a pack of hyena not more than a couple of hundred yards away, and the last dying bellow of a wildebeeste trailing off to a throaty gurgle, they raced across the plain followed by a party of their hunters armed with spears. In the perfect moonlight night, and they could clearly make out a dark mass on the ground not more than a hundred yards away.

As we approached still nearer this sound suddenly seemed to break up and dark forms could be seen blinking off in all directions. A second later and we were standing on a small patch of muddy ground, a pair of horns, a hoof, a tail and the splashes of fresh blood and flesh was all that remained of what had been, but a moment before, a full grown bull wildebeeste, and around us squatting on their haunches to a vast cfile, we could clearly make out the outlines of count- less hyenas. Every now and then one, more active than the rest, would get up with a growl, advance a few yards, and sit down again; then, as if frightened at his own audacity, he would slink off in line with his companions.

FISHING ON LAKE NYASA.

W. P. Young is not that Mr. W. Young of Livingstonia, has contributed to the Glasgow Evening Citizen an interesting article on "Fishing on Lake Nyasa." From the sketch we quote the following:

"There is always the chance of rounding a corner and surprising a crew basking in the sun or asleep on a rock. The crew, however, are rather 'sneaky' and of crocs. After their experience with one which got a bullet in the neck while still asleep, and was headed with great care into the bay. We went on fishing till there was a commotion forward—the crocodile's snout had come alive, and was making desperate efforts to scramble on to the shore, and the consternation of the bow paddlers!

For a gain a picture that will live long in my memory, a perfect evening on the lake, the inshore water shrouded with the setting sun, the hills clear-cut in the golden light, and the boat gliding along a reed-fringed bay. There was a gentle breeze rippling the surface, and I was dreaming of a little loch in Caithness, when such a evening ripple would have been broken by the noise of rising gulls, when I was startled from my dreaming by a excited whisper: "Dingo, hippo."

AN OSTRICH'S APPETITE.

MR. GEORGE MUIR of Bulawayo writes to the Dublin Saturday Mail to say that when he was shooting on the Zulu Plains in 1890 with a friend they had a most curious case of an ostrich, in the stomach of which they found two quills, two cartridges, three flat-plate bolts, with nuts, a cog wheel used in the steel sleepers of the Uganda Rail, and a split pin, and a few other trifles.

AMERICAN COTTON GROWING IN

CONGRESS has passed a bill for the States and urges that cotton growing in the Empire, and particularly in Africa, can only be made profitable in the present and near future, only by the guarantee of a remunerative price to growers, the provision of additional transport facilities, the reduction of road, rail, and ocean freights, and additional financial assistance to combat pests and diseases and promote efficient cultivation and marketing. It points out that for the third year the production of the United States cotton crop has approached or exceeded 15,000,000 bales, after having been from 2,000,000 to 3,000,000 bales below the figure from 1915 to 1923-24. In consequence the price of middling American has declined to less than 10d. for all fibres, and Empire cotton is on a level basis for 1924-25, which is twelve months ago. We have been assured that even at 18. per lb. the crop was unremunerative to American growers. The price has been steadily falling for several years, and it is very difficult to fathom the causes of the paradox that an apparent stimulus has been given to production by a decline in price. A suspicion is not unjustly engendered that some artificial influences are at work, and there is, of course, the possibility that the United States has taken note of the progress made recently by Empire cotton growing and has deliberately endeavored to retain its predominant status as a cotton producing country by forcing down the price for a time in the hope of discouraging the cultivation of the crop in the newer cotton growing countries. Whether the mandate will succeed if there really is a concerted plan at work will depend largely on the degree of firmness with which the policy of promoting cotton growing in British Africa is pursued.

Naturally it is much more difficult to persuade Native cultivators to increase the acreage under cotton in the face of a falling market than it is to induce the intelligent American growers to cooperate in an organized movement to drive their rivals out of business. In the case of the latter it is merely a question of financial support, and if they are adequately assisted by the banks, which can, of course, receive themselves in the future, when the discouragement of non-American growers has reached the desired point, and the price can again be permitted to rise, there is some danger that the scheme will achieve the hoped-for result. The British African Administrations, with their limited financial resources and lack of co-ordination, cannot undertake the creation of guaranteed minimum prices to Native cotton growers, even if they were permitted to do so. Yet, without some such assistance it is to be feared that the substantial fall in price, which has resulted from the carry over of nearly 3,000,000 bales in the United States, and a new crop in excess of the probable volume of consumption in the current year, will cause a serious setback to Empire cotton growing.

WITCH DOCTORS NOT FRAUDS.

People should think that because some witch doctors have been proved frauds and charlatans that therefore the whole thing is the same. We might as well say that because a few doctors have been proved incompetent and fraudulent practitioners, therefore the whole medical profession is the same. Most witch doctors believe as thoroughly in their selves as European doctors do. From an article on "Native Witchcraft in the South African Quarterly."

PERSONALIA.

Mr. and Mrs. E. Grand have left on a visit to Kenya.

Major ... has arrived home from Kenya.

Major Goldmann ... (Canada) on business.

Major ... (D.S.O.) returning to Uganda.

Mr. M. ... Rock has left with his family to return to England.

Captain and Mrs. John Wilson are leaving England to winter in Kenya.

The Hon. C. ... and Mrs. Dundas have arrived home from Tanganyika.

Archdeacon Owen is returning Belfast, in which city most of his early life was spent.

Mr. L. Sanders has been elected to the board of the Tanganyika Development Company, Ltd.

Mr. Hesketh Bell has left London for a tour through the Pyrenees in his motor caravan.

The Prince of Wales received the first Lloyd Lloyd ... for Equatoria, Sudan, last week.

Sir Francis Agar was received by the King last week, when the honour of knighthood was conferred upon him.

Mr. W. Nicholls, Governor of Berber Province, Sudan, was married last week to Miss ... Sandiford.

The Hon. R. W. and Mrs. Morley Grenville and Capt. M. ... and family have arrived from Kenya.

The Hon. H. U. ... who has left England has written and to state his progress in recovery after his operation.

Lieutenant Colonel Henry Monk Mason, whose death at Biarritz is reported, saw service in the Sudan Expedition of 1889-90.

Mr. F. Newcombe has been appointed secretary to the Union-Castle Mail Steamship Company in succession to the late Mr. F. C. Thomas.

We regret to learn of the death of Mr. R. J. Crosby, who after spending some years at Gindai, had been in Nyasaland for the past five years, or so.

... relations of Mr. John Casberry on ... settle to use a private aeroplane ... east was ... from Nyasaland.

Provincial recognition has been accorded to Mr. Charles H. Albrecht as Consul of the United States ... at Nairobi, pending the issue of the ...

The Duke of Sutherland, who has purchased the ... degar's steam yacht 'Kestrel', is understood to have decided that his next voyage shall be to East Africa.

With the inauguration through the good offices of Mrs. Milson ... to the Arusha Hospital it is intended to build a new European maternity ward with fourteen beds.

Mr. Frank Oldham, Secretary of the British Empire ... Relief Association, proposes to visit East Africa early next year, when arrangements for extending the work of the Association will be made.

Mr. Ross ... Messrs. Whitt has been appointed Acting Officer for the Uasin Gishu under the Resident Native Labourers Ordinance ... G. F. Fuller, now in England, and F. C. ... has been appointed to a similar office for the Trans-Nzoia District.

The Uganda ... B. ... has elected the following Committee: Chairman, Mr. Pelley ... Hon. Secretary, Mr. ... Knowlton, ... Treasurer, Mr. A. M. Wilson, ... Members, Messrs. ... Wilmot, Tremlett, ... and Younger (Vice-Chairman).

Among East African representatives present at a recent C.M.S. ... at the Central Hall, Westminster, to bid farewell to nearly two hundred missionaries leaving for their stations in various parts of the world, were the Bishop of Egypt and Sudan, the Bishop of the Upper Nile, Archdeacon Owen of Karamoja, and the Rev. F. ... Green.

Major G. ... Mrs. ... C.B.E., D.S.O., I.S.O., Indian Army Ordnance Corps, who will be remembered by many of our Kenya readers as having served in that country during the early stages of the East African Campaign, has contributed to the Army ... an interesting article intended for a later edition of the Intelligence concerning the Overseas Empire.

The King has given the following gentlemen authority to wear decorations of the Order of the Nile conferred upon them by the King of Egypt in recognition of valuable services.

First Class, Mr. A. R. ... Assistant Resident Engineer, Semmar Dam; Mr. N. R. Udak, Assistant Director of Education, Sudan Government.

Second Class, Mr. T. ... Lecturer, Education Department, Sudan; Mr. M. W. Parr, Assistant Civil Secretary, Sudan.

Third Class, Mr. ... Meehan, Engineer, Sudan; Mr. ... Irrigation Service; Mr. F. ... Technical School.



# 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  
A WEEKLY JOURNAL



SPECIAL LIVERPOOL EAST AFRICAN SUPPLEMENT

## LIVERPOOL AND AFRICAN TRADE

BY J. SANDEMAN ALLEN, M.P., J.P.

*Vice-Chairman of the Joint East African Committee and former Chairman of the Liverpool Chamber of Commerce*

On Saturday, October 16, Liverpool celebrated the centenary of the abolition of the slave trade. The object of the celebration was to draw attention to the commercial and industrial advantages of the city and of the whole of Merseyside, as well as of the amenities generally of the city and the port. The available sites near railway communications and close to the docks, and with an unlimited supply of good water and electric power, Liverpool is in a position to attract those industrialists who wish to establish new enterprises, and others who wish to remove their works from a seaport which has obtained a good reputation for adequately satisfactory factories for export of the manufactured article.

It can be recalled in the same connection the growth and importance of Liverpool in connection with the development of the great industrial regions of Lancashire, Yorkshire, and the Midlands. Hence Liverpool, by its geographical position, is a natural gateway for the sea trade. It is the second largest port in the world, and its steam tonnage amounts to about a third of the total British tonnage. It is open to the world, with direct lines to every country as well as to the West Indies, the East Indies, the West Indies, the West Indies, and Colonies, and through the world of every kind inward and outward from all to every quarter of the globe. Exports through Liverpool are greater than through any other port in this country, even including London.

### Early Trade with East Africa

The impact of raw cotton from the East Indies, and the export of cotton goods, has been a factor in the development of one of the most important trade routes in the world, as well as its geographical position, which has led to a certain extent to some of its lines of development. Though trade with North Central and South America, with India and the East Indies, the Mediterranean, and the Baltic

has always occupied a large place in Liverpool trade with Africa is one of the oldest, and continues to be one of the most important of Liverpool's business interests.

It is interesting to note that connection has been almost continuous with West Africa. It was in 1709 that the first cargo of about 500 tons—employed to the West African trade, sailed from Liverpool, in three cargoes that followed many voyages were made and Liverpool was the first port to establish contact with the coast, led to commercial ventures of a better nature and laid the foundations of the extensive and profitable trade which Liverpool has to-day with West Africa.

The cargoes of the ten vessels which cleared from Liverpool for West Africa were for the West Coast. It was not until 1715 that the vessels, on an average of 1000 tons, were engaged in the Liverpool West African trade. It is interesting to note that in 1715 the dead weight tonnage of the vessels engaged in the West African trade was 10,000 tons, and in 1925 it was 1,000,000 tons.

In 1715, it was estimated that Liverpool merchants employed 1000 tons of goods, and the greater part of the trade was done through the port, and it remains so to-day.

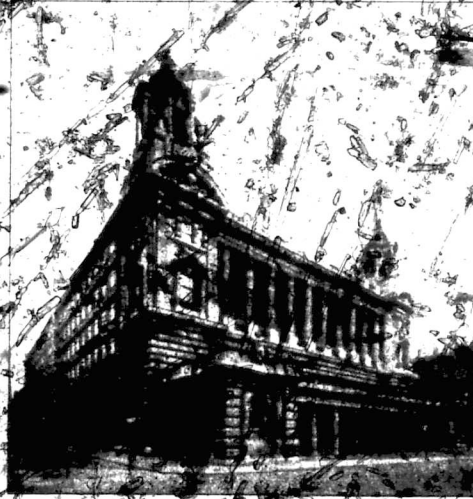
### Developing Trade with East Africa

For many years the East Africa developed much faster and more became important towards the end of last century. At that time the trade was mainly with London, and it was only when cotton-growing was introduced on a large scale that Liverpool's connection with East Africa assumed an important place.

It was the port of the East that the shipping companies working that coast were either mainly East

# Liverpool Cotton Association

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Cotton to Liverpool.

*Information may be obtained from the Secretary of the Association*

# Liverpool's Message to East Africa

From the Right Hon. the LORD MAYOR OF LIVERPOOL

Councillor F. C. BOWRING, J.P.

"We realize that Liverpool is deeply concerned in the phenomenally rapid growth of East African trade, especially the imports of cotton of which £1,500,000 worth is marketed in Liverpool each year.

At present the import side of the trade is the more important, but there is no reason why Liverpool should not become the principal centre of both imports and exports, as in the West African trade.

We wish *East Africa* every success in its effort to carry Liverpool's message to our brethren across the sea.



*F. C. Bowring*

...ed in London (such as the Cotton Castle and British India Company) or otherwise, and perhaps a stronger reason was that the principal products—i.e., coffee, maize, and sugar—were dealt with mainly on the London market and went to London for disposal. It was not therefore until very recently when cotton became one of the staple exports of East Africa and especially of Uganda that Liverpool began to take a serious interest in this part of the Empire. In 1923-4 Liverpool imported 1,000 bales of East African cotton, but in 1925 the figure had increased to 11,000 bales, with the indication of further steady increases.

Since Liverpool's spinners indicated their desire for East African cotton as being more suitable for their requirements than much of the second quality Indian cotton which they were receiving, Liverpool merchants endeavored to do all possible to encourage this trade. More than a year ago the Liverpool Cotton Association introduced a new form of Liverpool contract, viz., the "bare" one, also known as "lutures" contract, and at the same time erected a new Quotation Board and a new exchange for such cotton. In 1925, moreover, the Liverpool Chamber of Commerce, which had for a long time been the champion of the trade in Liverpool, called a meeting of its members in East Africa. As Chairman of this meeting I had the privilege of presiding and of stating my conviction that the moment was most opportune for Liverpool to secure a certain number of agents, and of urging the formation of an African section of the Chamber with suitable representation of the local East African Board at its meetings. At the Colonial Conference which followed it was thus proposed to give a membership of

### Liverpool Studying East African Problems.

It is fully realized in commercial circles in Liverpool that East African problems are quite different from those of West Africa and that the methods of dealing with commercial and all other questions must necessarily be different in view of the large white settlement in East Africa, the trade and the native problem. It is not means the only factors to be considered.

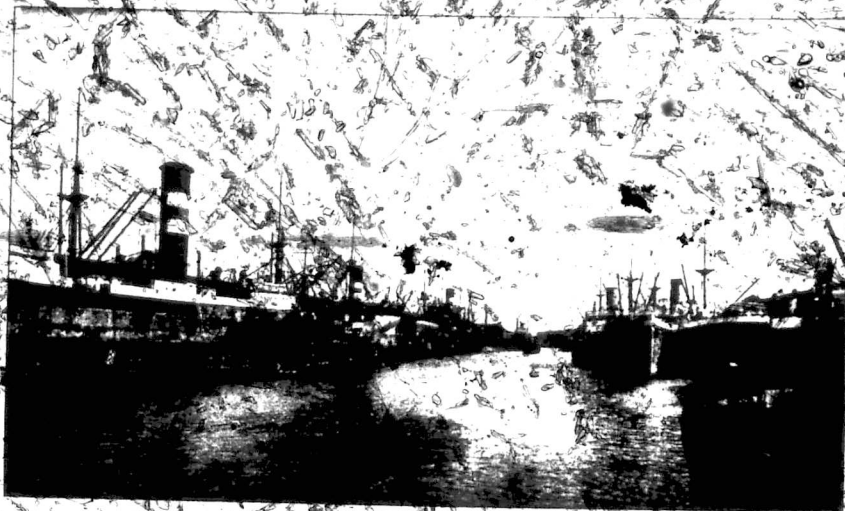
The Liverpool Chamber of Commerce has accordingly elected the former East African Board, the Chairman of the East African Cotton Association representing them on the Executive Council of the Board—a step which will be regarded as a further step in close contact with East African questions. It is also a step which will be of help in the study of all questions of this kind, and will be the benefit of the Chamber and its members. The Liverpool Chamber of Commerce has also for some time been established between Liverpool and East Africa.

The importance of East Africa, as well as to the growth and development of the development of these links and the preparation for a great increase in trade is manifest to all and the object of this article is to show that this is better realized both in Liverpool and East Africa. One may, of course be of the opinion that Liverpool business men and East Africa become more general and prominent to do it will undoubtedly be found that there are many openings for trade for Liverpool and Lancashire both in the way of and in the way of the "developed" or "undeveloped" activities of other nations. While East Africa will have the advantage of Liverpool as the first port of call to large numbers of the population and to the industrial centre of the Mother Country.



MERSEY DOCKS AND HARBOUR BOARD

# THE PORT OF LIVERPOOL



East African Trade at the Liverpool Docks

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The Mersey Docks and Harbour Board, Liverpool, England.

Telegraphic address: Neptune, Liverpool.

## FORWARD YOUR PRODUCT VIA THE PORT OF LIVERPOOL

# THE PORT OF LIVERPOOL

BY L. A. P. WARNER, C.B.E.

General Manager and Secretary of the Mersey Docks and Harbour Board

It was only to be expected that the Port of Liverpool, as the natural gateway to one of the greatest industrial areas of the world, Lancashire, Yorkshire and the Midlands—would become one of the leading ports of the British Empire. To-day, however, Liverpool is not only the first port of shipment of the British Empire, but exports overseas approximately twice as much as the second port, London, and more than Manchester, Hull, Southampton, Middlesbrough, and Bristol combined. This is proved by the British Government Annual Statistics, which also show that the total overseas trade (export and import) of Great Britain (England, Scotland, and Wales) is divisible into three more or less equal parts—one being dealt with over the thirty-seven miles of quays at the Port of Liverpool, another at London, and the other shared among the remaining ports of the Kingdom.

### Liverpool's Imports and Exports.

The chief imports of the Port of Liverpool are the raw materials required for manufacture in the North and Midlands of Britain, and the foodstuffs required to feed the population of these districts, and especially

the Midlands and is the port of supply to these districts of both foodstuffs and the raw materials from which the finished manufactures are made, it is also itself one of the greatest marketing centres of the country. The stocks dealt with and all export houses in Liverpool are enormous and require extensive storage accommodation, which has recently been estimated as capable of holding 2,367,000 tons of produce at the one time, unprocessed, as follows:

	Tons.
Grain	60,000
Tobacco (in casks)	10,000
Cold Storage (72,000 cubic ft.)	80,000
East India Wool (25,000 bales)	20,000
Colonial Wool (15,000 bales)	1,000
Oil and Spirit	230,000
Other (General) Produce	1,000,000
	2,367,000

### Ready Sale for East African Produce.

East African produce of every description has a ready sale on the markets of the North and Midlands of Britain when supplied through the Port of Liverpool. When landed at a South of England port the cost of the rail transport to the Northern centres may frequently make it impossible for such produce to compete with produce from other countries overseas arriving through the Port of Liverpool, but when shipped direct to Liverpool the disadvantage is removed.

As illustrated by the British Government Statistics previously referred to, North of England manufacturers appreciate that the economic port for their overseas exportations is the great port of the North, and primary producers and other overseas interests who dispose of their commodities on the markets of the North and Midlands of Britain are now learning that to use this port is to their advantage also. There is always a ready demand for every

Sugar	Corn
Raw Cotton	Fruit and Vegetables
Oilseed Cake	Metals and Ores
Paints and Oils	Timber
Seeds	Oil
Wool	Provisions
Hides and Skins	Meat
Tobacco	Livestock

which are distributed from the port by means of water, rail and road transport.

Liverpool's exports are principally manufactured articles, both textile and machinery, brought to the docks by either road, rail or canal direct from the place of manufacture.

Liverpool, in addition to acting as the port of shipment for the manufactures of the North and the



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### COTTON, COLONIAL AND GENERAL PRODUCE BROKERS

Cotton      Coffee  
Sisal      Cottonseed  
Rubber      Wattle Bark  
Hides



prices for this market. Northern market prices are also higher than those in the south. The result of this is that the price of a ton of grain in the north is generally higher than in the south. This is the result of a number of factors, the most important of which are:

**Shipping of the Port.**

The Mersey Port is one of the most important ports in the world and its shipping trade may be divided into the following groups:

- North Atlantic - Canada, the U.S.A., and the West Indies.
- South Atlantic - Brazil, Argentina, Chile, and Uruguay.
- South America - Peru, Colombia, and Venezuela.
- West Indies - Cuba, Haiti, and Santo Domingo.
- Caribbean - Trinidad and Tobago.
- South America - Chile, Argentina, and Uruguay.
- West Indies - Cuba, Haiti, and Santo Domingo.
- Caribbean - Trinidad and Tobago.

The Authority for the Mersey Docks and Harbour Board was set up in 1852. It is a public body which has the sole control of the docks both at Liverpool and Manchester. It is a body which has been established since 1852. It is a public body which has the sole control of the docks both at Liverpool and Manchester. It is a body which has been established since 1852.

When berthed in the Mersey, the ships are charged into the dock sheds by means of the ships' own cranes and made up to dock by means of ladders, at the double and treble stern, by means of electric and hydraulic cranes provided by the Dock Board on the roof or faces of the sheds. Exceptionally heavy lifts up to 200 tons may be dealt with by floating cranes. The cargoes are weighed either in the yard sheds before being forwarded to destination by road or rail, or weighed for remittance, when the cargo is discharged directly into the ship.

**Empire's Greatest Milling Centre.**

The Mersey port is the greatest milling centre in the British Empire. Most of the grain supplies are obtained from overseas and they arrive in port cargoes, they are delivered to the mills from the wharves by means of pneumatic suction and other conveyance into barges or conveyance to the mills. It is a port where the discharge of the vessels is done by means of the quay. When the grain is imported by rail, the important

vessel usually berth at the dock or at a warehouse and the cargo is then loaded into the dock.

**Dock Policy and Extensions.**

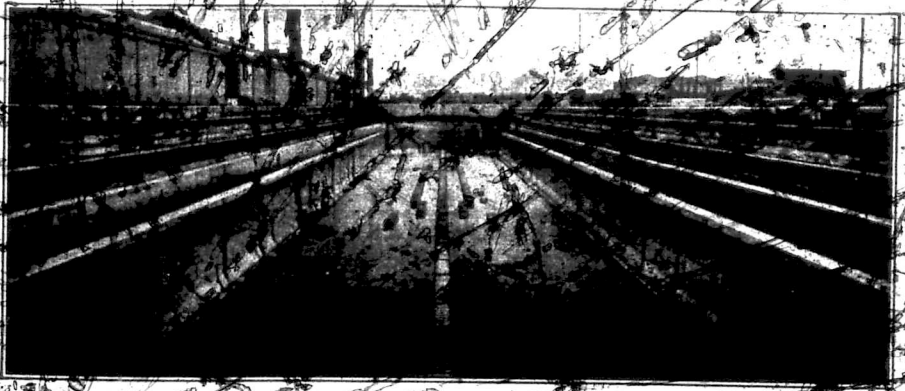
The policy of the Mersey Docks and Harbour Board has always been to anticipate rather than merely comply with the demands made upon it. It has always had a policy of expansion and improvement. It has always had a policy of expansion and improvement. It has always had a policy of expansion and improvement.

The new dock is one of the most important features of this scheme. It is a dock which is being constructed with a length of 70 ft. It is a dock which is being constructed with a length of 70 ft. It is a dock which is being constructed with a length of 70 ft.

The dock will be served by three pairs of stern gates, a pair at each end and one in the middle, the centre pair being placed so that the full length of the dock can be divided into two sections in order to economise the dock water when berthing in small vessels, also to admit an additional section should either of the side locks have to be temporarily out of commission.

**Development in Dock.**

This dock, when completed, will add another two and three quarter miles of docks to the Port of Liverpool and will be one of the largest in the world. It will be one of the largest in the world. It will be one of the largest in the world.



The Canal and the Dock, Liverpool.

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with those on the north side of the dock and lower tiers of No. 1 Branch Dock. Each 100 ft. tier of the area covered by the four sheds will be 132 feet deep, as they are all to be timbered sheds with flat roofs which will be suitable for cargo. The total floor area provided, dealing with each tier, will be 34 acres. Two lines of tracks to be laid on the road side of the shed on the north side of No. 2 Branch Dock (about 100 ft.) the other two of four lines will be laid on the quay side and two on the land side, which at each of the four sheds electric cranes will be available for the handling of 20 to 30 tons on the shore holds and movable electric roof cranes will be provided to reach the interior of the sheds through roof and floor hatch ways and channels, the two tiers of railway on the land side of the sheds, and the roadway beyond those lines. The sheds will also be provided with electric power for the ready use of electric cranes, trucks and other labour-saving devices.

### A LIVERPOOL VIEW OF EAST AFRICAN COTTON

Support Empire Cotton-Growing.

By GORDON W. J. SHUTE, M. C., D. S. C.

You have asked me to write my ideas on East African cotton, and I gladly do so. It will in my way help towards focusing attention on this great and comparatively new expansion of Empire supplies for our Lancashire mills.

In addition to my twenty years' continuous interest in this question of Empire cotton development, I have recently had the advantage of an extended trip to the cotton-growing areas, which included those of Uganda and Tanganyika. The impressions that have been made on my mind during this tour of inspection areas producing cotton both of the staple suitable for Lancashire requirements, were deepened by visit.

Of Uganda there is indeed little to be said that is not known, except the underlying fact that the production of cotton in this area has fully justified the optimistic thoughts of those who were responsible for its initiation, namely the British Cotton Growing Association. The addition of close upon 200,000 bales of cotton to the supplies of the world in the space of twenty years from this one new area is surely an event.

The second territory I have mentioned, namely Tanganyika, is not so much known, nor has its supply of cotton matter been as yet on anything like the same level as Uganda ought to be, but the primary reasons for this is easier to seek, for Tanganyika was closed by war, actually taking place within its borders, and consequently it is said that we do not know the limits of its cotton, as made by British authorities to stimulate the growth of cotton, which had been relatively started in many sections by the former German régime in the Territory. Nevertheless, it is already producing a quantity of excellent quality and staple, and there is no reason why with equal and proportionate development, the lack of which is the great misfortune of all African colonies—it should not show within five years corresponding increase in area as we have seen in Uganda.

There is another side of this question of cotton development, which of course, cannot be lost sight of, namely the very practical consideration that large sums of money go into the pockets of the Native as the producer of other raw materials of revenue production exist. The effect of this increased spending power of the Native, which

is an important factor in the development of the Empire, is also of the greatest importance, which can be seen in the way in which the manufacturing in this country has developed, thus definitely providing a high standard of living to both sides.

The world has this year consumed over twenty million bales of all kinds of cotton, and this is a year which cannot altogether be regarded as a glory one from the commercial point of view. The standard means, in normal times, of this high consumption, production almost certainly be raised once, and with the very rapid expansion anywhere between twelve and sixteen million bales, it is easily seen that large quantities of cotton are now, and will in the future be grown, called for from areas outside the United States.

What better work, therefore, can be done than wholeheartedly supporting, in every way possible, the growth of this world-needed commodity in our own Colonies, by so doing we can do our duty for the Native by improving his standard of life, enabling him to live a better, happier, housed and clothed in a way that he could never have dreamed of in the past, and still at the same time bring extra supplies to our Lancashire mills, thus making the latter more independent of the West, and a source of supply, and finally, we have opened up greater fresh markets for spinners and manufacturers for the goods spun and woven from Empire cotton.

East Africa has done much to draw and keep the attention of traders to these great new developments, and I wish it every success.

### LIVERPOOL'S AFRICAN COTTON IMPORTS

We are indebted to Mr. C. Nickson, Secretary of the Liverpool Cotton Association, for the information as to the quantities of Liverpool imports of East African cotton during the last three years.

	1925/6	24	1923/4
	Bales	Sales	Bales
East African	181,048	7,764,000	207,737
Sudan	103,418	4,283,000	37,310

From the above figures it is evident that Liverpool's Great Britain quantity of East African cotton, which is dealt with by members of the Liverpool Cotton Association.

### LIVERPOOL SCHOOL OF TROPICAL MEDICINE

The Liverpool School of Tropical Medicine, which has such a long history as Africa, East and West Africa, by its growing open to public inspection for the first time in its history, is a most interesting illustration of tropical diseases, their prevention and cure. A remarkable series of practical and theoretical studies, and pathological research, are arranged to give an interesting record of the progress to be taken in the future. Professor Robert MacCallum and Professor W. W. Stiles, who conducted the course, the lecturers and informal talks to the public, during the course.

### LORD DELAMERE'S GIFT TO LIVERPOOL

LORD DELAMERE recently presented to the Liverpool Museum a very fine collection of East African game. These are now on exhibition and have proved a most interesting public attraction during the week.



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### A LIVERPOOL VIEW OF EAST AFRICAN TOBACCO.

Bright Future for Suitable Stock.

By A. V. PILLAY.

East African tobacco has made such persistent progress during the last few years, the annual import into the United Kingdom having risen from 664,570 lbs. in 1919 to 8,294,248 lbs. in 1925, the latter being almost 5% of the total import, that they no longer hold a subordinate position on the Home market.

The preferential rate of duty granted in 1919 at the rate of the ordinary prevailing rate, increased to 20% on four-fifths and now stabilised for a period of ten years at this figure, has undoubtedly been the cause of this development, but annually each year the Empire producer tends to rank more closely with the American, and it should be the aim of every planter to prepare the way in course of time to hold without any subsidy the market which is being developed, should there be an alteration in fiscal policy.

Planters will be well advised not to lose sight of this goal, but to avail themselves of every opportunity to improve the quality of their crops, by employing scientific methods of cultivation and marketing, until the demand for "Empire Brand" is founded on the stability of merit consolidated by adequate supply, rather than on protective inducement, and the element of novelty which at present surrounds it.

One of the difficult problems to be faced is that of the rapidly increasing production of native African tobaccos, which is absorbing the attention of planters in districts where the fired type is produced, an important aspect, apart from the withdrawal of labour from other parts of the country, being that such stocks are of inferior quality and lack the uniformity essential for the Home trade. Unless these defects are remedied by the introduction of some measure of supervision or control, they are likely to have an adverse effect on the high prices at present obtaining, and place the territories wholly dependent on a lower price.

The time has come for the Empire to take up the production of tobacco production, the point reached by America, studying her methods, profiting by her experience, and thus saving a deal of costly experiment. If Empire planters respond to this unique opportunity of consolidating their position, expansion as their keynote and quality their beacon, the reward they will receive is striking.

It is intended to consider the difference in procedure of marketing the Empire and American crops, in the case of America the cigarettes are shipped direct to the Continent, and so the direct cost of production and large stocks of better quality are ready for shipment to any country at call, while the Empire's goods have to be shipped entire to the United Kingdom to order, to obtain the preference, and as the various territories meet a demand in different quarters, it is the business of the producer to split the consignments, and find for each grade its most suitable market.

If the total import of manufactured tobacco into all ports of the United Kingdom, 44% is handled at the well equipped docks and warehouse of Liverpool alone, it is a geographical position of advantage in the cigarette trade of the Midland and of the North countries, and it was in Liverpool that the first consignment of tobacco was shipped in early Elizabethan times.

### LIVERPOOL-UGANDA COTTON BOARD PROPOSED.

Mr. Basil M. ... during five years of intimate acquaintance with the cotton business in Uganda, has written to several Lancashire newspapers to suggest the formation of a Liverpool-Uganda Cotton Board or Association, consisting of representatives of both Uganda and Liverpool merchants. In the course of a long communication to the *Liverpool Post* he says:

"Uganda supplies the bulk of cotton known as East African cotton in Liverpool. It is one of the best stapled cottons, suitable for the spinner with a uniform, strong, and silky staple of a full 1 1/2 in. to 1 1/4 in. length. Good Uganda cotton commands a premium of 250 to 300 points on a good American middling, and forms a very close link between American and Liverpool cottons.

Uganda supplies Liverpool goods, but taking little interest in Uganda and it is since last year only that the spot rates of East African cotton have found a place in the weekly circulars of the Liverpool Cotton Association. Now, this cotton has come to stay and forms a daily item on the Liverpool cotton market. However, I believe that the present interest taken by Liverpool in the local cotton conditions in Uganda stands in need of extension, there is as yet a little exchange of views between the Liverpool Cotton Association and cotton merchants in Uganda. I am sure that on behalf of the Liverpool Cotton Association to bring into existence a board of association in Uganda, in which both the Uganda and Liverpool merchants would be properly represented, would be bound to result in considerable advantage to them and to the cotton trade in Uganda. The principal aim of such board should be to make thorough investigations into all possible methods that might lead to an increase in the crop and an improvement in the quality.

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A marriage has been arranged, and will shortly take place in Kenya, between Patrick Francis Nunan, M.B., senior medical officer, Kenya Colony, third surviving son of the late Mr. and Mrs. Patrick Nunan of Eimerick, and Isabel Margaret, youngest daughter of the late Mr. Thomas Henderson and of Mrs. Henderson, of Woodcote Lodge, West Hove, Surrey.



Among fellow-passengers outward bound for Kenya were Major G. Alexander, Major S. Armstrong, Mr. W. R. Carr, Major W. A. Crowdy, Mr. D. D. Finch-Hatten, Commander P. A. Heydon, Mr. D. Muter and family, Colonel and Mrs. Maxwell, Lady McMillan, Captain and Mrs. Sinclair, Dr. G. L. van Someren, Lieut. Colonel H. L. Tempier, Mr. Percy D. Townsend, and Major W. H. Wilson.



Speaking in Rolleston, the Rev. F. H. Beaven, D.D., until recently Bishop of Southern Rhodesia, said that during the East African campaign a soldier driving him in a "tin Lizzie" through bad lion country had told him that he had found a Native lying at the side of the track. Discovering that he was dead, he had removed his own kanga jacket and wrapped it round the dead boy before going on his way. That, said Bishop Beaven, which had been told quite simply, was an instance of practical Christianity.



We greatly regret to record the death of Lieut. Colonel K. C. Sweeney, who served throughout the East African Campaign, being engaged in British, German and Portuguese East Africa, Nyasaland and Northern Rhodesia, and winning the D.S.O., V.C. and several mentions in despatches. Colonel Sweeney was only 37 years of age at the time of his death while on leave in Montreal, left East Africa at the termination of the campaign to serve in the third Afghan War (1919) and was also later engaged in the War in Afghanistan.



One of Kenya's best-known educationists, Mr. G. A. Grove, has had an experience which recalls the imaginings of Peter Hagedorn, says the London Evening News. When friends he descended into the crater of Mount Longonot to trace the cause of strange rumblings and jets of steam which had perturbed the natives. They descended the wall of the crater, the sides of which are mostly vertical cliffs 300 feet deep. They found the two-mile bottom strewn with boulders of lava rock, across which progress was difficult. Steam jets of fire were growing. Steam jets surrounded by red earth were found. Insects and rock rabbits form the only visible animal life. The rumbling noise was not unlike that of a motor car.

Mr. F. R. Kettlewell-Holmes, who is presenting "Through Wildest Africa" at the Marble Arch Pavilion during this and next week, prior to leaving England for a lecture tour in the United States and Canada, gave a private show of the film last Thursday, when a number of East Africans were present by invitation. Amongst those who accepted were Sir William Gowers, Sir Harry and Lady McGowan, Sir H. G. Gray, Mr. J. W. Bridgen, Mr. W. H. Hooker, Mr. H. Lepper, Mr. W. B. Maxwell, Mr. P. Penhby, Mr. Seth Smith, Colonel Veasey, and Mrs. Wetherell.



**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

**Kenya.**—Captain J. R. Tibben, M.B., Ch.B., M.R.C.S., F.R.C.P., D.P.H., Medical Officer; Miss C. S. Irvine-Robertson, Nursing Sister; Messrs. H. C. Croystale, S. L. Vincent, and J. A. Polfreman, Assistant Superintendents of Police; Mr. J. C. Stronach, Superintending Engineer, Public Works Department; Mr. J. R. Addison, M.R.C.V.S., Veterinary Officer.

**Nyasaland.**—Rev. H. Oter Barry, M.A., Archdeacon, Civil Chaplain.

**Northern Rhodesia.**—Messrs. L. F. Leversedge and G. E. Nona, Probationers, District Administration.

**Nyasaland.**—Lieutenant V. J. Lammell, Cadet, Administrative Department; Mrs. N. K. Clemence, Nursing Sister.

**Tanganyika Territory.**—Messrs. J. W. Smethurst, Registrar, and Lieutenant G. N. Elles, M.A., Registrar, Superintendents of Education; Messrs. L. J. Mervin and J. A. Curtis, Assistant Inspectors of Poles; Mr. H. P. Rainsford, B.A., B.A.I., Staff Surveyor; Lieut. Commander J. Harrison, D.S.O., R.N., Marine Officer, Railway Department; Captain M. S. Moore, V.C., District Reclamation Officer; Messrs. C. H. Gounley, G. D. Poppewell, J. R. C. Puddle, A. H. Maddess, E. N. Lande, and Captain H. R. F. Butterfield, Cadets, Administrative Department.

**Uganda.**—Miss E. L. Sinclair and Miss F. M. Bond, Nursing Sisters; Mr. R. J. R. Potts, English Master, Makerere College; Messrs. C. M. A. Gayer, G. V. Kane, B. Grimm, C. Rankin, D. K. Burner, Lieutenants R. J. Thorne-Thorne, Cadets, Administrative Department.

**Zanzibar.**—Captain C. V. Baker, Cadet, Administrative Department.

Recent transfers and promotions made by the Secretary of State are as follows:

Mr. L. E. Evans, Assistant Legal Adviser and Police Magistrate, transferred to be Junior Crown Counsel, Sierra Leone; Lieut. Colonel R. Deane, O.B.E., Deputy Inspector-General of Police, Mauritius, to be Inspector-General of Police and Superintendent of Prisons, Mauritius; Mr. S. B. Wainbrook, Senior Assistant Auditor, Tanganyika, to be Deputy Treasurer, Tanganyika; Mr. T. D. Maxwell, M.B.E., Botanist, to be Superintendent Botanic Gardens, Victoria, British Cameroons; Mr. J. P. Bradshaw, Assistant Master, Education Department, Kenya, to be Inspector of Schools, Kenya.

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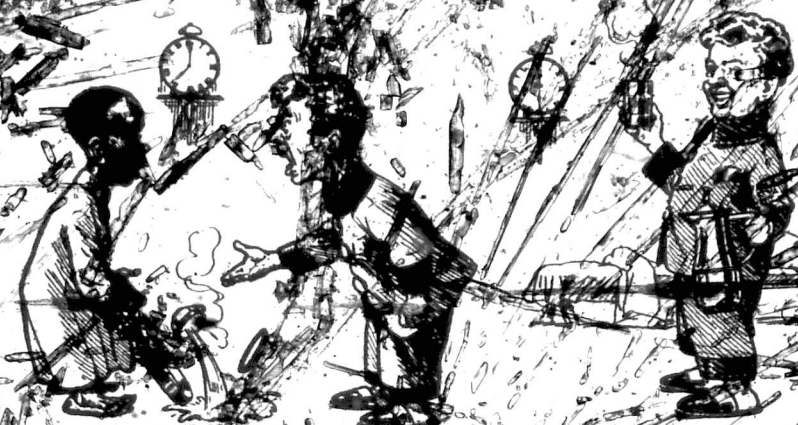
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WORK OF THE COLONIAL OFFICE

of the Dominions and Colonial Offices (Putnam, 7s. 6d. net) Sir George Fiddes, G. C. S. I., C. B., who was Permanent Under-Secretary of State for the Colonies from 1916 to 1921, has given us a volume which can be thoroughly recommended to all East African interests in administrative problems who would that the aims of the East African Empire are fully recognized and satisfied.

It was in 1660 that the Committee of the Privy Council was appointed by Charles II. It was followed a few months later by further Orders in Council creating the "Council of Foreign Plantations." The duties assumed by this Committee have grown to-day, and are worth recalling. They were as follows: "To require the Governors and send an account of their affairs and constitution of their Laws and Governments; To order and settle a continual correspondence with the Governors; To propagate the Gospel; strict orders and Instructions to be sent for regulating and reforming the abuses of planters and servants; to inquire into the Government of foreign plantations, and if good and practicable to apply them to our own colonies." In 1801 this Committee was united by Letters Patent to the Council for Trade and renamed the "Council for Trade and Plantations," but five years later it was suppressed and its functions transferred to the Privy Council. After suffering various vicissitudes the administration of Colonial affairs was in 1801 entrusted to the Secretary of State for War, an arrangement which lasted for about half a century, until under pressure of the Crimean War the War Office was relieved of its responsibilities, which were transferred to the Secretary of State for the Colonies.

Fifty years ago the Department consisted of eighteen or twenty clerks, and cost some £35,000 per annum. Today, the personnel of the office numbers approximately 200, and the annual cost has increased to £700,000. The Colonial Office, however, still claims to be one of the cheapest. If we take the charges of the Departments of State, the subsidiary and connected organizations are given full treatment, and as so many of them have a direct bearing on East African development it is well to recall that the work of the Colonial Office is to considerable extent done through or with the aid of the Crown Agents for the Colonies; Colonial Audit Department; Tropical Diseases Bureau; Tropical Diseases Research Fund; Colonial Advisory Medical and Sanitary Committee; Imperial Bureau of Entomology; Imperial Bureau of Mycology; Colonial

Survey; and the Colonial Research Committee of the University of London. In the Eastern and Western (Tory) Colonies, the above is also in the (British) Tropical Colonies. Dependence covers a Tropical Committee, the Botanic Gardens, Kew, the London and Liverpool Schools of Tropical Medicine, and the Nurses' Nursing Association.

The work of the East African Currency Board is briefly but carefully described, and there is a good and unbiased account of the Indian question in East Africa, while the chapter devoted to East Africa is an excellent little record of the history of the last thirty or forty years in those territories.

FUN ON THE VELD

MR. LEONARD FLEMMING, one of South Africa's well-known humorous writers, has collected in "Fun on the Veld" (Casell, 7s. 6d.) a number of sketches of the lighter side of farming. Now and then he reminds one of Professor Stephen Leacock, who more often he recalls everyday situations and conversations in a young African colony. Though he writes of the Orange Free State, his quips and quirks are often equally applicable to East Central Africa. Take a few typical passages.

"Here are three great financial errors in the career of a farmer. It takes a lot of money to start it; it takes a lot more money to keep it going; and it requires a lot of somebody else's money that you eventually sell it for."

"To help the farmer along by wearying the Native employs Natives. You can get them in any colour from ebony black to light yellow at an price. Whatever price they are, they are pretty cheap. The farmer supplies them with old clothes, food, and wages, in return for which the Native supplies the farmer with labour and cheap cases."

"As a boy gets from ten shillings to fifteen shillings a month at first, afterwards he gets, as a rule, one pound of three months."

"Capital is a thing with which you start some concern. Later you are the one to stop your concern."

"An orange in a lemon is a lemon."

The sketches vary considerably in merit, those which deal with South African farm life being generally a good deal better than those treating other subjects. The author's ability to laugh at himself, his troubles, and his failures is the central factor of a rather successful collection of amusing items.



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### TWO MORE DEEP-WATER BERTHS FOR MOMBASA

The Government has sanctioned the Kenya Native Council last week, and Edward Grigg announced the sanction and plans received for construction of two additional deep-water berths in the port of Mombasa. The Government stated that the question of control had been temporarily solved by an agreement that the port should be regarded as a railway service until the end of 1927. For the meantime the port's finances are submitted separately.

### BRITISH EAST AFRICAN COFFEE CO. LTD.

The British East African Coffee Co. Ltd. has been registered as a private company, with a nominal capital of £1,000, £1 shares (500 6% cumulative preference and 500 ordinary). Objects: To carry on the business of coffee merchants, including the importing of coffee and sale of same in England and elsewhere; general exporters of all commodities to East Africa and elsewhere.

The subscribers (each with one share) are: A. W. Hodson, Traveller's Club, Pall Mall, S.W.; H. M. Consul, Capt. F. R. Bacon, "Fahara", 21 Penn Hill Avenue, Parkstone, Dorset. The first directors are F. R. Bacon, R. C. Bacon, and Violet D. Matheson. Secretaries: Truett Castleman, Smith and Wilson, Blandford.

### STOCK-FARMING IN KENYA.

To the Editor of "East Africa."

Your Nanyuki Correspondent has recently contributed some articles on stock-farming in Kenya. The correctness or otherwise of facts appearing in East Africa is of the greatest importance as people in England whose thoughts are turning to another country in which to live may be induced by what they have read in your columns to try their luck in Kenya.

Now I venture to give that one stock farm in Kenya which on *bona fide* stock-farming for its profits has ever earned a profit of 15% within a year. Your correspondent states that high-grade heifers would fetch anything from £1 to £25 each. I can only reply that to-day high-grade heifers are probably not worth a penny more than £2 each. He takes no account of cost of land, dips, necessary buildings, including the big ones, labour and possibly for labour (a very expensive matter at Nanyuki), inoculations for blackwater, anthrax, colon bacillus, etc., deaths from all these diseases and from wild animals and carelessness on the part of native herds. He does not mention the possibility of being in quarantine for East Coast fever, and being unable to market one's livestock when one is lucky enough to have any for sale.

It is true that stock-farming in Kenya to-day holds out the promise of a nice life, but it is useless for anyone to attempt it without a fair capital behind him. It will take anyone five years of earnest endeavour to find his feet, and it will take him five years longer to be firmly established. Let those who wish to cattle farm in Kenya come by all means, but come with their eyes open.

### DAMAGES FOR EAST AFRICAN EDITOR.

Bartholomew v. "East African Standard."

In the King's Bench Division, before Mr. Justice Goff, Rodney Arthur Bartholomew of Westbourne Grove, W., was last week awarded £687 damages against the "East African Standard" for breach of contract.

Mr. Merriman, K.C., and Mr. L. R. Lippett appeared for the plaintiff, and Sir Patrick Hastings, K.C., Mr. Lowry Poxon, K.C., and Mr. J. St. C. Lindsay for the defendants.

The plaintiff's case was that he had been wrongfully dismissed from his position of editor of the "East African Standard" Nairobi, in breach of his agreement of employment. On his behalf it was stated that he had joined the staff of the paper as sub-editor in August, 1917, and later been appointed joint editor on a four years' agreement, terminating on August 27, 1921, at a salary consisting at £32 10s. per month and rising to £40 per month; and that later, following a difference of opinion between the other joint editor and one of the proprietors of the paper, he had entered into a verbal agreement to act as sole editor, his salary being fixed at 1,000 rupees monthly.

In April, 1921, Mr. Bartholomew came home on six months' leave on three-quarter salary, and while in the country he received notice that under the agreement of 1917 his engagement would terminate on August 27, 1921. He claimed that by the custom of the journalistic profession he was entitled to twelve months' notice to terminate his employment, the contract being silent on the point, and that he had in June, 1921, been wrongfully dismissed without such notice. He claimed 12,000 rupees (£1,440) damages.

For the defence it was contended that the only agreement in existence was the one appointing the plaintiff joint editor, and that as his engagement under that contract automatically ended on August 27, 1921, no notice was necessary. The defence denied the claim that it was the custom for editors to be employed subject to twelve months' notice.

The judge in summing up commented on the anomalous position that according to Mr. Bartholomew, linotype operators employed on the paper were drawing more money than he was when joint editor.

The jury found that the agreement of August 1917 had been discharged, and that the plaintiff was entitled to twelve months' notice. By agreement between the parties Mr. Bartholomew was accordingly awarded £687 and costs.

Any advertisement, notice, or other matter published in this journal is subject to the conditions, terms, and regulations of the publishers, which may be obtained on application. Apply Box 100, East Africa.

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This Week's Issue of "East Africa" contains a Special Liverpool East African Supplement of 12 pages continued from page 132.

A READER'S APPRECIATION.

To the Editor, East Africa

I have much pleasure in enclosing my subscription for East Africa for your third year, and in doing this may I congratulate you on the success of your efforts. You seem to go from strength to strength. I am glad to support you because I do not only feel you are doing a bit of good in the world in making known to the general public something of the great worth of our colonies in Africa to Britain, but you have done much towards bringing the colonies together, so that none of them shall be left out. You have done much too in your efforts to promote the unity of the body between all sections of the community, officials, settlers, missionaries, and last but not least the Natives.

Personally I am grateful for your unflinching championship of the settlers against the malicious libels so often uttered by those who ought to know better. I am glad you exposed that article in the *Western Weekly* by "Kweli." A more malicious article I have seldom read, and I am not astonished

that "Kweli" does not reveal his name, so that his history might be traced and his right to speak about Kenya and other settlers might be known.

But I am glad to see what a watchful eye you keep on the unscrupulous efforts to promote German interests in East Africa. I fear this is a very real threat, perhaps more so, by the recent "understanding" said to have been reached between France and Germany. I hope for the cementing of the East African Dependencies, and the federation to defeat this most probable effort on the part of Germany, and I much hope that it will not be long before Northern Rhodesia is taken up with Dar-es-Salaam, giving Northern Rhodesia and Nyasaland their own British port. May East Africa in its third year meet with more and yet more success.

With every good wish,  
Yours, etc.  
G. H. SHAW

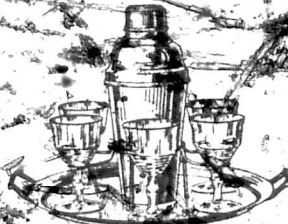
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**MAJOR WALSH REVISITING EAST AFRICA.**

MAJOR CONRAD WALSH, Managing Director of the East African Investment Co., Ltd., East African Progress Co., Ltd., and a director of the Usambari Sugar Co., Ltd., Messrs. Hard of (East Africa), Ltd., and other enterprises, leaves tomorrow to revisit East Africa. His principal object is to inspect the twelve sugar estates along the Tanga Railway already opened by his group of interests and to investigate conditions of cultivation, production, labour supply, and other general problems, both in Tanganyika Territory and in Kenya Colony and probably Uganda. Sir Sydney Henn, chairman of the East African Investment Company, who is due to arrive in East Africa at the end of December, will be met by Major Walsh, and the two directors will have a number of visits in company. Major Walsh does not expect to return to this country until the daffodils are out.

We were very interested to learn in conversation with Major Walsh that his companies are giving consideration to commissioning a chemist of men qualifications to visit the Tanganyika estates, to report upon the possibilities of improved methods of decollication of the sisal leaf in which process, as is well known, considerable wastage at present occurs, as a matter of fact, an average fibre extraction of 3% of the weight of the leaves regarded as satisfactory under existing conditions. Another of the duties of the chemist will be to investigate the soil conditions most favourable to sisal cultivation, for conflicting views on this question are still held by planters of considerable experience.

**VICTORIA NYANZA SUGAR COMPANY.**

The Victoria Nyanza Sugar Company Ltd., whose registered offices are at 408, Collins Street, Melbourne, Australia, has recently advertised particulars of the company for public information, this being doubtless a preliminary to the granting of a settlement in the shares on the London Stock Exchange. The capital is £400,000 in shares of £1, of which 200,000 were issued for cash and are fully paid, while 100,000 shares were issued as fully paid to the vendor.

The directors are Messrs. George Russell Mayers and Eric Mayers, both of Mtwani, Kenya, and S. B. Bailey, T. L. Nott, E. S. Maim, H. Manners, and C. E. Palmer, all of Australian address. Messrs. G. W. W. MacKinnon and Archibald Christie, both of 27, Old Broad Street, E.C. 2, constitute the London Board, of which Mr. W. H. Bryant is Secretary.

**DABAGA FARMING COMPANY LTD.**

The Dabaga Farming Co. Ltd. has been registered as a private company, with a nominal capital of £5000 in 5000 ordinary shares of £1 each, and 1000 deferred shares of 1s each. Objects: To acquire any lands and buildings in Tanganyika Territory or elsewhere, to develop the lands by clearing, farming, and mining, and by promoting immigration, establishing towns, etc. We understand that the company has already embarked on working operations in the Iringa district.

The subscribers, each supplying for one ordinary share are: A. Glencross, 51, Carlisle Street, W. Export merchants, and T. B. Naylous, 105, Pennington Street, A. Registered office: 63, New Broad Street, E.C. 4.

**MOZAMBIQUE COMPANY LIMITED.**

The report of the Companhia do Moçambique for 1925 shows that a further 500,000 shares were issued during this year, 310% being landed to the Portuguese Government. At December 31st the funds totalled £207,983. Profits in Africa amounted to £66,154 and to £68,330 in Europe, giving a total of £134,484, as compared with £106,244 in 1924.

The directors do not propose payment of any dividend on account of the need to regularise the difference of exchanges resulting from the conversion into gold of all the assets and liabilities in the balance sheet, and new fluctuations of foreign monetary values subsist, and because of the manifest necessity to proceed to some amortisations in order to consolidate the balance sheet.

From the profits shown in the balance sheet of £193,534, there were deducted in 1925 the percentages and amortisations of 1924 and the addition to the special reserve fund approved by the general meeting of January 20 last totalling £22,642, leaving available £130,891.

**UGANDA COMPANY LIMITED.**

The report of the Uganda Company Ltd. for the year ended October 31, 1925, shows a profit of £43,400, which makes £55,515 with the amount brought forward. £4,985 has been transferred to contingencies and taxation reserve, and it is recommended that a dividend of 10% less tax be paid for the year and a further £2,500 be transferred to reserve.

The directors state that the additional capital issued last year has been fully utilised, and to permit further extension of the company's operations they propose to issue the balance of 30,000 £1 shares authorised, these being offered to shareholders at a premium per share pro rata to their present holdings.

Mt. Colonel E. D. Barden and Mr. J. D. Lees have joined the Board.

East Africa learns that Sir Sydney Henn, K.B.E., M.P., has joined the board of Messrs. Bird and Company (Africa) Limited.

**1926**

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**NYASALAND TRAFFIC DIFFICULTIES.**

Report of Merchants' Association.

MR. A. BISHOP, Secretary of the Nyasaland Merchants' Association, has sent us for publication the text of the report made by the deputation of three members sent by the Association to investigate traffic problems at Chindio and Murraça on the Zambezi River, but on account of its length we are constrained to confine ourselves to the following extracts;—

The Customs Office at Murraça closes from 11 a.m. to 1 p.m., and the Customs Office at Chindio from 12 noon to 2 p.m., which practically amounts to a stoppage of three hours in the middle of the day and results in delay to traffic where its movements cannot be made to synchronise with the respective hours on either side. This is especially the case when papers are presented at Murraça for clearance some twenty minutes before 11 a.m., and through dilatoriness on the part of the Customs officials clearance delayed until 1 p.m., with the result that the traffic could not be entered in at Chindio until 2 p.m. We recommend that steps be taken to try and get the official hours at both Customs synchronised.

A comparative statement of traffic for the periods Jan. 7 to Aug. 22 shows that in 1926 the quantities dealt with were about 40% greater than in the former year. While this increase is pleasing, there is nevertheless a very serious congestion of ocean-borne traffic at Beira, which means that the commercial community has not enjoyed the additional facilities that the increased figures appear to convey. It appears that the greater proportion of import traffic was Beira local cargo, which is apparently receiving preference to the detriment of overseas traffic, thus increasing the aforesaid congestion and so incurring storage charges on the latter which local cargo does not incur. Though we recognise that Beira is a local cargo, viz., flour and petrol, should enjoy this preference, we think that some discretion might be exercised in accepting Beira local traffic of a similar nature to overseas goods. As the storage charges have been and are being incurred through the failure of the railways to accept the consignments within a reasonable time after their arrival at Beira, we contend they should be borne by the railways.

Allowing for one goods train per week of 500 tons and say, 200 tons of T.Z.R. intermediate traffic per the mail train, i.e., a total tonnage of approximately 2,800 tons per month, it would appear that the railways are still not running to their full capacity. We have been informed by those in a position to know, and have formed the opinion ourselves that the capacity of the ferry is approximately

100 tons per day each way, which we consider sufficient to cope with Nyasaland traffic. The ferry is not, therefore, running to its full capacity.

We welcome the information that three more mechanical conveyers are on order, one for Murraça and two for Chindio, and are informed that it is proposed to expend a sum of £100,000 on facilities at the river, but we contend that the extra expense of qualified Europeans at both Murraça and Chindio, with one superior to control and co-ordinate the work, will go further to ensure smooth and speedy working than this huge suggested expenditure. The present craft is in good condition and sufficient for the needs of Nyasaland traffic, and we consider that it is neither right nor proper that barges should be taken off the ferry work for other purposes.

**OUR NYASALAND LETTER.**

From Our Own Correspondent.

September 13, 1926.

Just a thought or two concerning the Nyasaland Merchants' Association report on traffic problems, of which I believe a copy has been sent to you direct: (1) The main cause of delay appears to be attributed to the staff at Beira, where the Beira and Mashonaland and Rhodesian Railways work the traffic. That looks as though our railways have been getting a deal of blame for the fault of someone else over whom they have no control; (2) Trouble at the Zambezi is put down to lack of foresight on the part of the Railway Administration. But who can foresee the vicarities of such a river, whose main channel changes so frequently? Why, even the ferry landing place at Murraça is below the station this year, whereas hitherto it has, I think, always been above the station in the dry season. I am not seeking to champion our railway—every railway is the butt of public criticism at times—but it seems only fair to point out these obvious facts.

**News in Brief.**

Whooping cough is causing much anxiety amongst the mothers in Blantyre, and when one considers how very changeable our weather has been of late, it is not to be wondered at. Summer weather one day and mid-winter the next has been the order of the last few months. Now conditions seem to be getting more settled.

Last week end the Lintbe Country Club (this year's winners of the Bowling Shield) tried conclusions with a team representing the Rest of Nyasaland and were beaten by six wickets.

**NYASALAND — OPPORTUNITIES FOR INVESTORS AND SETTLERS.**

J. STOREY, of Blantyre, Nyasaland, who is now in this country, has the following properties for sale

**TOBACCO**

Group of estates with all necessary dwelling houses and tobacco buildings, comprising about 9,000 acres freehold land near rail head, in full working order. Smaller estates from 600 to 2,000 acres, with all buildings complete. 6,000 acres freehold undeveloped land.

**TEA**

Estate of 4,000 acres, with 200 acres planted with tea and 200 acres tobacco land, with all necessary buildings. Estate of 3,000 acres freehold land with buildings, and about 50 acres planted with tea. Adjoins one of the best tea plantations in the country. Suitable property of 1,000 acres as above.

**SISAL**

Estate of 11,000 acres freehold land, 7,000 acres planted with sisal. All machinery and plant and buildings in full working order and producing best grade sisal.

Full particulars from A. J. STOREY, 5, Bromley Grove, Shortlands, Kent

# Our Woman's

# Page

## NEWS, NOTES AND NOTIONS.

### Autumn Tints

SEPTEMBER this year, at least in the South of England, has few autumn tints to offer those nature-lovers to whom it is the month of months; the rains of July and August were still keeping the foliage fresh and green when, according to the calendar, leaves should have been russet and ready to fall at the first puff of breeze. "But with October autumn has come."

The parks, gardens and countryside have their rich covering of water-coloured leaves, robins are renewing friendships with human beings whose daily offerings of crumbs did not seem essential in the warmer, longer days, and the fascinating little grey squirrels on Hampstead Heath, and in the parks are on the alert for the nuts which they boldly advance to receive from the passerby. The mists linger lightly and stuffily over the lanes in the early and late hours of light; there is a new freshness in the morning, a keener zest in the evening air.

Many an East African will picture our lovely, colourful autumn and see in memory a flaming sunset lighting up the woodland, rich with deep reds, oranges and golden autumn tints, robins, and warblers warbling happily in the old oak tree, a scamper over the soft carpet of fallen leaves, and the flash of a white bobtail.

### On the Warpath for Bart's.

For several years past our newspapers have generously assured success to what has come to be known as Fleet Street's Week for Bart's (otherwise St. Bartholomew's Hospital), but probably last week's celebration will prove to have been the most productive of these annual events. The methods adopted to collect money for one of London's best known institutions were boisterous, but none the less effective. Medical students in fancy dress, nurses and other enthusiastic volunteers raided

public banquets to levy toll; they collected in restaurants and theatres, buses and business premises, and to round off their disciplined lawlessness kidnapped two M.P.'s and held them to ransom! If the performers got fun and cash from their week of gay highway robbery, the public seemed to enjoy the fun no less thoroughly. Buns, needed—and needed—all the money it can obtain to carry on. The treasurer, St. Bartholomew's, London, will very gratefully welcome any donations, however small, from readers who would care to help in the hospital's splendid work.

By the way, in connection with the Overseas Nurses Ball to be held at Australia House, Strand, on October 28, Sir Alan Cobham has offered an air trip with himself as pilot as one of the prizes, while a return trip from London to Paris or Brussels has been offered by Imperial Airways Ltd.

### Shoes

Shoes of lizard, crocodile, snake and ostrich skin are being worn again this season. At a recent shoe parade many new designs were shown, including a new model named the half-boot, which is a chic and dainty shoe fastening high on the foot and held firmly by elastic or by woven laces. Another attractive pair was designed in beige crocodile and finished with a soft brown kid strap.

At the International Shoe Fair, which has just been held at Islington, Russian boots for infants were exhibited made of the softest texture, lined with wool, and edged with white fur, but the prettiest shoes I have seen recently for baby were made in a light fabric teddy bear cloth, the front of the shoe forming a bunny's head, ornamented by two little ears cut out of the same material, then lined with swansdown, two small black buttons being stitched on to resemble the eyes. The effect is quaint and pretty—and how a kiddie would love them!

### "NAMES"

## To Preserve Health and Strength

Physical health and mental alertness during exhausting climatic conditions can be maintained if you make "Ovaltine" your daily food-beverage. A cup of this highly nutritious beverage taken regularly in the morning imparts a delightful feeling of freshness and vigour which enables one to carry out the day's duties with ease and pleasure. Taken at night it restores energy and ensures sound, restful sleep.

This delicious combination of the concentrated food elements extracted from malt, milk and eggs contains all the essential factors necessary for a complete and perfect food. Prepared in a minute with fresh, condensed or evaporated milk.



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and Stores

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A. WANDEL, Ltd.  
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# The BRITISH INDUSTRIES FAIR



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1927

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CASTLE BROMWICH, BIRMINGHAM

## MANUFACTURERS

This is an Imperial Fair and Empire produce and manufactured goods may be exhibited. Empire firms may show either in a Section organised by their own Government or in the appropriate section at the Fair.

## BUYERS

should make arrangements to visit the Fair during 1927. It will be a bigger and better Fair than ever before. The finest display of quality goods the world has ever seen will be on view.

Full particulars and Invitation Tickets may be obtained from the nearest British Legation, Consulate or Trade Commissioner.

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LONDON, ENGLAND,  
or  
THE SECRETARY,  
CHAMBER OF COMMERCE,  
BIRMINGHAM.



# EAST AFRICA'S INFORMATION BUREAU.

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

Mr. Marcus, one of Kenya's oldest business men, is on a visit to Europe.

Cash on delivery parcels received in Kenya and Uganda from Great Britain during last year were more than double those of the previous year. The figures for 1925 were: Kenya, 4,704 parcels, valued at £15,627; Uganda, 3,134 parcels, valued at £8,741. This is, of course, in addition to the ordinary parcel post traffic.

The current Monthly Review of Barclays Bank contains the following report from Khartoum:

"The general market tone remains slack, owing to a promising rain supply not developing. Crop prospects are reported from most parts to be less favourable, and, in consequence, dura prices have risen. The official estimate of the next cotton crop (including Gezira) is 484,238 kantars Sakellariides and 90,745 kantars American. The extension of the Gezira irrigation scheme, costing £1,500,000, and designed to irrigate about 100,000 feddans of land, is to be commenced in November."

Government Notice (No. 114 of 1926), published in the Northern Rhodesia Gazette, announces that a rebate of the Customs duty paid upon goods imported into the Territory will be granted when such goods are exported from the Territory, in the same condition as when imported, to any of the following countries, *via*, Belgian Congo, Portuguese East Africa, Portuguese West Africa, Nyasaland, and Tanganyika Territory. The grant of such rebate is subject to the provisions of existing regulations and to any further regulations that may be prescribed in the future.

It is reported from Lisbon that the Companhia Nacional de Navegacao is to be officially subsidised for the purpose of running regular steamship services between Portugal and East Africa.

A firm established at Lourenço Marques is anxious to obtain the representation for Portuguese East Africa of a British manufacturer of motor-car tyres. Further particulars may be obtained from the Department of Overseas Trade by quoting reference No. 490.

Mr. E. Booth, general merchant and exporter of 18, Long Millgate, Manchester, leaves England by the s.s. "Saxon" on November 5 on a business trip to Nyasaland, and invites correspondence from any firm interested in the Nyasaland market. Samples, catalogues, and price lists should be sent as early as possible to Mr. Booth, who handles merchandise of all kinds, although specialising in piece goods, clothing of every description, boots and shoes, millinery and fancy goods, hardware, motor cars, lorries and cycles.

### SUDAN PARCELS POST BUSINESS.

The number of parcels dealt with during 1925 was 272,018, an increase of 24,385 on the total of last year, and receipts were £19,742, as against £17,594. The chief items of note are increases of 16,000 received from Egypt, 2,000 from Great Britain, and 3,000 from foreign countries other than India.

### LARGE CARGOES AT BEIRA.

Maize Export Activity.

From a Correspondent.

Large import and export cargoes were handled at Beira in September. The s.s. "Kasenga" landed 4,752 tons of general merchandise, which is said to be the largest single import cargo unloaded at Beira since the war, and the s.s. "Aspen" loaded 28,700 bags (nearly 5,000 tons) of Rhodesian maize in bulk. The railways estimate that the total export of Southern Rhodesian maize through Beira this season will attain 100,000 bags (20,000 tons). Owing to the abnormally wet season, the maize crop in the Mozambique Company's territory was poor, but 20,000 tons of Territory maize were booked for shipment in September, and the maize grading and cleaning plant has been working at full pressure for some time past.

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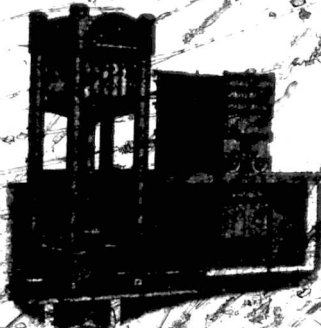
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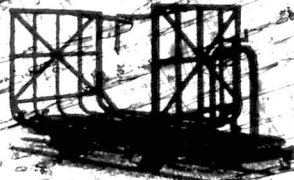
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Composition of a Sample of Seychelles Guano		
Moisture	13.60%	Iron and Alumina
Insoluble Matter	2.4%	Phosphoric Acid
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Equivalent to Trivalent Phosphate		63.70%

Address: PORT VICTORIA, MAHE, SEYCHELLES.  
LEVER HOUSE, BLACKFRIARS, LONDON, E.C. 4.



**EAST AFRICAN PRODUCE REPORTS**

With continued small supplies, prices remain at about the same level, as follows:

<b>Kenya</b>	
A sizes	140s. 0d.
B	130s. 0d.
C	110s. 0d.
Peaberry	144s. 0d.
Triage	113s. 0d.
<b>London cleaned</b>	
First sizes	135s. 0d.
Second sizes	124s. 0d.
Third sizes	110s. 0d.
Peaberry	125s. 0d.
<b>Uganda</b>	
Peaberry	87s. 6d.
<b>Tanganyika</b>	
<b>Arusha</b>	
London cleaned	
First sizes	123s. 0d.
Second sizes	127s. 0d.
Third sizes	100s. 0d.
Peaberry	128s. 0d.
<b>Kilimanjaro</b>	
London cleaned	
First sizes	130s. 0d.
Second sizes	120s. 0d.
Third sizes	100s. 0d.
Peaberry	138s. 0d.

London stocks of East African coffee stand at 18,700 bags against 27,372 in 1925, and 20,500 bags at the corresponding period of 1924.

**COFFEE**

In their current circular the Liverpool Cotton Association states that good business has been done in African cotton, quotations for East African sorts being raised 30 points. Imports of East African sorts into Great Britain during the eleven weeks since August 21 total 25,417 bales, as against 43,000 in 1925-26, 21,000 in 1924-25, and 17,000 bales in the first twelve weeks of the 1923-24 season. Deliveries to spinners stand at 31,610 bales, the average weekly deliveries since August being 2,270 bales.

**Sisal**

Little business has been done in African sisal on account of the uncertainty as to the future price of Mexican sisal. Good marks of No. 1 Tanganyika and Kenya have been sold afloat at £42 to £43.10s. c.f., but buyers are not at present taking further supplies on this basis. Buyers are offering around £40 for No. 2 qualities. **Text**—With an upward tendency in values, the value of No. 1 quality is about £30 c.f.

**TEA**

At the last auctions 150 packages of Masaland tea were sold at the average price of 13.03d. per lb., of which 67 packages were from the Mini Mini Syndicate at 1s. 2½d. per lb., and 82 packages from Thorwood Estate, selling at the average price of 11.1d. per lb.

**OTHER PRODUCE**

**Beeswax**—Fair to good quality East African block is worth from 160s. to 165s. spot and 155s. c.f.  
**Castor Seed**—Steady, the value of November/December shipment to Hull being quoted unchanged at about £15.

**Cotton Seed**—A fair quantity of East African is reported sold at 26 for October/January shipment.

**Flax**—No improvement has occurred in this fibre, and prices still show a lower tendency. Values of East African are according to quality £45/£52 £28/£35

**Cocoa**—The nominal value of East African is £20 for October/December shipment.

**Maize**—The value of East African No. 2 white flat to the Continent remains at 3s. 0d., the only business done recently being in small parcels. No. 7 grade, to the Continent, is valued around 3s. 7d.

**Sisal**—The value of November/December shipment on a quiet market is about £22 15s.

**NEWS OF OUR ADVERTISERS.**

The humour of Mr. Harry Rowntree's illustrations lend both interest and force to the advertisement in this issue for Thermos (1925) Ltd. whose Managing Director, Mr. L. J. Sawney, thus initiates a bold planned sales campaign for products which should certainly have greatly increased sales in the East African territories. In America both men and women now regard Thermos articles as indispensable; in Australia and New Zealand their popularity is rapidly increasing; East African climatic conditions should ensure general use for a number of the many lines manufactured by Thermos (1925) Ltd., the originators and pioneers of the vacuum flask. The genuine Thermos is practically unbreakable, is sold at the lowest possible price consistent with quality, and is claimed to be by far the cheapest in the long run. Stocks should shortly be carried by every important trader between the Mediterranean and Southern Rhodesia, and Mr. Sawney invites inquiries for catalogues and trade terms from East African shippers, wholesalers, and retailers.

Messrs. Goodwin, Barsby and Co. Ltd., Leicester, inform us that the Nigerian Public Works Department has recently ordered twelve of their patent Springfield concrete block machines for the manufacture of a special type of hollow concrete block, intended for the construction of burglar-proof walls in that territory. The chief advantages claimed for blocks constructed with this machine are: (a) that while the wall is hollow, no ties and braces are necessary to keep the inner and outer walls together; (b) the inner wall is kept perfectly dry; (c) the block being made face downwards, a very much better face results, also enabling an impervious face of best quality concrete being put on without increasing the cost of the main block; (d) the block is exceedingly easy to handle in construction, matures quickly after manufacture, and can be made with coloured faces if desired. Full particulars can be obtained from Goodwin, Barsby, Leicester.

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**PASSENGERS FOR EAST AFRICA.**

THE s.s. "Gascon," which left London on October 14 for East Africa, carried the following passengers from

*Port Sudan.*  
 Mr. F. W. Bfaithwaite  
 Mr. A. Burns  
 Mr. W. H. Collins  
 Mr. Featherstone  
 Mr. E. W. E. Gregg  
 Mrs. Kerrison  
 Master W. A. Kerrison  
 Master G. F. Kerrison  
 Mr. Miller  
 Mr. L. A. Palmer  
 Mrs. Palmer  
 Master N. L. Palmer  
 Mr. F. Riggs  
 Mr. A. W. Sleigh  
 Mr. W. H. Trotter  
 Mrs. Trotter  
 Mr. C. Ward

*Marseilles to Port Sudan.*  
 Mr. A. R. Gian  
 Capt. E. W. Hylton  
 Mr. T. G. Rout  
 Mr. Rout  
 Master D. F. Rout

*Naples to Port Sudan.*  
 Mr. L. D. Warn  
 Mrs. Warn  
 Mr. P. E. Williams

*Mombasa.*  
 Mr. J. Anderson  
 Mr. H. Bearcroft  
 Mrs. Bearcroft  
 Miss Bearcroft and nurse  
 Mr. D. Bigg  
 Miss F. M. Bond  
 Mrs. H. A. Campbell  
 Mr. Carpenter  
 Mr. F. B. S. Clarke  
 Mr. F. A. C. Clarke  
 Mrs. R. Deansley  
 Mrs. S. M. Douty  
 Mrs. S. M. Fichat  
 Miss S. C. Fichat  
 Miss M. M. A. Gaye  
 Mr. E. H. Hansen  
 Mr. T. Hughes  
 Master Keeche and nurse  
 Mr. D. Kemp  
 Mrs. Kemp  
 Master J. M. Kemp  
 Mrs. R. Knowles  
 Capt. Le Grand  
 Mrs. Le Grand  
 Mr. Lloyd  
 Mrs. Mackie  
 Miss Mackie  
 Mrs. W. Mag  
 Mr. A. S. Moscaudrie  
 Mr. E. Osterman  
 Mrs. W. Pike  
 Miss Pike  
 Mr. R. T. Radford-Poll

Mr. Ripston  
 Mrs. C. Rankin  
 Mr. Sheldon  
 Miss E. L. Sinclair  
 Dr. Van Sontaren  
 Mr. C. W. Wilkinson  
 Mr. P. A. Wortley

*Marseilles to Mombasa.*  
 Mr. R. J. Dunlop  
 Mrs. Dunlop  
 Miss J. Dunlop  
 Mrs. E. M. Elsam  
 Major Noel S. Hutton  
 Major G. J. Keane, D.S.O.  
 Mrs. Keane  
 Mr. A. Maxwell  
 Mr. P. G. Pollard  
 Mrs. Pollard

*Genoa to Mombasa.*  
 Mr. E. W. D'Olier  
 Mrs. D'Olier  
 Miss B. Massey  
 Mr. P. Miller  
 Mrs. Miller  
 Lt. Comdr. C. H. de M. Woods, R.N.

*Naples to Mombasa.*  
 Mr. Stromack

*Marseilles to Zanzibar.*  
 Mrs. H. Murphy

*Dar-es-Salaam.*  
 Mr. C. V. Curtis  
 Mr. L. M. Marescaux  
 Mr. A. S. Maudison  
 Mr. J. W. Smithurst  
 Mr. G. M. Stockley  
 Miss G. D. Underwood  
 Mr. W. A. Willcox

*Marseilles to Dar-es-Salaam.*  
 Dr. Dupont  
 Mrs. Dupont  
 Mr. Haase  
 Mr. Campbell  
 D.S.O., R.N.

*Mozambique.*  
 Mr. C. F. Bell  
 Mrs. Bell

*Beira.*  
 Mr. Bell

*Beira to Beira.*  
 Miss E. Filippi

*Lovango Margas.*  
 Mr. R. S. Mackenzie  
 Mrs. Mackenzie

**PASSENGERS FROM EAST AFRICA.**

THE s.s. "Explorateur Grandier," which arrived at Marseilles on October 7, carried the following passengers from

*Dar-es-Salaam.*  
 Mr. H. Baker  
 Mr. Bruneau  
 The Hon. C. C. Dundas  
 and Mrs. Dundas  
 Mrs. C. Wallis  
*Mombasa.*  
 Miss Bateman  
 Mr. P. G. Carew  
 Mr. R. N. Cobbold  
 Mr. Nigel Cresley

Mrs. A. Crisp and three children  
 Major H. Dote  
 Mr. and Mrs. Fitzgerald  
 Mrs. M. Gulland  
 Mr. and Mrs. Hitchings  
 Mr. and Mrs. Kerhoff  
 Mr. and Mrs. Murray  
 Mr. R. P. Quaily  
 Miss Stephen  
 Mrs. Alan Tompson  
 Major F. Turner

**EAST AFRICAN STEAMSHIP MOVEMENTS.**

**BRITISH INDIA.**

"Modasa" arrived Suez from East Africa October 14  
 "Madrura" arrived Port Sudan for East Africa October 14  
 "Subera" arrived Beira, October 10.

**CLAN-ELLERMAN-HARRISON.**

"Clan Macbeth" left Aden for East Africa October 13  
 "Wayfarer" left Port Said for East Africa October 14

**HOLLAND AFRICA.**

"Rijntje" left Cape Town, homewards, October 14  
 "Springfontein" left Mozambique for further East Africa ports, October 14  
 "Nieuw Amsterdam" for East Africa, October 11  
 "Meiskerk" left Marseilles, homewards, October 11  
 "Billies" arrived Dar-es-Salaam for further East African ports, October 10  
 "Nykerk" arrived Cape Town for East Africa, October 10

"Java" left Amsterdam for East Africa, October 12  
 "Klubman" left Hamburg for East Africa, October 10

**CASTLE.**

"Rawford Castle" left Beira for Natal, October 15  
 "Danfuo Castle" arrived Beira, October 15  
 "Gales Castle" left Palmas for Beira, October 14  
 "Garcia" left London for East Africa, October 15  
 "Gloster Castle" arrived Cape Town for Beira, October 18  
 "Hampover Castle" arrived Mombasa, October 17  
 "Ripley Castle" arrived Natal for Louren Marques, October 17

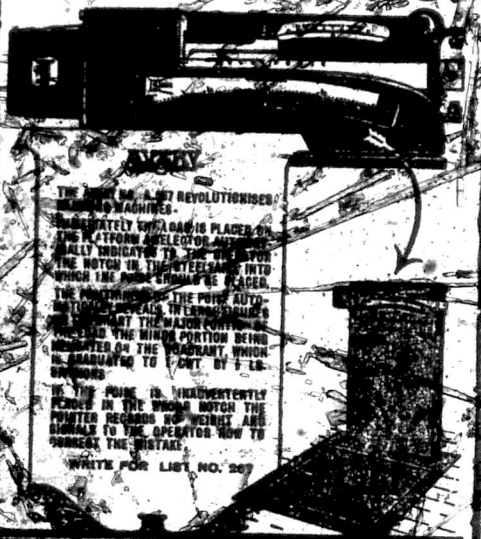
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