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EAST AND CENTRAL AFRICA.
A WEEKLY JOURNAL

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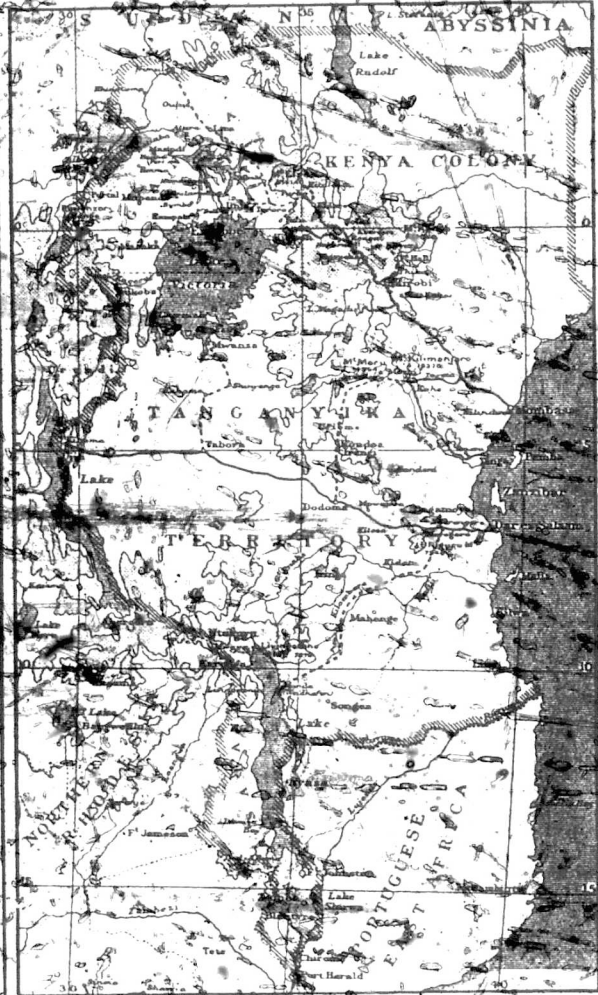
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Official Organ in Great Britain of the Convention of Associations of Kenya Colony

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91, Great Titchfield Street, Oxford Street, London, W.1.
Telephone: ANson 7370. Telegrams: "Limitable, London."

REMEMBEREST THOU?

The Empire stands silent for two minutes this morning in honour of its million dead, that million whose sacrifice was fittingly commemorated in Westminster Abbey as the first public act of this year's Imperial Conference. That thoughtful act of remembrance was sincere, significant, and symbolic, for it mirrored gratitude for the past, the hope for the future that the close comradeship of the trenches should be perpetuated in equally close comradeship in trade, and the conviction that the bonds knit in the Empire's hour of need require strengthening in these other hours of world-wide stress and trial; for as our Empire spokesmen from the Mother Country and from the Outer Marches have repeatedly said in these last few fateful weeks, our racial friendship must be cemented by more intimate business connections.

On this one day in the year each one of us is prone to think seriously of these vital matters. Let each remind himself that the single individual, however humble he may be, has something to contribute, something that no one else but he can contribute, namely, his mite of personal loyalty to the ideal and his determination to labour within his sphere of influence for the realisation of that ideal. And so we ask, "Rememberest thou?" To each reader in East Africa or in the Homeland the personal question must come insistently to day.

During the last twelve months there has been most definite and encouraging development of the Imperial idea and ideal, and in the further strengthening of that desirable conception East Africa has her part to play. When the war drums beat twelve years ago, no portion of the Empire responded more rapidly, more whole-heartedly, and more valiantly in these troubled days of peace there is laid upon us the equal duty of conscious, ready service.

"Rememberest thou?" might well be the self-posed question when assailed by doubts of the call to thought and action by the temptation to procrastinate, to take the easy course, to let things slide. Then must we remember our debt to those East Africans, white and black, who laid down their lives to point the road which we must follow.

On this day above all others we have no desire to stir old animosities, to emphasise old bitterness, but on this day more than on any other day of the year each individual East African should give thought to the destiny of the Dependencies which have been safeguarded to Great and Greater Britain solely by the voluntary sacrifices of those of our comrades who have passed beyond the grave. On this day more than any other, for instance, there is the duty to think of the future of Tanganyika Territory, which remains, and will remain, politically an integral portion of the British Empire. Of that we have not the slightest misgiving, but it is nevertheless disquieting to reflect that British ideals are being jeopardised by the steady influx of settlers of non-British race. Of their nationality and their aims we write nothing to-day, but we do say that as able as the British Empire is content to run the risk of allowing the development of white settlement and white civilisation in that mandated territory to be dominated by a non-British community, for so long will there be urgent need for the searching question "Rememberest thou?"



WEAR A
FLANDERS POPPY

A NYASALAND WAR-TIME STORY

Specially written for "East Africa."

[This story of a true episode which occurred in the early stages of the East African campaign has been specially written for the Remembrance Day Number of "East Africa" by a K.A.R. officer, who, although desiring to remain anonymous, is well known to East Africans.]

ANYONE approaching Chawali on this evening of late September in the year of grace 1916 would have been struck by the unusualness of the scene. There were no fishermen pulling in the heavy nets with long and steady pull, mats laden with fish caught as the result of hours of toils. No children played in the shallow water, or raced hither and thither in their tiny canoes. Even the women who should have been drawing water in this hour were nowhere to be seen. The landscape seemed quite deserted. We might almost have thought ourselves back in the turbulent days of the nineteenth century and faced with an imminent raid of the bloodthirsty Ma-Viti, from the very rumours of whose approach the people had already fled.

Such was brought to our ears the sound of wailing, long and plaintive, heart-breaking in its poignancy. It rose and fell in cadence infinitely mournful. Now the people came into sight, gathered round in a large semicircle, rending their garments and wailing, casting ashes over their bodies, the mourning band tied tightly round the forehead. Even the small children, who had at first gazed in wide-eyed wonder on the one who had finally joined their voices to the din.

It was terrible to behold this object misery of a people, their hopeless calling to some unknown and remote God, this useless sacrifice demanding the impossible, the restitution of the dead. For death had visited the people of Chawali's. News had come down from the far north, where the Europeans were fighting each other for some unknown reason. First had arrived the news of a great battle near Karonga, in the land of the Ahenga at the end of the lake, then the news of victory, followed soon by the tidings of death.

Chawali's had several representatives amongst the troops, for the best of their young men had for years past joined the colours. Only a month ago the steamers crowded with soldiery had been seen going up the lake, since then no word had been heard. No letters came or went, for none could write. Rumour alone could satisfy the craving for news, and rumour was never still. Fantastic tales had come and gone, but this time it was truth for the Resident himself had sent the news. Three men were no more. Mateu, Bakali and Sais had gone, and now the people in their agony waited in despair to the gods of their ancestors, doing what they could to ease the soul-journey of the departed, and to appease their spirits, now already perhaps returned to take up their abodes in the favourite haunts of life.

One old woman sat apart from the rest. She was very old, the bones showed everywhere through her shrunken skin, which hung in great wrinkled folds. Her deeply sunken eyes seemed hardly to see, her hair was snow white, her teeth were gone. Bakali, her only boy, was a soldier, and Bakali was dead.

The Resident said it was not her boy, but the son of Chusuf, her neighbour, who also had a son, Bakali, at the front. Was it so? Could this be true? How could she be sure? An insatiable hunger gnawed at her breast.

She must know. She must be certain—and the only way to be certain was to see for herself. These Europeans often made mistakes in names. Was she must go herself to see? Somewhere in the north she would find the troops, and there she would seek her son. She would follow the lake to its end. What mattered how far or how long it took? Without her son her life was finished, for who would support her? As well might she die on the road or at the front as here. Were he alive, one more sight of him would satisfy her and she would depart for the now hard world in peace and happiness. Yes, she would go; her mind was made up.

Next morning, having collected a few rods and ends, a blanket, cooking pot, and her total fortune of tinpence, she made her way to the *boma*, and there sought audience of the Resident. He tried to dissuade her, finally calling in the chief and his *Ukwa* to start to help, but all to no purpose. He spoke of the distance, the hardships, the inaccessibility of the troops; it was of no avail.

Bakali's mother merely mumbled, "I go to find my son alive or dead. Give me a road pass. What matter if I die? What matter the distance? I must know. My time is near. Grant me this one boon."

Finding his efforts fruitless, the Resident gave her a road pass, and in the goodness of his heart, gave the old woman five shillings to help her on her way, and a letter to the commander of the troops.

So Asha set out on her journey, and for twenty-five long days dragged her old and shrunken body ever northwards. From village to village she went, meeting with much kindness, but also much hardship. The road was long, the hills at times terribly high, the sun hot, water scarce. But on, ever on, she shuffled, her dull eyes on the track, her back bent, her feet sore, her body tiring and aching in every joint. Yet that indomitable spirit kept her going. "I must see Bakali, my son," she mumbled to herself.

Through her own Yao country she went, through Nyanja settlements, into the land of Angoni, through that of the Atonga into that of the Asisia, and how the mountains grew ever larger and larger. It was bitterly cold at night, food was shorter, people not so kind. But the old woman kept ever on. So she came at last to the end of the lake.

Carrying her letter boldly in a cloth stick, dirty, all but exhausted, she marched up to the perimeter of the military encampment. There the sentries halted her and took her letter while she sat down

JOINT EAST AFRICAN BOARD

November Meeting of Executive Council

Special to East Africa

The November meeting of the Executive Council of the Joint East African Board was attended by Mr. J. Sandeman Allen, M.P. (in the chair), Mr. W. A. Hall, Mr. J. M. Bruden, Major E. W. S. Grogan (alternate to Major J. M. Crowdy), Mr. Campbell Hausburg, Sir Humphrey Leggett, Mr. F. C. Mellersh, Mr. C. Ponsonby, Mr. Powell, Major Blake Taylor, Mr. Alfred Wigglesworth, and Sir Frederick Wynne. Sir Charles Bowring, Governor of Nyasaland, intimated regret at his inability to be present.

Composition of Executive Council

It was recorded that the Executive Council as now constituted is composed as follows:

Chairman, Sir Sydney Hens, K.B.E., M.P.
Elected Members: J. Sandeman Allen, Esq., M.P. (vice chairman); Major General Sir John Davidson, K.C.M.G., C.B., D.S.O., M.C.; J. H. Wilson, Esq.

Appointed Members: Lord Erathworth, Major W. M. Crowdy, Campbell B. Hausburg, Esq. (Each of the above Appointed members is of the Associated Producers of East Africa); D. O. Malcolm, Esq. (British South Africa Co.); Edward Porritt, Esq. (E.A. Trade Section, Liverpool Chamber of Commerce); C. Ponsonby, Esq. (Nyasaland Chamber of Agriculture and Commerce); Sir Trevellyn Wynne, K.C.S.I., K.C.I.E. (Tanganyika Planters' Association, Tanga Section); A. Wigglesworth, Esq. (Dares-Salaam Chamber of Commerce); Major Sir Humphrey Leggett, D.S.O. (provisionally representing the Uganda Planters' Association, Uganda Chamber of Commerce, Uganda Cotton Association).

Next Annual General Meeting.

Notice was given that the second ordinary general meeting of the Board will be held in May next or as soon thereafter as possible, and members of the Board are to be reminded by circular letter that according to Article 22 any resolutions for submission at that meeting must be served upon the Board in writing on or before January 31 next. Any such notice must be signed by the member raising the question.

The third annual report, which will cover the period of eighteen months ending December 31 next, is expected to be issued in February, 1927. According to the Articles one elected member is to retire at the next general meeting, and Mr. J. Sandeman Allen intimated his willingness to retire and offer himself for re-election.

Estates Duties in East Africa.

The resolution recently passed by the Association of East African Chambers of Commerce, deprecating the imposition of Estate Duties, was considered by the Board.

The Chairman pointed out that these duties were following the methods of this country and some of the Dominions, and that as revenue had to be raised the question to be considered was first of all the effect of this type of taxation, secondly what other forms could be suggested which would be less injurious to the development of these new countries. It was also important to know how each Colony stood in regard to these duties.

Major E. W. S. Grogan suggested that the question was of the highest importance, for while in this country it was possible at any time to sell any pro-

perty at some price, that was not the case in the countries like the East African Territories. He referred to the well known case of an Arab who, on the death of his father, was faced with such heavy estate duties that he had been 15 years reduced literally to a nury. He recalled that these duties had been recently reduced, but that nevertheless the rates were a most onerous burden. He considered such estate duties about the worst form of taxation levy which it was possible to devise.

Several other members spoke in support, and it was decided to appoint a committee to consider this question in connection with a survey of the finances of the East African Territories generally.

Livingstone Conference Resolutions.

The resolutions of the Livingstone Conference were remitted for consideration to various sub-committees of the Board, but the Executive Council considered that in view of the present session of the Imperial Conference it might be well to place on record a strong resolution in favour of the adequate censorship of films for exhibition in Tropical Africa, and it was decided to forward to the Colonial Office the following resolution, proposed by the Vice-Chairman:

That the Executive Council, while recognising that at the present time it is hardly possible for managers of cinema theatres in East Africa to obtain in sufficient quantities films suitable for natives, is impressed with the vital importance from every point of view of a careful censorship of cinematograph films and posters for exhibition generally, but especially to non-European, and they accordingly strongly support the following recommendations of the East African Unofficial Conference held at Livingstone on September 3, 1926.

"That this Conference is of opinion that a uniform policy in regard to the censorship of cinematographic films and posters for exhibition to non-Europeans should be adopted by all the Governments of the Territories represented.

This policy should be based on a recognition of the principle that films suitable for exhibition to peoples of European civilisation are not necessarily suited to uncivilised peoples or peoples whose civilisation embodies ideals of a fundamentally different nature, particularly with regard to the status of women.

"This policy should aim at the educational value of films."

Convention of Associations.

Mr. Sandeman Allen announced that the Board was indebted to East Africa for the information just received by cable that Mr. C. Kenneth Archer had been forced by ill-health to retire from the Chairmanship of the Convention, but that Mr. J. P. H. Harper, his constant colleague in recent years, had accepted the Presidency, thus assuring continuity of policy. Appreciation of Mr. Archer's services and regret at the cause of his resignation was expressed, and as the same time satisfaction at the appointment of Mr. Harper as his successor.

Mr. Campbell Hausburg, who sails from Marseilles for Kenya on December 4, intimated that with the consent of the Associated Producers of East Africa he had appointed Sir Hubert Gough as his alternate. Major Grogan had appointed Major E. S. Grogan, and Sir Trevellyn Wynne, who shortly leaves for India, had left the appointment of an alternate in the hands of the Vice-Chairman.

Uganda Cotton.

Attention was drawn by Mr. W. A. Hall to remarks at present embodied on way-bills concerning cotton carried over the Kenya and Ugandan Railway, some of which were quite unnecessary and an hindrance to trade. While opposition has been expressed from certain quarters, it was generally considered that in many cases such notes on way-bills were useful in showing the state of the bales at the

time of report by the railway department, but that greater care should be taken that frivolous and unreliable matters should be avoided. It was, however, a technical point which was decided to refer to the Commercial Committee of the Board.

Resolved that the report should be Uganda Chamber of Commerce and the Uganda Cotton Association that two members representing Uganda should sit on the Executive Council of the Board, which is presided over by the Chairman of the Board, Sir Sydney Hearn, will discuss with those bodies during the forthcoming visit to the Protectorate.

East African Loan Memorandum.

A draft of a preliminary memorandum to the Secretary of State for the Colonies concerning the Report of the East African Guaranteed Loan Committee was considered and adopted, and arrangements were made for a more detailed examination of the Sanctions Committee's Report to be undertaken.

Nyasaland Traffic.

The Memorandum of the Nyasaland Merchants Association on the subject of traffic delays between Beira and Nyasaland was received, but as the report of the Railway Company is expected to be available almost immediately detailed consideration was deferred.

New Members.

Messrs. Bakubha and Amthal were admitted to membership of the Board.

JOINT BOARD CRITICISES IMPERIAL SHIPPING REPORT.

Memorandum to Secretary of State.

The Joint East African Board has submitted to the Secretary of State for the Colonies a detailed examination of the Report of the Imperial Shipping Committee on the Control and Working of Mombasa Harbour, from that memorandum East Africa is able to quote the following important points—

The Board recognise the general expert knowledge of the eminent men composing the Committee, but they see that while a body so constituted is able to review with an authority difficult to challenge, general questions connected with shipping, yet in a case of this kind local knowledge of the facts not merely in regard to the history of the harbour and its working, but also of the country and hinterland served by the port, is essential for the purpose of arriving at a sound conclusion. Judging by the witnesses summoned, these factors do not appear to the Board to have been fully brought to the notice of the Committee, which, in the opinion of the Board, may account for some of the conclusions reached by the Committee. In this connection the Board particularly regret that Mr. Felling, the General Manager of the Kenya Uganda Railway, and others with local knowledge of the Port Commission's work, although available, were not invited to attend, neither were the consulting engineers, who are familiar with the whole history of the deep-water wharves first recommended so far back as 1908, when Mr. Winston Churchill was the Under-Secretary for the Colonies and of the working of the port.

It appears to the Board that the Committee have not sufficiently considered the fact that the scheme was based upon the construction of four deep-water berths, as less than half could not be considered an economic unit. Moreover, nearly three-quarters of the total cost of the four berths already been incurred; therefore, the interest on the cost of course be met, the cost of the two completed deep-water wharves would be uneconomical, would be unless the remaining two are completed. The revenue of the port during its earlier years naturally gives cause for anxiety, but, as it is essential to take a long view in this matter, works must be constructed with consequent obligations before they have been completed to cover these. The Kenya Government therefore, we would propose to hand over to the port, say, of 100 acres of vacant land in the district which as time goes on will yield appreciable rents and so relieve the Government.

in the interest of the whole country, the burden falling upon the trader on the port owing to these necessary improvements. This is an important factor in bearing in mind.

The Committee, in their report, state that the construction of the two deep-water wharves is a step in the right direction and that the advantages of such wharves are in principle, but they do not commend them in regard to the economic unit of four, merely to the existing wharves and the possible delay. The reference to other harbours, presumably Beira, is not appropriate in the case of Mombasa, as the shipping interests have been consulted throughout and there is no doubt that full use will be made of these wharves, for which every use is clamouring.

As to the danger of competition from other ports in the same area, there is really no case. Tanganyika has the railway facilities apart from the burden of cost of an increased haulage of 20 miles as regards most of the traffic, while as regards Dar es Salaam competition, to which a very limited extent could arise, and this would at the same time involve competition between two State lines of railway for trade in the area now served by the Kenya and Uganda Railway.

Apart from other considerations, the Board, while agreeing that any further extension of the system of deep-water wharves after the four are completed is a matter for future consideration, strongly support the recommendation of the Port Commission, that Berths 5 and 6 should be completed as quickly as possible.

With regard to lighterage, the Board agree that the maintenance of the right proportion of wharves and lighterage is difficult to solve. All parties appear to agree that deep-water berths give quicker and better discharge than lighterage. The Committee refer to this in their Report. The shipowner desires the accommodation and cargo shall be ready for the ship and that he may get quick dispatch and the economic costs; he would therefore generally prefer to put his ship alongside the wharves, the preference for discharging into lighters, although of course on certain occasions less delay may be involved by lighterage. The shippers and consignees naturally prefer wharves as affording double handling and the minimising of the risk of damage and pilferage. It is true that these advantages may be purchased at too high a price, but it must be remembered that, owing to necessarily numerous subsequent transshipments to country, in the case of Mombasa there is a special call for careful handling at the port of entry. Moreover, the abundant supply of suitable labour necessary for a lighterage system referred to by the Committee is not likely to be maintained in Mombasa.

Subject to the completion of the other two deep-water wharves, the Board agree that the proper mode and facilities for lighterage should be maintained with a view to effective competition within reasonable limits.

If the lighterage companies were completely independent of the shipping companies and of each other, the Board would be inclined to agree with the remarks of the Committee in §§ 23 & 26. However, everyone knows such is not the case, and that as presently there is little, if any, free competition. There can be no question that in all matters of trade, private enterprise, so long as there is scope for free competition, serves the public interest best, but where it is to be interest of the shipowner to support a concern in which he is interested, or where a flag can be formed by lighterage companies, it is essential that the authority representing the country affected should have power to intervene. For this reason the Board consider that the recommendation of the Port Commission is justified in principle.

The Board agree as a general principle that it is reasonable that higher tonnage dues should be charged against ship using less than against one lying at anchor.

The Board are not in full accord with the principle that wharfage charges passing over charges should be higher at the deep-water wharves than at the lighterage wharves, and they have grave doubts as to the possibility of fair and effective competition, but they are of opinion that when lighterage is clearly to the advantage of the port, some consideration in the charge should be granted. This is the opinion of the Board, as a matter of the decision of the Port Commission.

The Board would like to associate themselves with the views expressed by the Committee at the absence on account of illness of Mr. G. Rowden from the latter stages of the inquiry, and to add, as a South African experience of cases similar to that of Mombasa, would have been of help to the Committee.

While considering it their duty to submit this memorandum, we would desire to record our appreciation of the Report of the Imperial Shipping Committee and of the contribution on financial matters to the consideration.

KENYA PORT CHARGES.

Mr. Felling Recommends Four Extra Berths.

The Nairobi correspondent of the Times cables on November 2.

The important question of the control and working of the base has been the main item the Board considered. The Report of the Local Port Commission is of great value, being as it is, an unanimous and considered opinion of those on the spot well acquainted with local needs and difficulties. While it appears that the circumstances and served by shipping. It is possible that the Port Commission might not fully appreciate the difficulties of the shipping interests serving the port.

The Board therefore are glad to know that the ultimate decision rests with the Secretary of State for the Colonies, who will now be able to take his decision with a fuller knowledge of the views of all parties interested.

Sir Halford Mackinder's Reply.

Sir H. Mackinder, Chairman of the Imperial Shipping Committee, to whom a copy of the Board's memorandum was sent, says in the course of his reply:

"In regard to the complaint which has been made that the Imperial Shipping Committee did not hear all the evidence which it might have heard on this subject, I would ask you to be good enough to take note of the following three points:—

(1) We had the advantage of the presence of Mr. Denham at most of our sittings which we held in regard to this inquiry. Mr. Denham, as you are aware, was Chairman of the Local Port Commission on whose report we were asked to comment. At our invitation Mr. Denham cross-examined the witnesses and himself gave evidence to us. If he had asked for the calling of any further witnesses, we should undoubtedly have called them. But he regarded Mr. Denham, in that he was Chairman of the Local Commission, as specially qualified to give such local information as we required, not only because he is a local official on the spot, but also because he is the best local evidence given locally.

(2) I asked that Mr. Felling should be invited to give evidence to us, but was informed that he had already unfortunately left the country.

(3) In regard to your own Board, we were informed that you were presenting a Memorandum to the Secretary of State for the Colonies. We received a copy of this Memorandum, which we considered before we finally settled our report.

[Since the publication of the Report of the Imperial Shipping Committee and the preparation of the Board's memorandum it has been officially announced that construction of Berths 3 and 4 has been authorised by the Secretary of State. In that respect therefore the views of the Local Port Commission and of the Board have prevailed.]

Sir Halford Mackinder's letter makes it necessary to put the following further facts on record:

(1) Mr. E. B. Denham, though Chairman of the Local Commission, was able to be present on only a few of the many days during which evidence was heard by the Commission and its Sub-Committee. He could obviously not possess the expert knowledge of Mr. Felling, Colonel W. K. Tucker, and others who might have been invited to give evidence before the I.S.C. Mr. Denham, though invited to attend meetings of that body while in England, was not a member of it, and therefore well has hesitated to ask for the calling of certain witnesses.

(2) The I.S.C. must have been very dilatory in its invitation to Mr. Felling, who was in England for several weeks, and although in poor health, gave much of his time to the discussion of East African questions. That the General Manager should have left the country without receiving any invitation is obviously the fault of the Committee.

(3) The memorandum of the Joint Board was, we find from our records, dispatched on July 27, on which date a copy was sent to Sir H. Mackinder, who cannot have received it before July 15. The report of the Imperial Shipping Committee is dated July 17, and the Committee had the views of the Board before it not more than forty-eight hours before approving the final draft of its report.

the Colonial Office in deciding the control and working of the Port created a difficult position, as was shown in the Legislature when separate port estimates for 1927 were introduced by Mr. C. L. N. Felling, the General Manager of the Railways.

Mr. Felling said that the balance on net earnings amounts to £11,000, but as interest and sinking fund charges amounting to £131,000 have to be met, there is a loss on the port estimated at £120,000. This loss has to be carried by the railways, and must come from the 1927 railway surplus amounting to £180,000—a sum which it was originally intended to employ for the betterment of the line. As the railway had only a temporary charge on the wharves while the private lighterage system remains, he had to face a perplexing situation. He estimated that the imports were costing the country for lighterage and handling well over 20s a ton. Comparing recent experience of lighterage *versus* wharves, Mr. Felling declared that wharves saved ships at least one or two days, and advocated the building of four extra berths.

The delicate balance of the colonial port, and railway finances suggests the urgency of an early decision on the Imperial Shipping Committee's report.

NEW TAXATION IN KENYA.

Governor to Visit England in February.

Nairobi, November 9.

For the purpose of providing additional revenue of £31,000 to enable Europeans and Asiatics to finance the education of their own communities and relieve the Government of that burden, the Legislative Council has adopted the report of a special Ways and Means Committee. The Committee recommended a consumption tax on wines of 3s. and in the case of champagne of 15s.; and a tax on spirits of 7s. 6d. all on the imperial gallon. The report having been adopted, the necessary legislation was promptly passed to-day. It is estimated to produce £32,000.

The balance needed will be obtained by a new tax of 2s. on each domestic servant over two per household in European employment. This tax is estimated to produce £7,000, while on the Asiatics there will be an additional poll levy of £1 annually, estimated to produce £12,000.

The minority report of the Indian members states that they are willing to help in getting the money needed, but are opposed to racial taxation and differentiation.

Sir Edward Grey, the Governor, hopes to go to England in February to discuss various political and economic problems, including the control of the port, and Kenya's participation in the £10,000,000 loan.

"EAST AFRICA"

The only weekly Journal that can keep you informed of developments throughout the whole of our East African territories. For subscription form see inside back cover.

NORTHERN RHODESIA AND THE WEST COAST.

Effect of New Railways on Agriculture.

From a Special Correspondent.

THERE has been evidence recently of a wide spread feeling in Northern Rhodesia—or rather in the portion of that Protectorate served by the Cape Congo Railway and the completion in a few years time of the Benguela Railway—will be of considerable benefit to Northern Rhodesia, and there has even been talk of the desirability of a direct link between the Broken Hills district and a point on the Benguela Railway in Portuguese territory, cutting out the Belgian section of the new route that is now under construction.

From the mining point of view it is easy to understand such an attitude, but a careful examination of the situation that is likely to be produced in the future suggests that the effect on farming in Northern Rhodesia may be the reverse of stimulating. At present the chief market for stock and agricultural produce from Northern Rhodesia is the great mining district of Katanga, which draws a large proportion of its produce from the British territory to the south. The completion of the Benguela Railway will, from the point of view of Katanga, bring benefits quite apart from those arising from the establishment of a shorter route to the coast for its overseas imports and exports. It will also bring the fertile uplands of the white plateau in Angola within easy reach of the Katanga market and enable the Portuguese and Nanyika cattle keepers and farmers of this region to compete on favourable terms with their rivals in Northern Rhodesia. The result may well be that prices will fall to an extent that will make this market unremunerative to Northern Rhodesian producers, and as the local mining industry expands sufficiently to take the place of the Katanga market, which is, of course, not outside the bounds of possibility, these producers will be forced to turn their attention to overseas markets, a necessity that will probably involve them in serious difficulties.

Competing for the Katanga Market.

It is not only the Benguela Railway which menaces their present hold on the Katanga market. The Bas Congo-Katanga Railway now links Katanga with the fertile and by no means agricultural and pastoral country of the Lomami and Eastern Kasai. There will be a national tendency on national grounds for the Belgians to develop the production of foodstuffs in this region in order to free Katanga as far as possible from dependence on foreign imports. Within a few years, then, it may be expected that the Katanga market will have been closed to Northern Rhodesian producers by Belgian and Portuguese competition.

It hardly seems likely that Northern Rhodesian cattle or maize will be able to find an outlet to the south in competition with the products of Southern Rhodesia and the Union, which are so much better placed in relation to access to ports. Production of livestock and maize in Northern Rhodesia in excess of local requirements with, in that case, become unprofitable and it will be necessary to concentrate on higher priced commodities such as tobacco. Cotton seems to be out of the picture for some time to come which can stand the necessarily high railway freight over the long mileage which separates the railway belt of Northern Rhodesia from the sea.

Taking Lusaka as the central point of this belt, the distance to the nearest port, Beira, by the existing railway is 753 miles, to Elisabethville

by the Benguela Railway, the distance from Lusaka to the West Coast at Lobito Bay will be 750 miles, and this additional distance of 500 miles will neutralise any advantage that might be derived from the shorter distance between Lobito Bay and Europe, as land haulage is so much more costly than ocean transport. Moreover, it would be possible, by building 250 miles of new line from Kafue to Sinoia in Southern Rhodesia, to reduce the distance from Lusaka to Beira by well over 500 miles, bringing it down to 250 miles, or 1,000 miles less than the distance from Lusaka to Lobito Bay. In fact, the distance from the central section of the railway belt in Northern Rhodesia to the sea at Beira would be 110 comparable with the length of road haul from Fort Jameson to Beira. It is possible to grow tobacco for export in the Fort Jameson district in spite of road haul of 280 miles to the railroad and the additional shipment at the Beira wharf.

The Sinoia-Kafue Cut-Off.

It is difficult to resist the conclusion that the correct solution of Northern Rhodesia's transport problem, in so far as the railway belt from Victoria Falls to Broken Hills is concerned, is to be found in the construction of the Sinoia-Kafue cut-off, rather than in contemplation of the possibilities of a direct route to the West Coast. When Brigadier-General Hammond condemned the Sinoia-Kafue cut-off as not at present warranted he was dealing with the matter solely from the point of view of the retention by the Rhodesian railways of the Katanga traffic, but, as has been indicated previously, this is only one aspect of the problem. Considering it merely in relation to the shortening of the haul between Beira and Katanga and the relationship between this traffic and the position of the Wankie colliery, General Hammond was unable to view the cut-off project with favour, the capacity of the existing line being greater than the present volume of traffic, but he did not take any account of the position in which the Northern Rhodesian farmers are likely to find themselves as the result of the production of foreign competition in the Katanga market. The time would appear to be ripe for a thorough reconsideration of the matter, particularly as mining developments to the west of Sinoia seem likely to justify a railway extension in that direction in the near future.

It should not be overlooked that, as the result of the recently concluded railway agreement between the British South Africa Company and the Governments of the three British territories in which the railway system controlled by that company operates, Northern Rhodesia, with a representative on the Railway Commission which is to be set up, will be able to make its views felt in regard to railway rates over the line to the East Coast, whereas it would have little or no control over a route to the West Coast. This is an additional reason which should carry much weight in determining the attitude of Northern Rhodesia towards its railway outlet to the sea.

WHAT EAST AFRICANS THINK

Letters to the Editor.

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

Communications should be addressed to the Editor at 67, Great Titchfield Street, London, W. 1.

EAST AFRICA AND EMPIRE MARKETING.

WHEN East Africa's representative attended the opening by the Prime Minister at the Royal Academy of the exhibition of original posters designed for the Empire Marketing Board the naturally did not expect to find the products of the East African Dependencies prominently represented: the Great Dominions, bulk producers of staple foods, were obviously entitled to pride of place and power. But he did hope to see examples of pictorial publicity calculated to stimulate the demand for East African coffee, tobacco and sugar, if not for other products. He was disappointed. In the twenty-five posters, which are the work of eminent artists, East Africa is represented only by an impression—a striking one—entitled "Sugar growing in Mauritius" and by a country grocer's shop in which a bowl of Kenya coffee is to be seen in the foreground.

But even more disappointing was the conviction that these posters are, as a whole, lacking in the urge to buy Imperial products, for which object they were intended. With the subjects chosen it would be difficult to quarrel, but in the execution artistry has been allowed to dominate,—which is altogether wrong. Selling force should have been in command, for only so can Imperial trade be helped. The cynical test of these posters should be their selling power—and we do not think that our leading advertising experts would have been satisfied with them to advertise proprietary articles of Empire origin. We had the unpleasant feeling of a wonderful opportunity missed.

INSTITUTE OF AFRICAN LANGUAGES.

Programme of Work Defined.

A STATEMENT issued by the International Institute of African Languages and Cultures, whose temporary headquarters are at Ibadan, Nigeria, Black Africa, announces that the Executive Council has decided to undertake the following programme of work—

1. To request the Directors, after consultation with leading experts, to prepare a report on the general principles on which a simple and practical orthography for literature in African languages should be based, for the application of which they are engaged in the production of such literature.
2. To authorize the Directors, in response to requests already received, to prepare proposals for the application of these general principles to particular African languages, enlisting for such inquiries the co-operation of those who have had experience in regard to the problems of the language in question.
3. In response to requests received, to authorize the Directors to investigate, in co-operation with experts, certain important languages in which literature exists in several dialects, with a view to ascertaining which of the dialects is of the expansive power and of the literature it also possesses, is best fitted to be the sole literary dialect in the language in question.
4. In countries where the language question offers special difficulties, to ascertain from any person competent to supply the information, such data as regard to the various languages, their dialects, the populations by whom they are spoken, the extent to which they are being reduced to writing, and such particulars as will form a basis for decisions as to which will merit prior attention.
5. To undertake the preparation of—
 - (a) A bibliography of all publications in African languages.
 - (b) A bibliography of works in European languages dealing with African vernaculars (dictionaries, grammars, collection of texts, etc.).
 - (c) A bibliography of works dealing with African cultures, beliefs, customary laws, institutions, customs, folklore, etc., etc.
6. To undertake an investigation of existing and text-books in African languages for the purpose of ascertaining what has thus far been done in the adaptation of such text-books to African life and conditions.
7. To take steps to obtain the opinion of those who have studied African music, in order to prepare a statement

showing the extent of these studies, and to assist with the data collected those who may require such knowledge for educational purposes.

8. To publish a quarterly journal.
The fee for membership (either for associations or individuals) has been fixed at £2 annually. Members of the Institute will receive the Journal gratis.
The Institute has to our knowledge already evoked considerable interest in East Africa from which territories inquiries, information, suggestions, or funds will be gratefully welcomed. The work of the Institute must necessarily be largely governed by the funds at its disposal, and it is to be hoped that they may be ample.

THE POSSIBILITIES OF SILK PRODUCTION IN KENYA.

of the Imperial Institute Silk Committee.

PRACTICAL investigation of the possibility of establishing sericulture in Kenya may be regarded as having commenced in 1920. Together with other official delegates to the Imperial Entomological Conference, held in London in that year, Mr. T. Anderson, the Government Entomologist in Kenya, attended a special meeting of the Imperial Institute Advisory Committee on Silk Production, at which the opinion was expressed that Kenya offered prospects of success in silk raising. The climate is suited to both the silkworms and the mulberry tree, and the Natives are of a type likely to be interested in the work.

The Silk Committee thereupon arranged for the despatch to Kenya of a quantity of French silkworm eggs for the experimental rearing of the worms. A parcel of cocoons which had been raised from the eggs by Natives under the general supervision of Mr. Anderson was duly received, and the cocoons were examined at the Imperial Institute and considered by the Committee to be of sufficiently good quality to be worth reeling trials. The trials were accordingly carried out, and the resulting silk was found to be of promising quality and worth about 35s. per lb. in London (March 1923).

In these circumstances the Committee considered very desirable that the experimental rearing of the worms in Kenya should be continued. They are keeping in touch with the authorities at Nairobi, and have offered to make arrangements for further reeling trials with a larger consignment of cocoons from the locality, and for throwing and weaving experiments with the silk obtained, in order to ascertain the required quantities of the raw silk.

It will be recognized that the extension of sericulture depends upon the availability of supplies of mulberry for feeding the worms. The Government Entomologist has taken measures for the propagation of selected kinds of mulberry, and recently was supplied by the Imperial Institute with seed for trial planting. Persons in Kenya interested in sericulture should communicate with the Entomologist of the Department of Agriculture.

Write that Christmas Letter Now!

Christmas mails for East Africa are to be dispatched from London daily on November 23.

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

THE SUDAN TO-DAY

Interesting Extracts from the Official Report

The project (the building of the Sennar Dam and the canalisation of the (Nzira plain) is excellent both in its conception and execution. It aims at being found to associate the Native so closely with the undertaking that the personal ties which have always existed between the Government of the Sudan and its inhabitants have remained undisturbed, and have in fact been strengthened by identity of interest in a venture of mutual benefit.

It is, I think, an entirely new conception that the application of Western science to Native economic conditions in a project of such moment to the country should take the form of a partnership in which the Native, the Government, and the company managing the concern on behalf of the Government each take an agreed percentage of profits. The Native cultivates his own land under instruction and supervision, and delivers his cotton to the Sudan Plantations Syndicate, who market it for him under the best conditions obtainable, while the Government supplies him with the water required. Of the profits the Native receives 40%, the syndicate 25%, and the Government 35%, and the equal quality of interest of the three partners in the project should be the basis of its future success.

Unless particular care is taken, economic considerations may run counter to accepted administrative principles and endanger the normal development of existing social systems. Administrative policy in the Sudan is concerned with fostering and improving all that is good in Native institutions, and building a structure of self-reliance on their foundations, and the method adopted in the inauguration of this economic project conforms entirely with our administrative policy. The Native, who has his own property, his own religion, and his own social system to which he is accustomed remains undisturbed, and, in fact, just as we endeavour to improve existing Native institutions, so the addition of consistent elements from more civilised countries, so have we endeavoured in the Gezira project to improve Native cultivation and production with the aid of scientific methods, without hindrance to the alteration of the normal social development of the community.

Administration by Native Authorities.

The principle of administrative policy towards the Native population is one of decentralised control: to leave administration as far as possible in the hands of Native authorities wherever they exist, and by guidance, advice and correction, where required, to assimilate traditional usage to the requirements of equity and good government. This involves the employment of Native agencies under supervision for the ample administrative needs of the country, to whatever extent is compatible with a reasonable standard of efficiency. In pursuance of this policy a number of administrative experiments have been carried out during the last few years with acknowledged success, and the past year has been devoted more to consolidation and amplification of the results achieved than to the introduction of further innovations which might by undue preoccupation, overload the machinery which has so far been created.

Twenty-four Natives now hold the rank of major, as compared with six in 1924, and the percentage of Natives in the staff in the Government service has largely increased and will increase further when the Gordon College is in a position to produce a sufficient number of suitable candidates. Native Assistant medical officers have done valuable work in the

districts, and the progress of students in the Kaiser Memorial School of Medicine is highly satisfactory. The numbers of Natives sitting as members of magisterial courts are in excess of those of last year, and their services receive the commendation of Government officers of proving that in Dar Masalit a separate Native administrative budget has been instituted with satisfactory results, and as the normal development of the experiment in decentralisation which was referred to in detail in the report for 1922.

Generally, the policy of encouraging selected tribal chiefs to accept legal responsibility in petty cases in accordance with the powers conferred by the Powers of Nomadic Sheikhs of 1922 is being justified by results, and the advantage of gradually placing Native authority for administrative purposes has been demonstrated by the growing sense of responsibility evinced by such widely differing tribes as the nomadic sheikhs of the Red Sea Province on the one hand and the Council of the Ret of the Shilluk in the Upper Nile Province on the other. Reports from the Southern Provinces also indicate that the Chiefs' Courts are gaining increased prestige and efficiency, and the first Dinka Council, confined to the Reik Dinka of the Bahr-el-Ghazal Province, has proved a success.

Progress in the Southern Provinces.

With the general extension of the railway the economic centre of gravity has continued to shift northwards towards the rain districts. For the time being and for some years to come the main interest as regards production will be in the Gezira irrigation scheme and its extensions, but the possibilities of developing provinces south of this area have been receiving careful attention. The provinces of the Upper Nile and Nuba Mountains contain a large population and have latent resources for the production of cotton, grain, oil seeds, and cattle. Further south, in the Bahr-el-Ghazal and Mongalla provinces, a beginning has been made by introducing cotton growing, but the economic development of the region is as yet untouched. The main problem is transport in one form or another, accompanied, as far as cotton is concerned, by the provision of ginneries and quick marketing arrangements. In spite of a poor rainfall the cotton crop this year is estimated at over 2,000 tons, and this, it is hoped, is but the beginning of general economic development.

Progress in the development of the rain-grown cotton industry in the southern provinces is satisfactory, but must of necessity be slow, owing to the backward nature of the people and difficulties of transport with a small population scattered over vast areas. Ginning factories, which are being erected at various centres, will make it possible to handle increasing quantities of cotton, but there will in the future be a difficult stage to overcome between the point where the limits of the resources of local transport is reached, and that at which railway construction would be justified. Mechanical transport in the conditions prevailing in the Sudan is not likely to provide an entirely satisfactory intermediate solution. In the meantime the development of rain-grown cotton must be carried out so much by the direct return to the Government as by its general benefit to the people, the railways which it creates for peaceful administration, and the indirect returns from customs and railway traffic.

Thirty Days in a Year

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For further extracts from the report on the Economic Administration and Constitution of the Sudan in 1925, consult the Stationery Office, 1/6 net.

East Africa in the Press.

ARCHDEACON OWEN AND GOVERNORS' CONFERENCE RESOLUTIONS.

ARCHDEACON W. E. OWEN, of Kavondo, writing to the *Manchester Guardian* to comment on the recently published Summary of Proceedings of the first East African Governors' Conference, says:

A still more extraordinary statement is this:—Steady progress cannot be secured in some areas unless every able-bodied native who shows a tendency to work is given to understand that the Government expects him to do a reasonable amount of work either in production in his own reserve or in labour on estates outside his area, where the first alternative is not within his reach. This, I should think, is definitely encouraged to go on to labour.

It has been said that there is pure Bolshevism in this finding, and that there is no example outside of Russia, of a Government committing itself to a policy of harrying its subjects who are self-supporting, into production for world markets, or into the ranks of wage-earners. The vagrancy laws of England of three or four hundred years ago required those who were vagrants to work on pain of punishment, but it has remained for the Governors of the five East African dependencies to go one better, and to give their people to understand that even though they are self-supporting and pay their taxes they must help to solve the problem of England's unemployed by leaving their homes and becoming wage-earners.

In 1925 I watched with great interest the experiment of the Uganda Government in bringing on to the labour market thousands of men from Ankole, Kigezi, marching them down two or three hundred miles to work on the roads over which Uganda's cotton crop is transported to the lake steamers. A more spirited lot of men than those whom I saw working in gangs on the roads I have not seen in twenty-two years in Uganda and Kenya. It is the negation of trusteeship. It is exploitation.

While East Africans will read Archdeacon Owen's opinion with interest, we fancy that they—likewise their Governments and the Colonial Office—will feel that the unanimous opinion of all the British East African Governors is a well considered foundation on which to build projects and policies.

ANOTHER LABEL ON KENYA.

The *Women's Leader* publishes a statement signed by Mrs. Isabel Ross that "the *Bliss Cure* of this force is to terrify the Natives of Kenya. It is not very clear whether the water means the King's African Rifles or the conscript Defence Force, to both of which she refers previously. In either case, it is difficult to understand how anyone with knowledge of East African conditions could harbour so unfounded a suspicion. It is also strange to read the further statements that "the welfare of the backward races there is a part of the sacred trust which the certain has undertaken in tropical Africa. It is somewhat unexpected that Great Britain should interpret this trust as the provision of rifles and ammunition to European boys of sixteen and of their black children."

CHRISTIANITY AND ISLAM IN THE SUDAN.

BISHOP AYLMER, writing in the *Church Missionary Review* for September of missionary work in the Sudan, says:

The work in the south is chiefly among the pagans, and if Archdeacon Shaw could be persuaded to write of his present position and the history of twenty years work of our Church there, the story would be of an enthralling interest. There we have had contact in hundreds of years in the north, it is different. Christian missions are handicapped in work among Moslems. Islam is like a strong, but impregnable, front against attack. Fully entrenched in prejudice and the art of mystifying Christian. Most of our work is of a night, chiefly through hospitals and schools. To have changed the mental attitude of the Moslems in this country in twenty-five years is a great achievement and removes the barrier of suspicion, which is necessary for the progress of good administration, as it is for the fair hearing of the claims of Christ.

The Sudanis, in the main, very responsive. He is quick to respond to any kindness and is easily led, and sorrowfulness can be easily deceived, but where he places his confidence he shows great fidelity.

In the opinion of some who have lived long among the Natives and know them well, there is little real fanaticism. Islam as a spiritual force in their lives is very poor. Sometimes an trekking through the desert one is struck by the hard, simple life of the nomad Arab. To see him in rapt devotion at sunset against the background of the western sky one cannot help feeling that, however dimly, he is as far as he knows, in touch with the living God. As you ride alongside of him on a camel and talk to him of religion, you find that religion is a real thing in his life; but when you see the Arabs in town it is quite a different thing, if you can judge by the building of their mosques, to which for some reason or another the Sudan Government gives every encouragement. The administrators find it very difficult to pressure sufficient contributions from the Moslems themselves. It is not too much to say that if the building of mosques was left to the Natives themselves, they would either not build at all, or be such poor affairs that the artistic temperament of the British administrator would be ashamed of them in his district. As a matter of fact, the strength of Islam is in the *zihar* (a call to remembrance), which is held in the compound of a sheikh, and attended by hundreds. This method of devotion is used chiefly by the poorer and more ignorant, and is looked down upon by the superior and better educated.

OFF TO KENYA.

Despite the attractions of other winter resorts, there is a steady exodus to Kenya Colony of people seeking sunshine and big game shooting, says the *London Star*, which adds:

Among those who are going or have already gone are Kathleen Lady Falmouth, Lord Falmouth's mother, Dawaeger Lady Pembroke who is taking Miss Gwendolen Wilkinsoff, her grandchild, with her, three of Mrs. John Dinton's daughters, Mrs. Dudley Coates, Mrs. Arthur Sawwens and Mrs. L. M. Wilson, and Mrs. Juliette Leach, daughter of Colonel Sir W. Leach, late Bengal Cavalry, who is to marry next month at Nairobi, Mr. R. H. Jackson, a son of General Sir R. Whyte Maxwell, K. C. M. G., and daughter, Miss Arthur, with her son, Mr. Blake, who settled in Kenya Colony, where the former farms and practices his profession as a doctor, Lord and Lady Anson, also off to Kenya.

PERSONALIA

Sir Wilson Ross has returned from his visit to East Africa.

Capt. J. H. Haines is now merchant of the Moshi district.

Mr. G. W. Kenyon Stan has assumed charge of the Kericho district of Nyasaland.

Mr. Reginald and Lady Margaret Under are shortly leaving England to visit the Sudan.

Mr. J. Granville Quiers returned to the Nyasa League last week on a Most Afloat tour of the region.

Major F. T. Stephens, O. E. M. C., Chief Commissioner of Police for Nyasaland, has arrived home on leave.

Lord and Lady Ailsa intend to winter in Kenya with their son and daughter-in-law Lord and Lady Ash Kennedy.

Mr. C. Gillman is to lecture to the Royal Geographical Society on November 22, his subject being "South-West Tanganyika."

Capt. R. M. Antill, M. C., and Mr. W. H. Tyler have, we learn, been appointed as European supervisors of Native tobacco growing in Nyasaland.

Sir John Maffey, Governor-General-Designate of the Sudan, will be the guest of the Royal Colonial Institute at luncheon on Tuesday, November 23, at the Hotel Victoria.

Her many East African friends will be glad to learn that Mrs. Langford is making satisfactory progress after a serious operation, but it will, understand, be some months before she can hope to return to Kenya.

East Africa learns that an address on "Kenya and Uganda" is to be given at the headquarters of the Victoria League, Cromwell Road, S.W., at 5 p.m. on November 15, by Miss Minty Lamb, who recently visited East Africa with her aunt, Mrs. W. R. Sims.

Mr. G. Gordon Dennis, F.R.G.S., who returned to Kenya by the "Jan Stephan Castle" to-day to join the Public Works Department, will be remembered as a technical instructor to the Scotch Mission at Merti from 1911 to 1921, during which period he trained the sons of chiefs and many other Natives as carpenters and masons. Mr. Dennis has also twice scaled Mount Kenya, on the last occasion accompanied by Dr. Arthur and Mr. Barlow, when they reached the 500 feet. He has also lectured widely in England and Scotland on East African subjects, for the last two years he has been employed in Kikuyu University.

The President and Council of the British Colonial Growing Association are to give a banquet at the Midland Hotel, Manchester, on November 19, in honour of the Hon. W. G. Ormsby Gore, M.P. Lord Derby will preside.

Mr. Cunningham, D.Sc., M.A., who led an expedition to explore Lakes Tanganyika and Nyasa in 1912, will give a lecture on "The Nile" at St. Nicholas College, Catford.

Major J. S. Graham will read with satisfaction that Kenya is to impose a poll tax of two shillings on each Native domestic servant over two in European employment, for the proposal was first made by him during his recent visit to Kenya.

The paper given by the Editor and others last week at the meeting of the Imperial Conference was attended by the following gentlemen interested in East Africa: the Rt. Hon. Lord Amery, Earl Buxton, Major the Hon. William Ormsby Gore, the Rt. Hon. J. H. Thomas, and Sir Samuel Wilson.

General Sir F. Lyor Maxse, whose retirement is announced, joined the Egyptian Army under Lord Kitchener in 1898 and served throughout the whole of the Sudan campaign, first as a staff officer and later in command of a Sudanese regiment. He was elected a fellow of the Royal Geographical Society in recognition of exploration work carried out on the River Sobat.

We learn with great regret of the sudden death after an operation of Mr. R. Marshall, of Nakuru, who returning home a few months ago on leave devoted his brief holiday to reading for the Bar. He told us recently that his chief object was to be able to combine with his maize farming in the Kenya highlands the activities of a legal practice, thus keeping his intellectual faculties keen and constantly employed. Mr. Marshall was, we know, very popular with his fellows, who will miss his cheery presence. Nakuru is the poorer for his passing.

Five Guineas for an Article

The Editor of East Africa offers five guineas for the most interesting article received before March 1, 1927, describing the life and experiences of a settler in either Kenya, Tanganyika, Uganda, Nyasaland, or Northern Rhodesia.

The only conditions of entry are: (i) that the Editor is to be the sole judge as to the allocation of the prize; (ii) that articles shall be typed or written on one side of the paper only; (iii) that the name and address of the entrant must accompany each manuscript, though a pseudonym may, if preferred, be used for the purpose of publication.

Even if you do not win the five guineas, your article, if published, will be paid for at East Africa's usual rates. If you have photographs taken by yourself which illustrate the story, by all means send them for production. The most interesting article, not necessarily that with the best literary touch, will win the prize.

Send in your story without delay.

OUR MISSION NOTES

The Bishop of Masasi, recently addressed a large audience at the Royal Pavilion, Brighton.

The Rev. D. B. Reynolds, whose recent sermon at Church aroused so much public interest and discussion, has just arrived in this country.

The Rev. Harold Hewitson Nash, for the last four years senior curate at St. Matthew's Church, Brixton, is leaving for Khartoum, where he will act as a chaplain to Bishop Gwynne.

A hall to accommodate five hundred persons is present under construction in Nairobi for the Salvation Army, whose work in the Colony is in the hands of Lieut. Commissioner Stevens. The foundation stone was laid by Mrs. Ernest Carr, wife of a prominent business man.

The Rev. and Mrs. F. G. Green are now on their way to Mombasa en route for Kahuhia, where Mr. Green is to take charge of the important C.M.S. educational and evangelistic work of which that station is the centre. For the last three years Mr. Green has been Vicar of a Bradford parish, and was previously Vicar of All Saints, South Lambeth.

Two recent arrivals in England on furlough are Canon and Mrs. P. S. Daniell, of Uganda. Canon Daniell is Principal of the Bishop Tucker Memorial Training College at Mukono, an institution where students belonging to nine of the nations comprising the Uganda Protectorate are trained to fill responsible posts as clergy, teachers, or catechists. Every year some sixty trained men go out from the College, many of them to make their influence felt as pioneers in distant parts of Uganda.

In an interesting article on the "Race Problem and Religion," Mr. Basil Mathews says: "Race conflict is not rooted in the very make-up of man, in himself, but is imposed upon him by an astonishing variety of powerful forces that have rapidly concentrated within recent years in creating these disturbing economic, social and political conditions and reactions against them. If the forces in the world that desire goodwill, reconciliation and conditions based on justice will work with skill, unity, and vigour, they can solve the race problem."

Archdeacon Owen writes to the *Manchester Guardian*, mentioning that some of his recent statements have been disputed by Kenya residents, especially by Mr. Alexander Davis, a prominent business man in the Colony, and adds: "On my return to Kenya next year I am prepared to submit to a committee of two settlers, two missionaries, and one official, with Mr. Davis as secretary without a vote, the evidence on which my statements were based, provided that Mr. Davis, who meets the facts, agree to act as secretary, and forwards to the Press the findings of the committee on the questions of fact which are challenged."

MR. MACGREGOR ROSS ON KENYA.

From a Correspondent.

To place the desires of the Natives under the control of a small European group whose interests go beyond all praise, must be considered," said Mr. Macgregor Ross, late Director of Public Works, Kenya, speaking at the 10th Settlement in Central Africa, at a recent fortnightly Business Men's Lunch, organised by the London Missionary Society, at the Memorial Hall, London. A small minority of settlers, he said, are maintaining pressure to obtain complete control of Kenya, without regard to Native welfare.

The British went to Africa to banish the slave trade, and to treaties with African peoples were made. Then it was unfashionable to steal the African from the land. Now it is fashionable to steal the land from the African. 1,695 European landowners occupy land twice the size of Wiltshire, and employ on an average 40 African servants on their farms. They are pressing for more labour. Direct compulsion scarcely exists in British territory, but indirectly this may be brought about by a tax of £2s. per head, payable in cash, which the Native can only get by working for a European employer. The Europeans, Asians, Indians and Goanese only pay a total tax of 30s.

Mr. Ross stated that there was one branch line of railway built with the object of carrying the cotton produce of Uganda to the coast through 128 miles of country occupied entirely by European farms. Out of taxation the Africans paid half the interest on the cost of £2,000,000, although the railway could have been constructed more directly and for half the cost through their Reserves.

Kenya is particularly to be seen," said Mr. Ross, "the difference between individual kindness and the hardness often evidenced in group action, when a community allows a small number of people to do all its planning for it."

Mr. Macgregor Ross's statement that it is now fashionable to steal the land of the African in Kenya is in strange contrast with the imminent freezing of the Reserves, and he must well know that the taxation paid respectively by Natives and non-Natives does not in fact bear the comparison which would be drawn by any unprejudiced reader who noted the figures of 22s. and 30s. yearly quoted by him. Half-truths are most misleading to the audience, most mischievous in their influence on the good name of East Africa, and surely not flattering to him who gives them utterance.—Ed. E.A.F.

1926

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THE HAUNTED NECKLACE.

A Zanzibar Ghost Story.

By C. F. DUFFY-COMBE.

Captain E. was an officer in a famous British cavalry regiment, and after the war became a soldier-settler in Kenya Colony. In due time he found himself sufficiently prosperous to purchase an estate on the coast of Tanganyika Territory. It was his custom to pay periodical visits to his newly-acquired property, and during the course of one of these visits he had occasion to spend some days at Zanzibar.

One day it happened that one afternoon he was engaged in examining the stock-in-trade of a local jeweller when his eye was caught by an old Persian necklace of turgid design and exquisite workmanship. With the necklace were a pair of earrings and two bracelets and each remarkable for their interest and beauty. Each ornament was wrought of silver and set with precious stones; the necklace in the form of a festoon with radiating pendant drops, the earrings of pear-shaped and pear-shaped, and the bracelets of fine chain work, while the brilliants with which each design was enlivened were composed of diamond fragments.

On making inquiries, Captain E. learned that the whole set was the property of an old Arab lady resident in Zanzibar, and that the jeweller was acting upon her instructions in offering it for sale. He elicited the further information that in all probability it was four or five hundred years old. So enchanted was he with his find that he was not long in coming to an agreement to purchase it complete for the sum of eight hundred rupees.

About this time a lady to whom he had become engaged and whom he subsequently married accepted an invitation to pass some months with her relatives who were living in Rhodesia. During her stay in that country she became acquainted with a Russian woman gifted in a remarkable degree with what is popularly known as "second sight." The acquaintance ripened into friendship, and one day the Russian predicted that very young English bride would receive a letter from someone to whom she was already greatly attached asking her to meet him at Beira. She foretold also that his destination on seeing her would be to present her with a diamond necklace. "This necklace," she added, "is very old and beautiful, but I feel that it has a history, and that its history is a sinister one. Do not be hurt, therefore, if I urge you not to wear it, for if you neglect my warning, I am convinced that you will gradually lose your health through its evil influence."

Captain E.'s fiancée paid little attention to this prophecy even when she received the letter asking her to come to Beira and was presented with the necklace just as she had been foretold, but her astonishment was great when a few months later after her marriage had been celebrated it began to be fulfilled in every particular. She constantly made use of her husband's gift, which was universally admired by all who beheld it, yet, in spite of a natural reluctance to credit such superstitious forebodings, he sooner than she began to note that she had noticed a steady decline in her health, accompanied by two very marked and inexplicable symptoms. Whence she put the necklace on, sure enough a curious lump would form at the back of her neck, and a prurient stuff, each night when she took it off she would be struck by the presence of a red welt on the whiteness of her throat, which

resembled nothing so much as the scab of a lunatic, and this mark, especially with its suggestion of violence, filled her mind with the most disturbing terrors and unsupportable images of an untimely death.

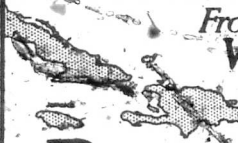
She was not, however, by nature an imaginative or nervous person, and resolutely put her fancies down, but, in due length, she was constrained to confide that her husband, and together they decided—more out of curiosity than from any disposition to believe in the supernatural, they then consulted a clairvoyant whose reputation was known to them in Zanzibar. It was agreed between them that she should be kept in ignorance of the facts of the case, and she accordingly, merely being shown the jewellery, and asked to declare all that he might know of its history and origin, in particular of those persons in whose possession it had formerly been.

The answer must have been an interesting one, for shortly afterwards Captain E. handed the necklace, earrings and bracelets to a jeweller in Cape Town to be sold on his behalf. The clairvoyant had told him that the mysterious necklace had once long ago adorned the neck of a young and beautiful woman who had met her death by strangling!

From the day on which Captain E. parted with the gift which he had bought for his wife that afternoon in Zanzibar—whatever may be the explanation of the coincidence—her health returned to her, her spirits recovered, and the symptoms which had so disturbed her mind appeared no longer.

The sceptical will disbelieve this story, the imaginative may credit it, but the dark secret of this sinister necklace remains to work its evil influence on credulous and incredulous alike, and in the manner of its revealing, to be at once a terrible memorial to the frailty of human nature and the malignity of human passions.


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* As told in the Supplement to the Zanzibar Official Gazette.

ZAMBESIA RAILWAY

Urgent Need for the Zambezi Bridge

The sixth ordinary general meeting of the Trans-Zambia Railway Company, Ltd., was held last week at the registered office of the company, The Queen's House, 10, Queen Street, Place, London, E.C. 4.

Mr. J. Berry Oury, the chairman, said that the receipts for the year amounted to £108,400, as compared with £174,173, and the surplus receipts over expenditure amounted to £19,000, as compared with £27,454. The decrease in receipts was entirely attributable to the fact that, while there was an increase of 3,500 tons of general merchandise, the sugar traffic showed a decrease of 17,580 tons.

During the year serious floods had caused a considerable amount of damage. In addition to direct damage to the railway, great damage had been done to crops, the sugar crop in particular being affected. That was the second year in succession in which they had had serious floods on the Zambezi, and again in the present year there had been very heavy floods, occasioning a considerable amount of dislocation of traffic. The damage done to crops this year, however, was nothing like so serious as during 1925. While that was satisfactory, it illustrated the difficulties against which they had to contend.

Until a bridge was built over the Zambezi to connect the company's railway with the lines north of the river the only communication was by means of a ferry, and they could imagine the difficulties of working that ferry when in the early part of the year the Zambezi was flooded and when later in the year it receded from its banks and its course was encumbered with sandbanks. In the circumstances there must inevitably be from time to time traffic delays.

The Only Permanent Cure

All the ferry troubles were caused by the vagaries of the Zambezi, and the only permanent cure was the construction of a bridge. That had long been recognized and was pointed out in the clearest possible language by the Commission which had visited Africa under Mr. Ormsby Gore. The directors were glad to see that Brig.-Gen. P. D. Hammond had been appointed in collaboration with Major Newcombe, a former traffic manager of the Sudan Railways, to visit Nyasaland and to inquire into the question of the bridging of the Zambezi and cognate questions. Three committees appointed by successive Secretaries of State for the Colonies and the Ormsby Gore Commission had been unanimous in regarding the bridging of the Zambezi as the next step in the realisation of the comprehensive plan for the development of Nyasaland and for the simplification of its system of communication with the sea, of which this company's railway was an integral part, and he felt sure that the appointment of Brig.-Gen. Hammond and Major Newcombe to make the investigations and proposals to be taken as an indication that the urgent need for the construction of the bridge over the Zambezi was now fully recognised by H.M.'s Government.

The report and accounts were adopted, Mr. T. L. Gilmour was re-elected a director, and Messrs. Harwood, Banner, and Son were re-appointed auditors.

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

IN MEMORIAM

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OUR KENYA LETTER

From Our Own Correspondent

Nairobi

It is the opinion of many thoughtful and erudite folk that Africa is probably one of the most important fields for archaeological research in the world, that it is the most neglected, and that the twentieth century is likely to see many startling discoveries. Scientific Kenyans are therefore glad to learn that Mr. L. E. S. Leakey, who took an active part in a recent dinosaur expedition to Tanganyika, is among them again, armed this time with a mandate from the Royal Society and the Cambridge Anthropological School for a year's survey of the East African archaeological field, which is quite possibly the most prolific even in Africa. Already this young man in the early twenties—who was born in Kenya and comes fresh from his Alma Mater, Cambridge, with first-class honours upon him—has no less than forty sites under consideration, and has in the fortnight or so since he landed in the country of his birth become possessed of several hundred specimens of implements, tools and pottery of prehistoric peoples who have lived in this ancient land.

Motor Car Accidents.

It is really remarkable that more people are not killed in the numerous motor car accidents which are always occurring in and around Nairobi. This week's catastrophe was the overturning of a car down a fifteen foot bank; of the three occupants, all are alive, one being unhurt and the other two just generally knocked about. Meantime the Ordinance formulated by the Municipal Council to put a reasonable limit on the speed of such vehicles—an Ordinance which was passed unanimously and secured the approval of the Commissioner of Police and the Chief Secretary of the R.E.A.A.—has been held up by the Executive Council. An indignant inquiry as to the cause of this autocratic interference with the wishes of the Municipal Councillors and the regulations designed by them for a purely local trouble has elicited the answer that the Executive wish the subject to be debated by the Legislative Council when next in session, thereby giving the representatives of Mombasa and the Uasin Gishu an opportunity of overriding the wishes of Nairobi citizens.

An Abnormal Season.

August and September are usually amongst the driest and finest months in the Kenyan year, but 1923 will be memorable for the continuous rains which have fallen in most parts of the Colony during this period. The present generation of settlers have seen nothing like this abnormality before, and even the oldest pioneers are hard put to it to remember anything quite parallel to our present experience, though, of course, these tough old die-hards will not let themselves be easily beaten. If things continue as they promise, we are likely to have longer and longer seasons than the recent short long rains of six months back, and our weather prophets regard the phenomenon as the oscillations between the past era of dry seasons, extending back several years, and a coming era of wet seasons such as the earlier visitors and inhabitants of Kenya are fond of talking about.

Costs of Living.

Great Britain and France are by no means the only countries suffering seriously from a material rise in the cost of living; indeed, it is probable that almost every part of the world has felt the pinch of the post-war period. Kenya is no exception, and the recent discovery of a Nairobi business man that a ring formed by Indians in Kisumu and Nairobi is

responsible for a heavy increase in the cost of fish, only goes to prove that our troubles in this connection are due rather to artificial causes than to inevitable economic movements. One is glad to see that Nairobi's somewhat supine European population has been aroused and is already threatening reprisals of some sort. It is about time Nairobi husbands took a more active interest in such matters, for they are needed in all directions.

PIONEER HYDROPLANE FOR EAST AFRICA.

Launch of the "Pelican" at Rochester.

East Africa is in a position to state that the pioneer hydroplane for use on the Khartoum-Kisumu air route will be launched at Rochester, on Monday next at 12.30 o'clock, and that the machine is to be christened with the most appropriate name of a Pelican.

Amongst those who have promised to be present at the ceremony are Sir Samuel Hoare, Minister for Air, Sir William Gowers, Governor of Uganda, Lord Cranworth, and Sir Humphrey Leggett. If the business of the Imperial Conference permits, the Rt. Hon. L. S. Amery and the Hon. W. G. A. Ormsby Gore, Secretary and Under-Secretary of State for the Colonies, are likely to attend.

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FORTHCOMING SPECIAL FEATURES.

Among special features arranged to appear shortly in "East Africa" are the following:—

From Mombasa to Khartoum.

An illustrated account of the homeward journey by the Nile route.

What the Native Thinks.

A Planter Records the Views of Saa Sita, a servant of many years' standing.

A Safari Diary from Tanganyika.

Dwelling, inter alia, with the rich Southern Highlands.

You must read "East Africa" each week if you want all the important news and views of East Africa. If you are not already subscribing, get "Complete" and get the "Complete" inside back cover of this issue.

TANGANYIKA'S TELEGRAPHIC ADDRESSES.

The list of official telegraphic addresses for Tanganyika yields the following information:—

"Switch" denotes the Chief Electrical Engineer; "Scantling" describes Forest Officers; "Scrutator" disguises the Labour Commissioner; "Primed" applies to the Director and Deputy Directors of the Medical and Sanitation Services; "Tryps" will find Sleeping Sickness Officers; "Crime" secures delivery to the Commissioner of Police and Prisons; "Shipshape" is the officer-in-charge of the reconditioning of the s.s. "Goetzen"; and "Civet" is the pseudonym of the Chief Veterinary Officer.

Interesting little details, you perceive, but perhaps open to objection now and then. Why expose the D.M.S.S. to the inevitable jibe of being "primed"? He may throw the accent on the second syllable of the word; his torturers will assuredly cast it forward to the first. "Tryps," if appropriate, offers possibilities to the joker, who need be endowed with little beyond normal powers to extract amusement from "Crime." "Civet," and some of the other chosen designations. Has an imp of mischief been busy in the Secretariat? Perish the unworthy thought.

NEW KENYA LOAN OF £4,300,000.

A NAIROBI telegram received as we close for press informs us that the Legislative Council has adopted the Government proposals for the allocation of further loans for the railway and port, £1,700,000 being provided for four new deep-water berths at Kilindini, in addition to coal and oil piers; and £300,000 for houses, offices, and the equipment of the existing wharves. £600,000 is earmarked for relaying the main line from Mombasa, £850,000 for rolling stock, and £850,000 for new branch lines in the Colony. The total of the loan is £4,300,000.

Lord Delamere urged that the moneys required should be raised as a Kenya Transport Loan without Imperial guarantee, so that Kenya might not be further trammelled by Treasury control. His Lordship emphasised the vital importance of the proposed Dodoma-Fife Railway, which would unite Tanganyika, Nyasaland, and Northern Rhodesia, and "make it most difficult for a defeatist Government in Great Britain to return Tanganyika to its former owners." The Governor replied that Kenya was not committed to participate in the £10,000,000 loan, whereupon Lord Delamere withdrew his amendment.

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6 Egg Spoons	11 0	9 0	12 0

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TRADE OF ADEN WITH EAST AFRICA. HONOUR FOR INDIAN FIRM IN ABYSSINIA.

Summaries which Dates from Biblical Times.

THE United States Department of Commerce has published a report from Mr. J. Lodge Park, Vice-Consul at Aden, whose remarks have an important bearing on trade with Abyssinia, Somaliland and Eritrea, for the former country notoriously makes its purchases of cotton, piece goods and other commodities almost entirely through Aden. From the report we quote the following interesting extracts:

"The gum trade of Aden is perhaps the most ancient traffic of the Middle East, with a colourful and romantic history dating back to Biblical times. The chief items are frankincense, myrrh, benjamin, and resin, collected in the west from Ethiopia and in the east from Oman via Maskat.

"The volume of Aden commerce follows a regular cycle, the January-March quarter being always the busiest. After March trade slowly drops until June reaches its lowest ebb in September, then picks up in the early winter, and comes back to its peak in January. The reason for this is the fact that the season for coffee and skins, the principal products of the district, lasts only from October to April, since there is no organised industry for either of these two commodities, the Natives' buying-power remains limited, and the volume of business in general therefore rises and falls with the season for coffee and skins.

The Maria Theresa Dollar.

The large amount of bullion and coin appearing in Aden trade is largely explained by the fact that the item treasure consists mainly of Maria Theresa dollars, minted in Austria and imported to the extent of about 1,000,000 per month, for distribution to Ethiopia and Arabia. Coin or currency in any other form is not accepted by the indigenous peoples. The Maria Theresa dollar is in reality more a commodity than a currency, as it is not the national currency of any country and is bought and sold like any other merchandise. In Ethiopia, particularly, it is melted down and moulded into trinkets of all kinds, there being no ruling against its mutilation or destruction.

To be valid, this dollar must meet many curious requirements from the Natives. For example, it must bear no other date than 1792; the brooch on Maria Theresa's right shoulder must be clear and complete; the decorative milling must be visible; the coin must be as bright and shiny as possible, although the duller coins are usually accepted; worn coins are not desired, but weight is not closely examined. The notions of coins imported by the Ethiopian Government, by the Bank of Abyssinia (a British monopoly), and by private individuals are completely swallowed up in the country, since there is very strict prohibition against their export.

NEW EAST AFRICAN POSTAGE STAMPS.

Several changes in the postage stamp issues of East Africa are announced. The first value of the new series of Zanzibar to be placed on sale is the 20 cents ultramarine, presenting a more up-to-date portrait of Sultan Kalif bin Harub set in a bolder and less ornate frame, and says the Times: "Green and black are the future colours of the 5 and 10 cents stamps of Kenya Colony, which were formerly printed in maroon and green respectively. The same two colours have been definitely abandoned for the low value stamps of Mauritius, those from 1 to 5 cents will therefore make a useful set in the King's head design. The new value will be added to the current series of the Nyasaland Protectorate, viz., 2s. purple on blue, whilst the 10s. has been printed for the first time on heavy cream water-mark paper.

From a Correspondent.

Addis Ababa.

FIVE British Legation recently invited some fifty-five leading members of the different communities of the British Empire, residing in Addis Ababa to a tea party in the Durbar Hall in celebration of the bestowal by the King of membership of the Order of the British Empire upon the founder of the firm of G. M. Mohamedally and Co. The Charge d'Affaires, Mr. G. T. Maclean, said:

"His Majesty the King Emperor has been graciously pleased to confer the dignity of a Member of the Most Excellent Order of the British Empire upon Mulla Mohamedally Shaikh Sharafally Hararwala. Since 1897 the great firm of which this gentleman is the head have been of continued and valued assistance to the Imperial Government in general and to this Legation in particular, and have most worthily upheld the prestige of British trade in this country. During the period of office of Sir John Harrington as H.M. Minister here, the firm ran British mails from Harar to Zeyla, and have helped the Legation with regard to the mails to Maji. During the late war the firm contributed generously towards the Patriotic League, Red Cross, etc. Since 1920 the Addis Ababa manager has been President of the British Local Tribunal, which office he has filled with remarkable efficiency and tact; while the local managers at Hawash, Dire Dawa, and elsewhere have always been found ready and willing to protect the interests of British subjects in their disputes.

"I venture to hope that this distinction conferred on one of the leading Indian firms here will be a source of pleasure and pride to the whole British community in Abyssinia and will afford them proof that their loyal and whole-hearted endeavours to uphold the prestige of our great Empire in a foreign count are appreciated by their Sovereign."

It is worthy of note that one of the representatives of the firm, in an address of thanks used words which show the feelings animating British traders in Abyssinia. He said:

"It is not possible for me, a man of little and limited knowledge, to perform the duty of thanking a gracious King. I am also grateful to you, sir (Mr. Maclean), for your kind mention of the services of the firm, which has not done anything beside its duties. It is the duty of every subject to be loyal and of assistance to His Majesty the King Emperor and to the Imperial Government, so the firm has done its duty and nothing else."

NYASALAND

An opportunity occurs for those wishing to extend or establish business in Nyasaland, to purchase or rent a chain of premises in the five chief towns of this quickly developing Protectorate. The properties comprise stores, with offices and manager's quarters attached, and are situated at Blantyre, Zomba, Limbe in the Highlands, Fort Herald, the Customs port of Esty on the Shire River, and Fort Johnston on Lake Nyasa. Ready for immediate occupation. A. J. SCOTT, 6, Bromley Grove, Shortlands.

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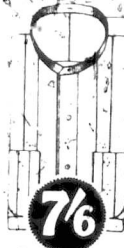
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KENYA AND AFRICAN TRUST.

The statutory meeting of the Kenya and African Trust, Ltd. was held at the registered offices of the company, 1 and 2, Gracechurch Street, London, E.C. The chairman, the Rt. Hon. Sir Arthur S. T. Griffith-Boscawen, P.C., J.P., who presided, said:

"This meeting is a purely formal one, and held to comply with the Companies Consolidation Acts. As you know, the issue of capital of this company was not publicly advertised, but was privately subscribed. At present the amount is small, but the directors consider it sufficient for immediate requirements. Immediately further funds are required your boards are confident that such sums will be forthcoming."

Already many properties and business propositions have been offered to the Trust and carefully considered. An option has been obtained over one property, and we are awaiting a cable confirming an option over another. Valuations and reports are being obtained. It is hoped and believed that good business for the Trust will result at a comparatively early date.

In my view Kenya, Uganda and East Africa generally offer a great field for the profitable employment of British capital, not only in opening up new areas, but in judicious amalgamation and consolidation of existing estates. Your board fully realise this, and I trust our efforts to get a share of this good business will be reflected in the balance-sheet at the end of the year."

ANKOLE TINFIELDS LIMITED.

ANKOLE TINFIELDS, Ltd., has been registered as a public company, with a nominal capital of £100,000 in 5s. shares, to acquire the prospecting, mining, and other rights over the mineral areas in Uganda comprised in or entered into with Tanganyika Goldfields, Ltd. (the vendor company), and to prospect for and develop tin, lead, wolfram, silver, gold, copper, coal, iron, &c. 100,000 shares of 5s. each have been offered for public subscription this week.

Mr. G. C. Ishmael (the well-known barrister of Kampala) is entitled to be appointed a director of and when he and Messrs. J. Kargarotos and O. Kargarotos, of Bukoba, are registered as the holders or joint holders of and retain £12,000 shares. The other directors are Messrs. Walter Broadbridge, director of Rhodesian Congo Border Concessions; H. A. Huntley, director of British Malayan Tin Syndicate; J. T. Philips, chairman of Kamunting Tin Dredging; and G. A. Williamson, chairman of Tanganyika Goldfields.

Director's qualification (except Mr. G. C. Ishmael), 500 shares. Remuneration, £250 each per annum (chairman £300) and 5% of the net profits in each year after 15% is paid on the ordinary shares, divided between them.

Solicitors: Messrs. Mayo, Elder & Co., 10, Drapers Gardens, E.C.

N'CHANGA COPPER MINES LTD.

N'CHANGA COPPER MINES, Ltd., was registered as a public company on October 28, with a capital of £600,000, in £1 shares, to acquire mines, concessions, leases, licenses or authorities in any part of the world; to adopt an agreement with the Rhodesian Congo Border Concession, and to carry on the business of prospectors, explorers, etc. The directors' borrowing powers are restricted to the amount of the company's nominal capital.

Solicitors: Messrs. Holmes, Son & Pott, Capel House, New Broad Street, E.C.

BEIRA RAILWAY SCHEME APPROVED.

The adjourned meeting of the holders of 6% income debenture stock in the Beira Railway Co., Ltd. (adjourned from October 12 in the absence of a quorum), was held last week to consider resolutions approving an issue of £2,000,000 debentures or debenture stock carrying interest at the rate of 6 1/2%.

Sir Henry Birchborough, who presided, said that the stock ranked after approximately £1,700,000 of prior loans, of which rather over £1,000,000 of first debentures had to be redeemed on December 31. Moreover, the company required £500,000 to repair the effects of the recent disastrous floods and to strengthen and improve the line against such happenings in the future. They had accepted an offer from the Mashonaland Railway Company to take up at 60% an issue of £1,500,000 of new debenture stock carrying interest of 6% and a cumulative sinking fund charge of 1/2% per annum.

The present proposal was that the income debenture stockholders should be entitled to exchange their income debenture stock for the new debenture stock at the rate of £66 of the new debentures for every £100 of their present holdings. In regard to income, they would be exchanging their present non-cumulative income, dependent on earnings, for a fixed cumulative interest. Several stockholders complained that the income debenture stockholders appeared to be bearing the whole sacrifice involved by the damage caused by the recent floods, but others supported the scheme, and the Chairman having dealt with the points raised, the scheme was agreed to.

RICH REEFS IN TANGANYIKA.

To the Editor of East Africa

SIR, In reference to the statement by a mining engineer in an issue of East Africa which has only recently reached me, though now several months old, that "the quartz reefs in Tanganyika are small and generally small man propositions," I beg to differ.

First, every reef in new country is a small man proposition. The capitalist only appears when everything is safe, comfortable and well developed. In nine cases out of ten in Australia, Rhodesia, Canada and South Africa, the small men developed the reefs first.

Secondly, I am at present developing in Tanganyika quartz reefs going anything from 4 ft. 6 in. to 9 ft. on the surface, and I know of one still larger. With experience of Australia, Southern Rhodesia, the Transvaal, and Southern Europe, I venture to say that 4 ft. of reef is by no means small, and I have seldom seen an outcrop carrying gold over 9 ft. on the surface, as obtains here.

For obvious reasons I do not give my exact locality, but the Controller of Mines can certify that I am a claim-holder.


I am, Sir,

LITTLE TANGANYIKA STRINGER.

Tanganyika,

August, 1926.

Shareholders of the Uganda Company Limited who applied for shares of the new capital, in addition to those to which they were primarily entitled, were allotted only 40% of their applications.



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Cream Drill Jacket & Trousers	27/6	Khaki Drill Spine Pads	1/11
Khaki Drill Riding Breaches	18/11	India Gauze Vests	2/11
White Gabardine Jackets	18/6	India Gauze Trunk Drawers	2/41
White Gabardine Trousers	12/11	White Half Hose, Cotton or Wool	1/6
Worsted "bolero" Sun Resisting Jacket and Trousers	35/-	Tropical Weight Suits	25/5
White or Khaki Pith Helmets, Detachable Covers	22/6	Worsted Suits	27/7
Extra Covers, White or Khaki Cork and Rubber Helmets, White or Khaki	16/6	Tailored to Order.	
Soiled Linen Bag, Lock and Key	9/11		

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EAST AFRICA'S INFORMATION BUREAU

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

An administrative station is shortly to be opened at Korogwe in the Usambara district of Tanganyika Territory.

Imports into Portuguese East Africa last year are officially stated in Lisbon to have totalled £11,076,931 while exports were valued at £10,327,540. Fifty per cent. of the exports went to Great Britain.

At last week's seventeenth ordinary general meeting of the Anglo-Persian Oil Company Ltd. Sir Charles Greenway, Bt., the chairman, said that the company's "Empire" markets had been extended during the year by the introduction of B.P. spirit and kerosene into East Africa.

Exports from Nyasaland during this year up to August 31 were of a total value of £304,780, as against £197,862 in the corresponding period of last year. Amongst the items are the following: Tobacco leaf, £355,738; tobacco strips, £8,934; tea, £53,742; cotton, £50,377; fibres, £6,995; rubber, £4,274.

Cotton goods imports into Tanganyika Territory during July were as follows:

	Yards	Value
Grey unbleached	975,756	22,704
White, bleached	184,542	363
Printed	206,615	41
Dyed	513,166	24,150
Coloured	40,202	1,062

Kenya is considering the question of leasing the right of inserting advertisements in Post Office date-stamp impressions on correspondence posted in the Colony. We hope the Post Office will consider the question again—and decide to have nothing to do with such a project, at least in so far as advertisements of trade goods are concerned. The present community advertising of Kenya on correspondence is excellent. Why substitute something not nearly so good?

Nyasaland's postal rates are now as follows: Letters.—Inland, 1d. per oz.; British Empire and Mozambique, 2d. for first oz. and 1½d. for each subsequent oz.; foreign countries, 3d. for first oz. and 2d. for each subsequent oz.

Post Cards.—Inland, 1d.; British Empire and Mozambique, 1½d.; foreign countries, 2d.

Newspapers.—Inland, 1d. up to 4 oz. and 1d. for each additional 2 oz.; Empire and Mozambique, 1d. per 2 oz.; foreign countries, 1d. per 2 oz.

Samples.—1d. per 2 oz. to all destinations with minimum charge of 1d.

The total exports of cotton piece goods from the United Kingdom to East and South Africa during 1925 are officially returned as 13,178,794 linear yards valued at £3,358,458, as against 107,279,700 linear yards valued at £4,604,170 in 1924. In 1925, 103,500 linear yards of a value of £4,259,059 in 1924, the figures for 1925 being 120,672,700 linear yards valued at £1,904,556. Exports under the various headings were as follows:

1925	115,500 linear yards, valued @	281,312
1924	172,200	282,087
1925	7,236,000	282,133
1923	15,941,300	201,420


1925	3,796,100 linear yards, valued @	1,052,349
1924	26,509,000	1,000,984
1923	22,478,200	964,208
1913	33,423,000	484,500

1925	24,735,100 linear yards, valued @	928,750
1924	24,642,000	901,418
1923	24,788,000	1,108,734
1913	26,370,000	490,225

1925	43,538,600 linear yards, valued @	1,605,414
1924	33,971,700	1,897,599
1923	41,368,100	1,691,729
1913	35,202,600	614,467

1925	5,933,400 linear yards, valued @	230,627
1924	5,631,700	227,121
1923	5,285,600	212,252
1913	8,930,700	166,303

Why does the Board of Trade continue to bracket East Africa with South Africa? It is an inexplicable anachronism. Separate statistics are given for West Africa and North Africa. Let East Africa be treated as a separate entity.



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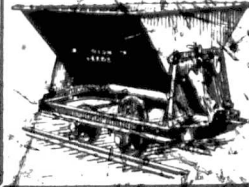
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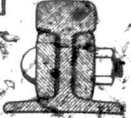


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EAST AFRICAN PRODUCE REPORTS.

COFFEE.

ALTHOUGH only small supplies have been available for auction, full to dealer prices have been obtainable for East African sorts, as under:

Kenya

A sizes	1435	6d.	to	1555	6d.
B	1345	0d.	to	1425	0d.
Peaberry	1685	6d.	to	1725	6d.
London cleaned	1375	0d.	to	1435	0d.
First size	1535	6d.			
Second size	1455	6d.			
Third size	1295	6d.			
Peaberry	1535	0d.			

Uganda

First size	1235	6d.	to	1335	6d.
Second size	1035	6d.	to	1105	0d.
Third size	935	6d.	to	1055	0d.
Peaberry	1135	6d.	to	1135	6d.

Tanganyika

London cleaned	1175	0d.			
First size, partial	805	6d.			
Small	1105	0d.			
Peaberry					

Arabia

London cleaned	1305	0d.			
First size	1265	6d.			
Second size	1005	6d.			
Third size	1335	6d.			
Peaberry					

Kilimassjao

London cleaned	1215	6d.	to	1445	6d.
First size	1025	0d.	to	1315	6d.
Second size	1865	0d.	to	1925	6d.
Third size	1105	0d.	to	1425	6d.
Peaberry					

London stocks of East African coffee stand at 19,403 bags, as against 32,021 bags in 1923, and 16,275 bags in the corresponding period of 1924.

NYASALAND AND RHODESIAN TOBACCOS.

In their last report Messrs. Edwards, Goodwin and Co. state that the better grades of Nyasaland tobacco have aroused some interest, and the demand for strips continues good. Prices are as follows:—

Dark	13d. to 24d.	13d. to 24d.	16d. to 22d.	18d. to 24d.
Semi-dark	10d. to 18d.	12d. to 16d.	16d. to 18d.	16d. to 20d.
Semi-bright	15d. to 18d.	19d. to 23d.	21d. to 24d.	
Medium bright	24d. to 30d.			
Good to fine				

OTHER PRODUCE.

Beeswax.—Prices are somewhat lower, and the market is quiet; the spot value of fair to good East African and Abyssinian being 16s.

Cashew Seed.—No change is reported in the value of East African seed to Hull, i.e., £15 15s.

Chillies.—Prices have improved, and good quality Mombasa sorts have sold around 55s. Sellers are now asking 57s. 6d. to 60s.

Cloves.—Afloat and near positions have met with increased demand, September/October shipments selling at 10m 0d. to 07s. and October/December 8 1/2 to 01d.

Cotton Seeds.—Very little change, and no business reported.

Groundnuts.—The value of East African sorts for November/December shipment is about £21 5s. on a steady market.

Gum Arabic.—On a quiet market sellers have quoted November/December shipment of natural sorts at 44s. and cleaned 46s. c.i.f. spot values being 47s. 6d. and 50s. respectively. Spot value of Fall is 32s. 6d. per cwt. and 28s. to arrive November/December.

Maple.—The market has again improved, the value of No. 1 East African white flat standing at 37s., with Nos. 2 and 3 at 34s. and 35s. respectively.

Stearine.—Practically no business is passing, the nominal value of white and/or yellow for November/December shipment being about £23 2s. 6d.

Sisal.—Tanganyika No. 7 for November/January shipment is quoted at 24s. c.i.f., with No. 7 Kenya 40s. lower.

EAST AFRICAN STEAMSHIP MOVEMENTS.

BRITISH INDIA.

"Muthera" passed Perim homewards, November 6.
 "Mafinga" passed Gibraltar outwards, November 3.
 "Mabura" left Dar-es-Salaam outwards, November 4.

CLAN LIVERMAN HARRISON.

"Clan Macbeth" left Dar-es-Salaam, October 28.
 "Waylars" arrived Mombasa, November 5.
 "Urbino" sailed New York for East Africa, November 7.

WEST INDIA.

"Springfontein" sailed Lourenco Marques for Cape ports, October 20.
 "Ryperkerk" left Dar-es-Salaam for further East African ports, October 20.

"Nils" left Port Sudan for East and South African ports, October 30.

"Jagersfontein" left Antwerp for East and South African ports, October 31.

"Billiton" left Port Said homewards, October 30.

"Heemskerck" left Mombasa homewards, October 28.

"Nykerk" arrived Beira for further Portuguese and East African ports, November 2.

"Klipfontein" left Rotterdam for South and East Africa, October 27.

"Mehske" left Antwerp for South and East Africa, November 1.

MESSAGERIES MARITIMES.

"Amiral Pierre" left Mombasa homewards, November 5.

"Dumbea" left Tamatave (Madagascar) homewards, November 5.

"Egonte" left Lise for Madagascar for Mauritius, October 31.

UNION CASTLE.

"Dunluce Castle" left Plymouth for Beira, November 6.

"Gaika" arrived East London for Beira, November 8.

"Gassan" left Port Sudan for Natal, November 7.

"Glenholm Castle" arrived London, from Beira, November 7.

"Gloucester Castle" left Beira homewards via Suez, November 7.

"Grantully Castle" left Ascension for Beira, November 7.

"Handover Castle" left East London homewards, November 6.

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Mr. D. P. Cousin
Mr. H. H. Crawley
Mr. E. V. Garland
Capt. H. H. Lake
Mr. J. Partridge
Mr. R. F. Peat

Aden.
Mr. A. E. Adams

Mombasa.
Mr. B. Adhead
Miss K. S. Allen
Mrs. R. Armitage
Mrs. Armitage
Miss H. K. Armitage
Lt. M. A. E. Ashby
Master M. B. P. Barrow and nurse
Mr. A. H. Barwell
Mr. H. K. Bather
Miss D. C. Bathes
Mr. M. Bell
Mrs. A. Blanco White
Miss J. Blanco White
Mr. W. G. Boultonley, C.B.
C.M.G., O.B.E.
Miss Breverton
Miss E. Buchanan
Mr. R. S. Campbell
Mr. W. M. Case
Miss E. M. Clarke
Mrs. J. Hamilton Calk
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Mr. H. C. Craydsdale
Mr. H. A. Dowding
Kathleen Viscountess Falmouth

Mrs. B. A. Firmin
Mr. C. B. Fisher
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Mr. F. G. Gardener
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Mr. J. B. Hall
Mr. A. A. Hart
Miss D. K. W. Hart
Lt. Comdr. F. R. Hemsted
Mr. F. A. Hooper
Mrs. Hooper
Mrs. Howatson
Mr. J. R. Hudson
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Mrs. Hunt
Dr. W. J. Hutchinson
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Mr. W. A. T. Johnson
Mrs. Jowitt
Miss F. Judd

Miss Ruth
Mrs. K. M. Kay
Miss M. E. Kay
Mr. W. W. Lambay
Mrs. Laidlay and maid
Mr. A. H. Lamont
Mr. S. G. Lane
Mr. J. Leary
Mrs. Leary
Mrs. A. L. Lee
Mr. J. R. Leslie
Mrs. R. J. Lloyd
Miss Lloyd
Mrs. J. Maclean
Capt. E. J. Mateer
Mr. W. F. Malden
Mr. G. F. Marsh
Mr. C. V. Merritt
Mr. P. A. Mellwaine
Mrs. McIlwaine
Master McIlwaine
Master McIlwaine
Mr. B. G. Moulton
Major Sir George Noble, Bart., J.P., and valet
Lady Northey and maid
Hon. Beryl O'Brien
Miss E. M. Ogilfield
Mr. J. A. Palfreman
Mr. M. P. Peatling
Mr. F. Peatling
Mr. G. V. Peskett
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Master Price
Mr. R. Windsor Rickards
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Mrs. Sherman
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Miss J. E. Taylor
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Mrs. J. H. Thomson
Miss P. M. Titman
Mrs. Arthur Turton
Miss Turton
Miss C. W. Twist
Rev. F. Tyril
Mr. S. L. Vincent
Mr. C. Watson

Nurse M. H. Westropp
Mrs. M. O. Wickham
Capt. J. F. Wolstaley
Mr. W. Wynne
Mrs. Wynne
Master O. W. Wynne

Marseilles to Mombasa.
Mr. H. Dickinson
Mrs. Dublin and baby
Mr. Hamilton-Gordon
Mr. J. L. Greene
Mr. F. Lorry
Mrs. Siffert
Mr. V. Tenna

Mr. J. DuVivier
Miss W. M. Gallway
Mr. Hayward
Lt. R. J. Johnson, R.N.
Mr. A. F. Joyce
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Mrs. J. B. Sinclair
Mr. A. Slater
Mrs. Slater
Major A. H. Symes
Thompson, D.S.O.

Mrs. Symes-Thompson
Miss P. J. Symes
Thompson
Master R. H. Symes
Thompson and wife
Mr. E. Warburton
Lt. Col. O. F. ...
C.B.E., D.S.O.

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Miss Watkins
Miss Watkins
Miss V. Wilkinson
Capt. J. W. Wilson
Mrs. Wilson
Mrs. Williamson
Mrs. J. V. Winter
Mrs. Winter
Mr. C. C. de V. Wright

Genoa to Mombasa.
Lady Barrow
Mr. Malcolm Barrow
Mr. H. P. Currie
Mr. E. Harrison
Mrs. Harrison
Professor D. Jones
Mr. Morrison
Mr. S. W. Fountain
Mr. G. E. Ryan

Port Said to Mombasa.
Mr. Cooper
Major M. ...
Mrs. Grant
Master Grant
Miss Grant

General Voyron, which arrived at Marseilles on November 4, brought homewards from

Mombasa.
Mr. H. Dickinson
Mrs. Dublin and baby
Mr. Hamilton-Gordon
Mr. J. L. Greene
Mr. F. Lorry
Mrs. Siffert
Mr. V. Tenna

Marseilles to Zanzibar.
Mr. A. A. Duckett
Mrs. Duckett
Mr. H. C. Platt
Mr. D. W. Saunders-Jones

Dar-es-Salaam.
Mrs. A. M. Adams
Master E. W. Adams
Mr. F. Adams
Lt. A. Belle
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Mrs. Ford
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Miss E. Haslett
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Mrs. Mehan
Capt. M. S. Moore, V.C.
Miss A. A. ...
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Miss C. M. O'Connor
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Mrs. Owen
Rev. E. N. Pedersen
Mr. W. E. Powell
Mr. B. A. Rice
Lt. F. A. Rundall
Mr. E. A. Sadler
Capt. S. C. Scarth

Marseilles to Dar-es-Salaam.
Mr. R. S. ...
H. H. Prince Albert de Ligne
H. H. Princess Marie Louise de Ligne

Marseilles to Mombasa.
Mr. E. Isler

Beira.
His Excellency Sir Charles Bowring, K.C.M.G., K.B.E.
Lady Bowring
Miss Bowring
Master Bowring and nurse
Mr. H. J. Blight
Mr. H. E. Clark
Mrs. Carl
Miss C. I. Mosedale

Genoa to Beira.
Mr. J. Bull
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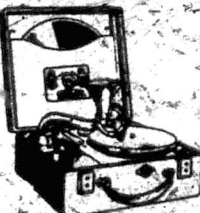
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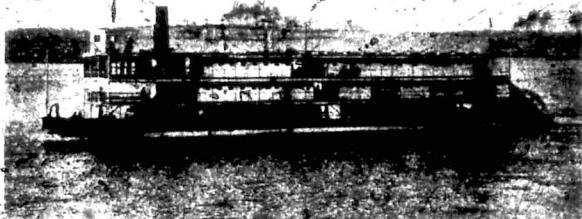
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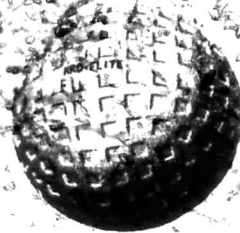
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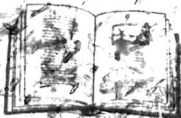
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THE START OF A GREAT VENTURE.

Launching of the Seaplane, "Pelican."

On Monday, November 18, the seaplane "Pelican," the pioneer craft designed for experimental work on the Kisumu-Kisumu air route, was christened and launched at Rochester in the presence of a distinguished gathering. As soon as Lady Beatrice Ormsby Gore had announced the christening of the "Pelican," the motor was started up and the launching ceremony performed by the Hon. W. G. A. Ormsby Gore, M.P., Under-Secretary of State for the Colonies.

The seaplane slid into the midway, turned up wind, rose gracefully, and for some ten minutes carried out a series of evolutions, before landing again on the water opposite the specially erected stage on which the guests were assembled. Comment was freely made on the obvious, clumping power of the machine, which bore on its side not only the name "Pelican," but an emblem of the bird painted in blue on a white background. *East Africa* has learnt by the way, that the directors of the North Sea Aerial and Transport Company, Ltd., the sponsors of the enterprise, had intended to christen their first machine the "Marabout," but a conversation of Sir William Gowers with Captain Gladstone was responsible for the change of name. His Excellency mentioning casually that the marabout does not settle on the water, while a pelican does, it was decided that the latter name was much more suitable.

While the machine was in flight, Lady Beatrice Ormsby Gore was presented by Mrs. R. M. Gladstone, mother of Lord T. A. Gladstone, with a beautiful silver map engraved with a map of Africa, on which the Kisumu-Kisumu route was prominently marked. The shapely, insured gift from the originators of the service was gratefully appreciated by both Lady Beatrice and Mr. Ormsby Gore.

Air Ministry's Declaration of Policy

The speech which followed at the Ball, held at Rochester, will be given by Charles Dickens, M.P.

Ormsby Gore read a letter to himself from Sir Samuel Hoare, Secretary of State for Air, who wrote:

I am very indeed that you are indisposed to hold any private view on the launching ceremony of the seaplane which is to be used on the experimental service between Kisumu and Kisumu. I am very glad that you have been able to perform the ceremony in my place, since the project itself which seems to me to be of the most far-reaching importance to the Air Ministry and the Colonist Office.

From the broad aspect of Imperial air communications, this service is the first link in what will ultimately be one of the most important routes of the Empire, via the Cape Canal to the Cape, a route which should be of first-class strategic as well as commercial importance; whilst I am sure that the Colonial Office will welcome a scheme which will effect a great improvement in existing means of communication between such important areas of the British Empire in East Africa.

Will you be good enough to convey to Captain Gladstone and his associates with him my best wishes for the success of his most important enterprise?

This declaration of policy on the part of the Air Ministry would, said the Under-Secretary, be welcomed by everyone. Those at the Colonial Office who had looked forward to that day had been anxious to secure the co-operation and goodwill of the Air Ministry in establishing this service. An important step had been taken that day. Though Capt. Gladstone and Sir Alan Cobham had already done a great deal to familiarise the peoples of the Sudan and the East African Dependencies with the possibilities of aerial communication, it was only today that the foundations had been laid of something which would, he believed, lead to permanent results. Mr. Ormsby Gore continued:

Mr. Ormsby Gore's speech.

I believe that the seaplane which we saw launched this morning will be the means of establishing the certainty that the route up the Nile is one of the most desirable opportunities for successful aviation from the tourist, commercial, and other points of view, and also from the strategic point of view. I hope it may be possible to secure the co-operation of all the countries that may be affected by this service.

The present experiment has been conducted largely owing to the foresight and generosity of the company itself, who, by putting up the largest share of the money, have given proof of their confidence. The other constituents are the Governments of Kenya, Uganda, and Sudan. That such an enterprise is being undertaken is a result of the recent Government Conference held in

John. All the Governor's proposals were determined that if a flying post should be done to shorten the time and the distance of communication between the heart of the Empire and those Dependencies.

May I thank the company for their kindness to my wife and myself. We have thoroughly enjoyed to day. I will only express to those engaged in the enterprise, and I think to Captain Gladstone and his colleagues, "Good luck!"

Governor of Uganda's Support for Scheme.

Sir William Gowers said that he had to speak not only in his own capacity, but also for the other East African Governments associated with the North Sea Aerial Transport Company in the enterprise. He knew that the Governor of Kenya and the Governor-General of the Sudan were whole-hearted supporters of the experimental service, and would, he felt, be whole-hearted supporters of the regular air service which they hoped to see follow. They were all convinced that civil aviation must come in East Africa, and over the Khartoum-Kisumu route it was the only possible means of speeding up communication between the territories.

Public opinion in Kenya was especially interested when the scheme was first mooted, and he felt that they could count upon the support of the unofficial no less than of the official elements.

The air is a natural means of communication, of which man is now taking advantage. Britain has been rather backward in aviation in Tropical Africa, though the French and the Belgians have their lines operating in their Tropical African territories. But the British have performed wonderful pioneer flights. The first flight in Tropical Africa was made in 1913 by Colonel Cignoni in a short machine from Cairo towards Khartoum. Next in 1920 was the famous, admirably timed, but unsuccessful attempt from Cairo to the apex of Cochinch and Broom, accompanied by Dr. Chambers Mitchell, the well-known scientist. The first successful one to Cairo was made by Colonel Sir Pierre de Bénéville, and since then there had been the flight of Sir Alan Cobham and the four Royal Air Force machines. I met Sir Cobham as he thot down in Uganda, and I know that he has the entire confidence of the people of the new line. These pioneer flights were what is now called "stunts," a word which, though it cannot be found in any dictionary, signifies, I think, a *tour de force*—that is, something not to be repeated every day, but performed as a demonstration of what can be done.

To-day's lunch marks a new era in several ways. It is the first effort to introduce to Tropical Africa the commercial and economic air line. As in the case of "economy," I do not mean that an unvaluable money price can be shown. New means of communication are seldom profitable at the start, and the economic justification lies in the enormous advantages they give to the territories through which they run. Roads can seldom ever be proved to show a financial profit, and there is no more reason to expect an air service in its early stages at least to yield a financial profit than there is in the case of roads. We should never dream of refusing to build a road because a profit cannot be shown, and by the same argument, the air route can be justified.

Co-operation of Belgian Congo.

I express appreciation of the presence of a representative of the Belgian Government, and we are also glad to see a Belgian delegate from Brussels. It is well known to many of us. The service proposed to link up the Belgian Congo

great benefits with the other territories, and we may look forward to the time when the gold from the rich Solo Molo fields in the Congo and the diamonds which all expect to see produced in increasing quantities in Tanganyika Territory will be carried to Europe by air, thus saving an enormous sum of money in insurance and interest. The transit of gold from the Kilomungo down the Congo to Matadi now takes seventy days to reach Europe, there is no reason why it should not be brought home in ten days when the Kisumu-Cairo route and the Cairo-London stage of the Indian air route are in operation. We have every reason to hope that the Government of the Belgian Congo will co-operate and subsidise the service when it is proved feasible. There has, perhaps, been a certain suspicion on the part of the Belgian Congo Government, which has naturally asked, "If the project is so good, why does not your own Government show its confidence in a practical manner?"

But it is the British way to allow these enterprises to be generated locally and for the Government to participate only at a later stage, if it is necessary. I think perhaps there is more chance of its getting well started on those lines than if it had been bolstered up with money drawn from the British taxpayer. I think that later, when the North Sea Aerial Company and the three territories should have put up the money show that the line can be successfully run, we can come to the British Government and ask for assistance, and from the letter of Sir Samuel Hoare read to-day we may feel a reasonable degree of confidence that we shall not ask in vain.

Sir William Gowers an Early Passenger.

This occasion will have immeasurable importance in interesting public opinion in East Africa no less than in Europe, that of commercial men no less than of administrators. As to the utility of the service in saving time, now, in the most favourable circumstances, anyone who wishes to get to Lake Victoria by the natural highway of the Nile requires from thirty to thirty-two days from Cairo, if all connections are caught, while in Mombasa twenty-five days are necessary and I seldom see my letters in under a month. Kisumu ought to be reached by air from London in ten days, and even by the present means of communication to Khartoum and onwards by air in five days should be saved. Stormy consideration for passengers from England. To save ten days of the outward and another ten days of the homeward journey might make all the difference to many people, particularly business men, while as regards mails the advantages are too obvious to require mention.

I wish the best possible luck to the "Pheasant" and the very enterprising directors of the company who originated the project. I was struck by the firmity and perseverance shown by Captain Gladstone during the many months he spent in East Africa in acquiring accurate information and in convincing all those who were in the "camp" of sceptical opinion that the project was a sound one. Some praise until the birds are shot, and I have every confidence that they will be deserved, and I undertook to say that I would be one of the first pieces of mail to be carried. I have a considerable personal interest in their successful delivery. It is not in mortals that we should have such a firmity and perseverance in the pursuit of the birds, and of those concerned in the building and flying of this machine, and who are only too desirous of their success.

Lord Cranworth's Interest.

Lord Cranworth said: "I wondered why I should have this honour thrust upon me until I recalled that I have spent no less than eighteen months of my life travelling backwards and forwards to East Africa, and during half of that eighteen months I suffered from seasickness, so some effort to shorten the distance is of as much interest to me as to anyone in this room."

"I look upon this service as only a start. Before long we shall see a very fine, in Kenya a neat little aeroplane, such as that neat little aeroplane has taken out the children and brought home the washing; we may go out in it for a week-end shoot—and an aeroplane seems to me a particularly useful implement with which to meet the charge of a lion or an elephant. Some sixteen years ago I took out what was, I believe, the second motor car to enter Kenya. Now the highlands are alive with cars that jostle each other on the roads."

"I look to the effect which this machine will have on the mind of the native. You must not expect that the East African savage will show much amazement. I have seen him given his first introduction to the train, the motor car, the bomb, and high explosives, and his favourable comment has been 'Shani ya muungu,' which is to say, 'the act of God.' The only exception I recall on which he did express amazement was at a bowler hat worn by a certain District Commissioner during his administration of justice!

"It is a great thing that the African native, whose only experience of the aeroplane has been as an engine of destruction, should now learn that it has other and higher uses. I think that this launching will prove the means of welding another link between the home country and those most prosperous Dependencies in East Africa."

The Business Man's Attitude.

Sir Humphrey Leggett, who was pleased to have the privilege of speaking for the commercial element, paid a tribute to the very great pertinacity of Capt. Gladstone, but for whose wonderful persuasive powers they would not be there that day. His co-directors also expressed the thanks of business men for their faith in the scheme, and last but not least, the Governments of Kenya, Uganda and the Sudan, for having co-operated financially in the initial stages.

"I can," he continued, "assure the company of the co-operation of commercial men on this side. By the Chambers of Commerce in East Africa, by the Convention of Associations, and by the Chambers of Commerce in this country resolutions have been passed in support of the enterprise. Those resolutions are not merely pious resolutions. They mean the whole-hearted determination of the commercial element to support this enterprise, by which the commercial element will greatly benefit."

"A few days ago I was thinking that probably the first aerial flight turned out to be more adventurous than commercial. The aviator was Sindbad the Sailor. His machine was a bird—the Roc—and his accommodation was not so comfortable as that which we inspected this morning; in fact Sindbad was supported by talons affixed to his nether garments. He made, I gather, a somewhat bumpy landing in Arabia. Then the genius of the place approached. I think it must have been Mr. Ormsby Gore in a previous existence—and pointing to the treasures around him, said, 'This is a place worth developing. Look at these diamonds, opazes, and other gems. Let us look at the gems of East Africa—its cotton, coffee, sisal, maize, wheat, and other jewels, which are like the jewels that Sindbad

saw, and which Capt. Gladstone and his enterprise had brought nearer than ever before."

"It is necessary to make a more serious note. The group of countries comprising East Africa look out upon the Eastern seas. East Africa's face, geographically is turned towards the East; her heart is unquestionably maintained in its position towards this country. It is all a matter of time and distance—time more than distance to-day. If it takes thirty days for the heart of East Africa to communicate with England, it takes only ten days for the group of countries to be in communication with Bombay, in which are centred not only producers and consumers under the British flag, but also great Japanese colonies of merchants and traders. At present East Africa faces towards the East, and Eastern nations are doing their very best to make the most of it."

"Consider the change that this enterprise will bring about. The samples of a new crop of cotton, which to-day reach Bombay two or three weeks before they can reach Liverpool, thus giving Eastern merchants a start of a fortnight will henceforth reach England in ten days. It is to redress such geographical disadvantages that this service will do so much. That Eastern merchandise of the greatest importance, especially when we recollect that the capital provided for development in East Africa comes from this country. It is also of the greatest importance to the workpeople of the Motherland to the output of whose factories we desire, above all, to give preference. Let our samples, our documents, and our mails reach this country as quickly as they are carried anywhere else, and you will do more than anything else to preserve the trade to the Homeland. That is why I, speaking as a business man, feel that to-day does start a prospect of the very greatest hope, and I would like Capt. Gladstone to accept the warmest support of the commercial community, and their very best wishes for his own personal success."

Capt. T. A. Gladstone:

Capt. Gladstone, called upon to speak, said he did not expect to be called upon to speak to-day, because so far we have done nothing. As Sir William Gowers has said, "We have not yet delivered the goods." We hope to deliver them during the course of the next six months, and during that time I ask all the people interested in commercial development to give us a chance. If anyone in their employ is going out, let him come with us; and let them send their mails and their small parcels with us. We will try to show them what we can do."

Speeches were also made by Colonel Edwards, Mr. Robert Blackburn, and Mr. Oswald Short.

Among the guests were Mr. W. A. Ball, Mr. D. F. Baxter, Major Cavendish Bentuck, Mr. and Mrs. Robert Blackburn, Mr. J. W. Bridgen, Mr. and Mrs. Oxley-Boyle, Lady E. Byng, Lady M. Byng, Mr. Powys Cobb, Sir Alan and Lady Cobham, Lord Cranworth, Lord Cunliffe, Prince Reginald Du Croi.

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FINE BIOGRAPHY OF THE LATE BISHOP WESTON OF ZANZIBAR

TESTIMONY TO GERMANY'S UNFITNESS FOR COLONIAL ADMINISTRATION

FRANK BISHOP OF ZANZIBAR is one of the most readable African biographies I remember reading, and this new book by Canon Maynard Smith can be heartily recommended to every East African. No one need fear that it is an ecclesiastical panegyric, a diocesan history, or a politico-religious treatise. It is, as the author says in his preface, merely the life of a man, and a very fine man at that—one who was born into a business man's family, whose early ambition was to enter the Army, who played a gallant part in the East African Campaign, who wrote and spoke bluntly of German inhumanities in what is now Tanganyika Territory, and who exercised a strong fascination upon those with whom he came in contact. Bishop Weston was no ascetic who eschewed or underrated the joys of human companionship and the comforts and amenities of civilised life; on the contrary, he was a popular member of the Zanzibar Club and a man who appreciated an ordered existence. The Society for Promoting Christian Knowledge deserves gratitude for putting this life before the public at the modest price of 7s. 6d.; it is much more interesting, much more intimate, and much more valuable than many a 21s. volume.

The book shows us a man of abounding vitality; a man who was sensitive and winged under criticism; who was modest and really hated praise; who felt keenly and acted rapidly and forcefully, perhaps sometimes hastily; who was described by one who knew him well as "a white man, a man's man, a genial man, and a sincere man"; a man who rarely talked about religion to laymen unless the subject was broached by them; a man who was a born leader of other men.

A Londoner by birth, the son of a Scottish tea-broker, Frank Weston was brought up in a pious Evangelical home. Shy, delicate, and generous, he yet developed strong opinions, and we find him at Oxford describing Nonconformity as a "kind of half-baked religion," and publicly denouncing the secretary of the Church Society of his college for having work done by a firm of printers which paid less than Trade Union wages. When Bishop Smythies made an appeal for men for Africa, Weston volunteered, only to be rejected by the doctor. After a spell of mission work in the East End of London, he became an assistant priest at St. Mathew's, Westminster, and there met Archbishop Woodward, who, while home on leave, said, "I am out to fish for men," and, hearing of the previous rejection on medical grounds, took the future Bishop to the doctor. The result was satisfactory, and thus began a noteworthy East African career.

Outspokenness marked his early work in Zanzibar. For instance one letter says, "My late house-boy drank and thieved and lied and would not work, and he ran away from me to time," another declared, "The Arab who built my house is the prime liar of my circle. He has already cheated me out of

hundreds of rupees, and still tries to do me out of a cloth to bury his mother therewith. I have had him grovelling on the floor, holding on to my feet, howling for pardon in the morning, and in the evening he has come back cheerfully lying as before. Then I have had my carpenters from Bombay who, paid by the day, try to take it out of me by all manner of little decorative arts, prolonging work till doomsday if they were allowed. Jolly men these; honest in most ways; very skilful with their feet, and as alert in all their powers; with a remnant of caste prejudice, but with a leaning to patent leather shoes and other European sins. The African proper is very dull compared with the Arab and the Banyan, but a very skilful cheat—and what he cannot steal by roguery he appropriates by laziness in work. Yet he is not without brains, and with any groove of method he will move fairly well. Dull well, not in some ways. They are very amusing and very like children in their ways of thinking.

When engaged in school work, it was sometimes necessary for him to inflict corporal punishment, and this he did with as much vigour as anything else. Later he was to give further proofs of stern discipline and his keen sense of duty, for the outbreak of the European War brought Bishop Weston into the Army which had been his youthful ambition to join, but which he had been unable to enter on account of failure to pass the eyesight test. In Zanzibar he raised a Carrier Corps, which did excellent work during the campaign in the German Protectorate, and for some months he was in command of over 2,000 men, of whom the great majority were enlisted by himself and through his influence. The discipline he exercised during our time on the mainland, writes his second-in-command, was the most rigid I have known. When once he had decided that a thing was possible, he spared no one, himself included. When one day a theft was proved against one of the porters, the chastisement meted out was far greater than the average man might have imposed; but such a theft did not happen again.

His discipline was equalled only by his efficiency, of which a good story is told. An officer serving with the South Africans, after watching the Bishop strike camp and get his men into working order, is reported to have run after him to say, "I don't know who you are, sir, but if you want a job after the war come to me and we shall not quarrel about the terms." He was a mining magnate from the Rand. On another occasion the volunteer Bishop (with the local rank of Major) marched his carriers fifty-two miles in sixty-two hours, losing not one single straggler. Here is a description of his own written during the advance on Dar-es-Salaam:

"We made a good start with our small guard to keep us from the Huns, and in spite of somewhat thick dust, we had good progress for

a couple of hours. It was then clear that I must do a night march to catch up the column before noon next day. So I halted at 9 p.m. to allow the men to cook and eat. In the village we selected as our kitchen, I managed to get thirty men to help us on our way, and at 11 p.m. we started refreshed and cheered. The dust got worse, but our new recruits helped us much. About 1 a.m. we found the dust much less and were hoping for a fair road till dawn, when suddenly we found ourselves held up by a camp formed in the very middle of our path. I made my way through carts, tethered oxen, and sleeping porters, to the sleeping forms of supplies, and his staff. A question or two elicited the information that the oxen were wind-broken, the porters back-broken, and the staff heart-broken. I have had experience as a catechist; it was clear that the moment for further questioning was not yet. So with the request that the whole camp would be on the move by 4 o'clock, I went back to my little conveyance. At 4.30 we were sound asleep on the path, and at 3 a.m. I was up looking for tea.

Thus there opened to me the day of my life. Supplies had to be taken through at all costs, or the column would be rationless. From 4 a.m. till 4.30 p.m. we moved the supply column, and, having taken it as near as we could to the column's camp, I gave my men two hours' rest and then back we went to deal with our own carts. About midnight, after a rest, we unloaded all the carts, dug up the kit into 75-lb. loads, and tired out as the men were, we marched once more. We staggered into the place whence we had gone back. It was 5.45 a.m. One hour's sleep made our total two-and-a-half for the forty-eight hours.

For myself, it was a vast relief to find that Supplies had gone. But a little later I realised that he had left much behind him. The carriers, however, were not to find peace, for the naval three-pounder was found too much for the men assigned for it. The roads were too bad for wheeled traffic, yet alone for a gun mounted on an extra-heavy, locally-constructed carriage. And the next two days Johnstone and I devoted ourselves to the gun, besides attending to our own loads. It was a very cheerful and grateful crowd that entered Dar-es-Salaam at the double with the gun rattling over the roads. The very rattle was welcome, telling of sand left behind and mud passed. We had dragged it up hills, lowered it down precipice-like bits of road, dug it out of sands, guided it over log-bridges, and the joy of that firm road was great.

The Bishop with the local rank of Major, who refused to be paid for his services or to be gazetted as Major, and who, though mentioned in dispatches and awarded a civilian's O.B.E., received his medals only through the intervention of the Archbishop of Canterbury, here, it will be seen, a personal part in liberating Tanganyika from what he regarded as German thralldom. As was his manner, he was outspoken regarding Germany's methods in East Africa, and the sentimentalists who now clamour for Germany to be given a new place in the East African story would do well to ponder the words of one who spoke with the clarity of Christian brotherhood, and with the frankness of personal knowledge. In various magazines and pamphlets, he opposed Germany's East African policy, and his biographer declares that Bishop Westcott denounced the system of government which was based on terrorism, the awful floggings, the numerous and diabolical tortures, the cruelties practised on some of the natives

and the horde of native officials who were encouraged in brutality and placed in authority over their tribes.

That is language which admits of no ambiguity, and of the Bishop was equally direct. For example in "Conquering and to Conquer," he wrote: "Germany's psychology justified lust, impurity, and shameful vice: German capital was cruel as Fox-testity after years of eye-witness in the colony of heretofore, while German nationalists saw all her neighbours as slaves for her using." The comment of Canon Maynard Smith must be added: it reads thus: "Does all this read like an act from a tip-top play? So much has happened since the war, and the people who did not fight have done most of the talking. It is well, however, that we should at times re-read such words, that we may remember why our loved ones should have died. For them, at least, the issues were quite clear."

There are other records in this fascinating life of which the all too forgetful public needs to be reminded, not that old animosities may be fed, but that justice may be done to the dead and the living. Pages of quotations might aptly be made, but three more paragraphs must suffice. In them the biographer paints a thumb-nail sketch of one aspect of the War in East Africa. He writes these words:

Soon after Frank returned to Zanzibar, the forty-two members of his staff who had been interned by the Germans were set free. They had been for the most part both men and women, very badly treated, and no respect had been shown for the conventions of Geneva. Missionaries had been set to do public works in order that they might be humiliated in the sight of Natives, and every sort of insult had been heaped upon them. Two of them died in consequence of their sufferings, and one was invalided out of the Mission. But if missionaries had suffered much, their converts had suffered more.

Even Germans recognised that a day of reckoning might come for the way in which they treated Europeans, but they were under no such apprehension of their conduct towards Africans. So the Christians of the English Mission were treated as enemies, they were forced to work without pay, and were flogged, chained together and tortured. Fourteen teachers died in the chain-gang, and an African canon, when set free, was deaf from the brutal manner in which he had been knocked about. All this happened before Simons began to advance, and before any Africans or German East Africa enlisted as porters with the British forces. When asked to do so, they heathen and Christian alike joined readily. They were prepared to risk anything to be rid of their former masters.

The Peace party at home, however, with the altruism of those who sit safe and risk nothing, were agitating for a policy by which Germany should have her colonies restored to her after the war. This made Frank furious, and for the first time in his life he sat down and wrote an Open Letter to his friends in Great Britain. He called it "The Black Slaves of Prussia." He piled up details about Germany's army, and emphasised the fact that England had employed the Africans to defeat Germany, and could not after that betray them into her hands. England had talked at large about a war for freedom, and would not, having secured her own safety, hand back the people who had trusted her to servitude. This pamphlet had a very wide circulation, and its purpose was fulfilled when Tan

SPIRITUALISM, TELEPATHY, AND THE BANYU

SPECIALLY WRITTEN FOR "EAST AFRICA"
LE SAURE.

Many African tribes possess peculiar powers. It used to be said in 1915 that the Natives of Khar-toum knew of the defeat of the Turkish forces at Kantara before G. H. Q. had the news by wire. Now Khar-toum is 1,700 miles from Kantara, most of the way across desert, so that no vocal arrangement would be of use. Is it possible that the devout, praying in seclusion in the mosques of Khar-toum, received by thought transference the impression of disaster? Or were powerful forces in front and an almost waterless desert in the rear, the lot of every man in the Turkish force was likely to be the way of the bullet, the lance, or thirst.

A second and somewhat similar instance, I am told, occurred in one of the Somali campaigns. In one affair some Awemba askari, hailing from Northern Rhodesia were killed. The names were wired down, and a messenger was sent to the village of the dead men to make known the facts and pay the claims. He arrived to find the relatives of the askari going through the mourning ceremonies.

Go further south into the Ya country of southern Tanganyika, Portuguese East Africa, and Nyasaland, and you can, if you gain the confidence of the people, see another peculiar phenomenon. There are certain men who, if you send a word into a trance or fit, and will then trace the wanderings of your friend, tell you what he is doing, what has befallen him, and where he is. There is no charlatanish about it. Your friend will confirm it six weeks or six months later on his return. I do not attempt to explain, but it is interesting to record that the performer will awake after a spell and have no cognisance of the matter.

Some of these tribes have another peculiar faculty or practice, though in this case early intelligence of an occurrence may be the explanation. A case quoted me was as follows.

A had his store broken into and some cloth stolen. Previous experience having convinced him of the utility of police assistance, he invoked the aid of the local witch doctor. When worthy arrived and brought with him an ordinary sable or bush-buck horn. Held in a peculiar way it pointed east, and A and the party following the witch doctor's direction followed. Over ridge, through bush, through village gardens and through grass ten feet high pointed the horn, until the party had reached a patch in which were two men digging. "Seize them," ordered the witch doctor. Then on again they went following the direction of the horn. At midday the party came to a Native hut in which they found a party dividing up the cloth.

I have in mind one case which is laughable in its simplicity. B lost a goat from his office, suspected a thief amongst his couriers. Appeals to the police failed, so B followed the precedent of A and called in the witch doctor, who had a very one paroled.

In a hut he placed a black goat and ordered every man to go into the hut, put his hands on the goat, come out, and show his hands to the witch doctor. Man after man went into the hut, reappeared, and

had his hands carefully scrutinised by the witch doctor. "Two-thirds, say, two hundred, had gone through when, at the witch doctor's signal, his assistants rasped the latest arrival for palm inspection. Later he confessed to the theft and the money was recovered."

Spiritualism. Not by a long chalk! An evil-smelling mixture of some sort had been rubbed on the goat. The thief, conscious of guilt, had gone into the hut, but had not put his hands on the animal. The witch doctor was smelling the hands, not looking at them!

We, who live in East Africa can practise telepathy by simply willing the most stupid Native in our employ to cut down a tree, fetch an axe, or perform some other task. I have had several experiences of this nature.

You are building a shed, say, and have four or five Natives whose tongue you do not understand and who do not understand your *patois* or patter. I am speaking of the ordinary man, not of the brilliant linguist who spends years learning some outlandish tongue of little use. Your headman is not at hand. You look at the man before you, try to explain your wishes, and suddenly realise that you are fatiguing yourself in a quite hopeless cause. So you let things muddle along until the headman comes. Then you explain that you want Karonga to bring light poles.

When a Karonga visits the headman, no one knows until that worthy returns in half an hour with the very things you need, perhaps at the same time as Lungimeza, who, having been very carefully instructed, and having sworn that he understands, arrives back with the very sticks you don't want.

THE MAGIC HORN

WHEN thieves broke into the shop of Rashid bin Basha and removed the greater part of his stock-in-trade, he first of all informed the police, and then, when seven fruitless days had demonstrated their inability to trace the culprits, decided to consult the nearest witch doctor, who lived in a village some seven miles distant. "I am we will call Fulani bin Fulani.

Now Fulani was a practitioner of some note, and in accordance with the best traditions of his profession stipulated that his fee (fifty-five rupees) should be paid in advance. This was eventually agreed to, but the spell which resulted in the loss of two days so that he was not until the afternoon of the tenth day after the theft that he appeared at Rashid's shop. His appearance, must, I think, have proved rather disappointing to his employer, for he brought nothing with him in the way of equipment but an old and unsavoury smelling horn. However, the circumstances of the case were explained to him, and the entire population of the village, about fifty strong, and including two police constables in uniform, turned out to see the performance.

He sat down with his horn and mumbled at it. Afterwards he told me that he was merely explaining to them what was required, but of course the villagers didn't know that. After about ten minutes he got up and, summoning four men from the crowd, told them to grasp the horn with their right hands. They did so. Then a curious thing hap-

This is the second Zanibar story published in the Daily Supplement to the Zanibar Official Gazette. It is contributed by "B.W."

ened. The horn began to move. It moved with such force that it pulled the four men with it. The witch doctor lit a cigarette and followed. The two constables and the rest of the crowd followed him. The horn pulled its four satellites five miles across country until it reached the populous village of Munga, and then it stopped.

Fulani went up and talked to the witch doctor. Apparently he told him that he was freed because Fulani said nothing more could be done that night, and called a halt. Fulani, being a man of consequence, went to bed with his horn in the Sheha's house, and the crowd slept on the verandahs of various houses. There is no record of how the two policemen spent the night, but it is probable that they patrolled the village streets.

In the morning the paint was removed. The horn, doubtless released by a good night's rest, pulled justly. By mid-day it had pulled its holders to an isolated homestead inhabited by three Kikuyus. It pulled them through the house and out on to the back veranda, and there, hidden under a mat, was a bill of cloth which Rashid immediately identified to be part of his stolen property. Fulani smiled complacently and, squatting gracefully on the ground, lit another cigarette. The crowd applauded. Even the two policemen looked knowing. Only Rashid appeared worried. After some hesitation he approached the witch doctor and pointed out that, whereas the value of the cloth was only twelve guineas, he had already paid a fee of twenty-five.

The witch-doctor, with an air of one who is accustomed to man's ingratitude, rose wearily to his feet and conferred with the horn. Apparently the conversation was satisfactory, for he summoned its bearers and within a minute it again began to pull. It pulled them out of the house to a tree stump twenty paces away, and there it stopped. I should like to tell you that it then leapt out of their hands and began to dig, but as this is a true story I won't. It merely stopped, and it was the men carrying it who went and got spades and did the digging. Buried in the ground at the foot of the tree stump they found the rest of the stolen property.

There is nothing more to tell except that the case reached the courts and the three Kikuyus were duly found guilty and sentenced. There are, of course, several possible explanations, which those who are not prepared to admit the supernatural may elaborate for themselves.

DEPLORABLE PHOTOGRAPH FROM KENYA.

ONE of the best known of the London-illustrated weeklies last week published a photograph which will be deplored by every right-thinking East African. It depicts three white women attired in nothing but the cotton/cloths commonly worn by native women, and apparently to make the picture more realistic the background is a background of native huts and a few palm trees. It is difficult to make restrained comment upon depictions of this type, which must inevitably affect the good name of Kenya in the minds of normal people at home. Worse still, the weekly journal in which the illustration appears has a wide circulation in East Africa, where hundreds of Native servants will thus be given an opportunity of gazing on the spectacle of half-dressed *mesdemoiselles*, whose exploit will become a topic of gossip in Native circles. The kind of business discussion to which it will give rise needs no emphasis; it will be obvious to all who know the African. The three white women are named in the journal publishing the photograph.

TRADUCERS OF EAST AFRICA.

To the Editor, "East Africa."

Having an intimate knowledge of British Africa extending over twenty-six years, I am not surprised to read articles and other matter published over the names of people who have spent long terms of residence in the tropics.

Altitude and tropical conditions for extended periods of residence affect individuals in different ways. Some blossom out with an article which is partly overheard gossip, partly imagination, and the balance parallel to the truth, the whole having been conjured out of a C3 understanding of the subject. Others appear to try and emulate the common mongrel (with apologies to the mongrel) and bite the hand that fed, and in some cases feeds them.

I am confident that the traducers of the Tropical African Colonies would be reduced to the subsistence sources alone if a declaration of mental fitness of the author was a recognised preface to each statement.

Yours truly,
"A KENYAN."

FORTHCOMING SPECIAL FEATURES.

Among special features arranged to appear shortly in "East Africa" are the following—

- From Mombasa to Kifautum.
- An illustrated account of the homeward journey by the Nanyoos.
- What the Natives Think.
- A Planter Records the Views of Saa-Silar, a servant of many years' standing.
- A Safari Diary from Tanganyika.
- Deceives inter alia with the Ach, both horn and hand.
- You may read "East Africa" each week if you join the Rural Press and News of East Africa. The year are not only advertising just complete and put the term on the inside back cover of the issue.

Five Guineas for an Article.

The Editor of East Africa offers five guineas for the most interesting article received before March 1, 1927, describing the life and experiences of a settler in either Kenya, Tanganyika, Uganda, Nyasaland, or Northern Rhodesia.

The only conditions of entry are: (i) that the Editor is to be the sole judge as to the allocation of the prize; (ii) that articles shall be typed or written on one side of the paper only; (iii) that the full name and address of the entrant must accompany each manuscript, though a pseudonym may be preferred for the purposes of publication.

If you win the five guineas, your article if published will be paid for at East Africa's usual rates if you have photographs taken by yourself which illustrate the story by all means send them for reproduction if the most interesting article not necessarily that with the best photographs, within the prize.

Send in your story without delay.

THE FUTURE OF NORTH-EASTERN RHODESIA

The Settlers' Point of View

From Our Own Correspondent

North-London

From the official point of view North-Eastern Rhodesia ceased to exist in 1914 when Northern Rhodesia was formed out of the two other territories of North-Western and North-Eastern Rhodesia. In that year North-Eastern went west "in more than one sense of the expression, but the amalgamation was not complete, even officially, as up to last year there were two distinct sets of laws and to-day there are two rates of hut tax for each part of the territory.

All the chief government officials residing in North-Western, at their visits in the past have been few and far between. For instance, between the amalgamation in 1914 and the inauguration of the new government in 1924 the Administrator visited North-Eastern on three occasions only, six years lapsing between the last two visits, and the Chief Veterinary Officer did not visit the district once in administration from North-Western, when the chief officials were in a state of the conditions prevailing in North-Eastern was most unsatisfactory.

When we come to the actual facts—apart from the officials—it is most notable that this amalgamation has been one of name only. It has been said that the attitude of the residents of the two districts towards each other has been like that of the peoples of neighbouring Balkan States—a slight exaggeration, no doubt, but containing a certain amount of foundation. Why is this so?

Two distinct territories

Under present conditions North-Western and North-Eastern are two distinct territories, geographically and economically. Their crops are different, their markets different, their outlets different, and conditions generally are quite distinct. The quickest means of communication between the two parts is by way of Southern Rhodesia, Portuguese East Africa and Nyasaland. It takes three weeks to get a reply to a letter sent from Fort-Jameson to Livingstone, whereas a reply can be obtained from Zomba or Blantyre in five days.

The main market for North-Western produce is at the local mines and in the Congo. North-Eastern has no mines and its produce goes to South Africa and the United Kingdom. North-Western's produce goes north; ours goes east and south. The main crop of North-Western has been maize, a low grade crop. North-Eastern has been forced to adopt a high grade crop owing to the high cost of transport, and its main crop is consequently bright tobacco. On the whole conditions in North-Eastern are far more similar to those in Nyasaland. We are in much closer touch with Nyasaland than with North-Western, and know and are known in Nyasaland far better than in North-Western.

Since the inauguration of the new form of Government there has, however, been a distinct change in the official attitude towards this part of the country. Although only just over two years have elapsed since the change of government, H.R. the Governor has visited us twice and would have been here again this year had it not been for the railway conference in Bulawayo. The Chief Veterinary Officer has been here, and other officials have also visited the district.

Moreover, a serious attempt is being made to bring the two districts together and to make the amalgamation real, and

not merely official, is the commencement of a road connecting the two centres of population. This road starts from Lusaka on the main-line of railway and, travelling east, skirts the southern end of the Machingo Mountains and continues to Fort Jameson. It is not yet an accomplished fact, but if this road really matures—and there are a number of people who are very sceptical on the point—as an all-weather road it will almost certainly be used for goods and passengers, which would do more to bring the two districts into touch than any number of official amalgamations. Further, it is found possible to make this road fit for transporting produce in a reasonable time if the union will be still further advanced.

Will there be Union with Nyasaland?

In view of the foregoing, and specially the two points, it would almost appear that the natural future of North-Eastern Rhodesia lies in union with Nyasaland. Geographically this certainly appears to be the solution, on economic grounds, however, there are many pros and cons to be considered, to say nothing of the sentimental position. Though it is often said that sentiment cuts no ice, it frequently carries great weight, and to ignore it would be most unwise. Although North-Eastern Rhodesia is officially dead, North-Eastern Rhodesians are very much alive and are proud of their country. They should lose the "N.E." with great regret and do not shall stick to it as long as possible, regardless of our official desires. Still more would we regret any step that would deprive us of our "Rhodesia." Should, however, it prove that economic grounds are too strong, sentiment will give way. It cannot be said that this is the case so far.

There are many economic reasons against a union with Nyasaland at present, and it is impossible to say whether they do or do not counteract the advantages. Recently one great reason against such a union has been removed. Formerly the market for tobacco at one time almost the whole of our crop was sold in South Africa, mainly owing to the fact that Northern Rhodesia is in the South African Customs Union. The Imperial Preference now given to Empire tobaccos and the generally improved state of the English tobacco market have, however, made us an alternate market for our main crop, which is no longer dependant on inclusion in the South African Customs Union. South Africa still remains an alternative market, though it has lost its great importance.

There is no doubt, too, that the financial position of North-Eastern Rhodesia is sounder than that of Nyasaland, which is handicapped by railway guarantees, to say nothing of being served by one of the most expensive railways in the world. It is true that at present North-Eastern Rhodesia has to use that same railway and is also handicapped thereby, but there are prospects of an alternative route either via the west or via Tete and the proposed coal mine line.

I think the position may be summed up as "six and one half a dozen of the other." Very little either way will have great effect in turning the scale. One certain thing is that the old state of affairs cannot continue. North-Eastern Rhodesia must be governed from a nearer point than Livingstone via Southern Rhodesia, Portuguese East Africa, and Nyasaland. If it should prove impractical to shorten the distance by means of the proposed road, another centre of Government must be found within easy reach.

East Africa in the Press.

GILGIE'S GOLF COURSE.

Writing in *Globe Illustrated*, Major J. D. Leonard says that the Gilgil golf course, one of the most charming in Africa, is largely due to the enthusiasm of Capt. Allan Gibson, one of those enthusiasts in the game of golf who think nothing of giving eighty miles and back one day for a game of golf on the Nairobi links. Speaking with an experience of practical golf courses between Port Said and the Cape, the writer says that none has just quite equal to Gilgil.

The day before we played, the fairway had been badly damaged near the ninth green by a fight between a lion and a leopard. Bits of fur were still there, and the chunks of the lovely turf had been torn up, and the spots of each animal was plainly to be seen. This fairway is a favourite haunt of lions, and only the previous week I killed a zebra about thirty yards from the green, and the day before the official opening of the course a lion hunt was organised, several settlers having had their killed. Two fine animals were dragged just behind the clubhouse and the ninth green. The only two drawbacks to the course are that it is not eighteen holes, and that we have the "browns" of Africa instead of the grass greens of home, but the turf is there and if water was laid on I am perfectly certain greens could be prepared equal in quality to anything in the world.

A THUMB NAIL SKETCH OF MOMBASA.

The *South Wales Daily Post* gives an interesting pen-picture of Mombasa, written by Mr. Frank Lewis, of the General Manager's Office of the Kenya and Uganda Railway. In the course of his description he says:—

Mombasa is a maze of thickly-wooded creeks fringed with mangroves, plantations of mangoes, rubber and palm trees, or banana groves, varied by a net of jungle paths diverging in every direction, that lead to isolated huts, clusters of villages—or nowhere. At intervals the baobab tree throws a distorted shadow of its grey torso-like trunk on the sandy surface.

At nearly every twist and turn of the dazzling white roads it is possible to obtain a glimpse of the blue line of some creek. A bird's-eye view of the wide mouth of the harbour is to be seen from the cliffs, and still further out to sea the long black line of a coral reef is visible, stretching its arm into the Indian Ocean. In the town itself trolley lines intersect the streets, while the 'bazaar' buzz with the hum of Eastern voices, and a tropical sun blazes over all.

Nairobi he likens to "a plain woman with an arresting personality."

From the advertisement of a London shop:—

"From collar studs to complete tropical outfits, nothing has been omitted. An explorer just returned on a tramp steamer from the wilds of Central Africa with only the clothes he stands up in, and a two months' growth of beard, can come to Regent Street and in an hour be so smartly outfitted that he is ready to pay an afternoon call in London and dine at the Savoy."

Piousness, even romanticism, hardly true to life.

BUSINESS OPENINGS IN TANZANIA.

With total imports approaching £1,000,000 in value, Tanganyika is a market worth attention, particularly as the territory is only at the threshold of its development, says a correspondent of the *Times Trade Supplement*, who draws attention to the fact that Great Britain and other British countries supplied 64% of the imports last year, followed by Germany (10.5%), Holland (9.9%), and Japan (22.6%). Cotton-piece goods accounted for £954,680 of the imports, iron and steel manufactures for £204,771, machinery for £136,077, and building materials (including cement and galvanised iron sheets) for £114,722. The writer says:

"There are indications that this expansion of mining activities in Tanganyika is about to take place. About 200 oz. of gold were produced last year in the Rufiji valley from the alluvial field at Lupa in the Rungwe district. The diamond pipe at Mwariza has been definitely proved, and investigation of the tin area at Buloba is being actively pursued. A prospecting licence for coal over an area of 48 square miles in the Urua district has been granted. Samples of good quality have been found."

EAST AFRICA'S MOTOR TRADE.

Mr. G. A. Tyson, who will be well known to our Kenya readers, writes to the *Evening Standard*:—

"You say it is hoped to arrange a meeting between the Dominion Premiers and the Society of Motor Manufacturers and Traders to discuss motor export questions. May I suggest any such meeting should include representatives of the Crown Colonies?"

"Take the case of the East African Colonies. A motor car there is not a luxury, but a necessity, and yet about 90% of the cars registered there are of American manufacture. In the case of motor cycles the position is almost reversed.

"The proportion of motor vehicles to white population in these territories is as 1 to 2, but there is a further important factor which manufacturers should keep in mind. During the last few years thousands of pedal bicycles have been sold in Uganda, and several of the Native chiefs have their own cars. Assume that the Native production of motor cycles doubled over the next few years, bringing with it prosperity to a corresponding number of Natives, can anyone say that you will not then have a substantial market among these Natives for either motor cars or motor cycles?"

"The spirit of 'buying British' is there and only wants fostering, but remember there is no preferential tariff."

"The ex-Kaiser has—it is said—bought 'extensive tracts' of land in the Cape Province for the settlement of 'Germans' in anticipation of the return of the South-West Protectorate to Germany. No wonder what you would call 'intelligent anticipation'!"

"On Wednesday, February 10, 1822, we passed out to sea by the Needles, and took a farewell of our native shore for some years. On October 4, 1922, we arrived in the Harbour of Mozambique—East Africa again."

"The Public, which comments on the 'Wing' page sent at 4.30 a.m. they found the 'Wing'...

PERSONALIA.

Justice Pickering is home from Kenya.

Lady E. Snow is proceeding to Kenya via Genoa.

Lady Northey left London last Thursday for Kenya.

Major Leslie Renton is paying another visit to Uganda.

Mr. G. Walsh, Commissioner of Customs, is on leave from Kenya.

Lord Cranworth lectured last week on Kenya at the Institute of Arts, London.

Mr. C. Dain, Treasurer of Uganda, is returning to the Protectorate from leave.

Major H. S. Symes Thompson, D.S.O., and family are returning to Kyambui, Kenya.

Mr. H. L. Petherick, of Kenya, was married in London last week to Miss Patience Harley.

Major Sir George Noble, Bt., is an outward passenger for Kenya by the "Edinburgh Castle."

Mr. Campbell, of Mombasa, leaves by the "Modasa" on December 4 to pay another visit to East Africa.

Capt. R. G. Fairweather and Mr. S. P. Turre, both of the same Department, have left Tanganyika on leave.

Sir Charles Bowring, Governor of Nyasaland, and Lady Bowring left London last week to return to the Protectorate.

Major B. B. Hawkins, D.S.O., who commands the 1st King's African Rifles, has been promoted Lieutenant-Colonel.

The Hon. W. C. A. Ormsby Gore, M.P., was in Geneva last week for the meeting of the Permanent Mandates Commission.

Their Highnesses the Prince and Princess Albert and Marie Louise, who are outward bound for Tanganyika Territory.

Sir John Maffey was last week received in audience by the King upon his appointment as Governor-General of the Sudan.

The R.N.C. is to entertain Sir John Maffey, Governor-General of the Sudan, to luncheon on Friday next, December 23.

Mr. F. L. Linfield recently addressed the Bartholomew Club on his visit to East Africa as a member of the East Africa Commission.

Mr. J. G. Tommley, C.B., C.M.P.C., O.B.E., of the East African Department of the Colonial Office, left London to visit East Africa.

Mr. R. Royse, formerly of Southern and Northern Rhodesia, and latterly of Marion's Tanganyika, is now at home.

Mr. Fredrick Gordon Smith has been appointed to be temporarily a Nominated Official Member of the Legislative Council of Kenya.

Major T. Miles, D.S.O., M.C., British Consul for Southern Russia, leaves London today for Marseilles, en route to Mombasa.

The Hon. J. L. Seth Smith and Messrs. H. A. Cannon and E. T. Stafford have been appointed members of the Uganda Planters' Board.

Mr. R. S. Campbell, the well-known Mombasa importer and manufacturer's agent, left London last week after a holiday spent principally in Scotland.

Capt. M. S. Moore, V.C., latterly of the 2nd King's African Rifles, and at present District Reclamation Officer, Tanganyika, left London last week for Dar-es-Salaam.

Mr. John Hunter has been appointed a Provisional Unofficial Member of the Nyasaland Legislative Council during the absence from the Protectorate of the Hon. T. M. Partridge.

Mr. Henry Howard, Editor of the "Investors' Guardian," whose sudden death is announced, was related to Sir John Maffey, the newly-appointed Governor-General of the Sudan.

Major John C. Mance, lately Inspector of Mines to the Government of Tanganyika Territory, has resigned his official position in order to take up duties under the Anglo-Timelds, Ltd.

Mr. N. Huchings, a Kenya settler of twenty-two years standing, and for some considerable time past one of the best known sheep farmers in the Nanyuki district, has recently arrived home.

Charles Smith, who was a member of the recent Kenya Port Commission of Inquiry into the working of Mombasa harbour, left London on Friday last on the "Edinburgh Castle" for South Africa.

Sir Joseph John Asser, who has been promoted to be General, served in the Nile Expeditions of 1897-98-99 and was Assistant General, Egyptian Army, from 1901 to 1904. In 1910 he commanded the expedition to Southern Kordofan.

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The Rt. Hon. William Whitlam, M.P., Labour Member of Parliament for the Central Division of Edinburgh, contributes to the current issue of the *Empire* a series of sympathetic articles on "The Finance of East African Developments" in the course of which he points out that imperial matters should be raised above party politics.

□ □ □ □

Mr. B. O. Odundo of Nairobi is the new Chairman of the East African Philanthropic Society, of which Mr. W. J. Russell acts as Honorary Secretary and Treasurer. The Society, now in its third year, has a membership of rather more than 500, which number the object is to increase considerably.

□ □ □ □

A recent arrival in Uganda from Uganda is Miss H. F. Wright, C.M.S., missionary at Hoima. Miss Wright has spent sixteen weeks at Hoima, working among the women and girls of the district, and has seen the growth from small beginnings of a boarding school, a training school for women teachers,

□ □ □ □

We learn with deep regret of the sudden death of Mr. C. R. Riley, the well-known Kampala business man, who was to have come home early next year. He was apparently in his usual health at the end of last week, but on Sunday he passed away in Nakuru, where he had opened a branch only a few weeks ago. Our sincere sympathy goes out to Mrs. Riley in her bereavement.

□ □ □ □

Speaking last week at Worcester in support of the Universities' Mission to Central Africa, Lord Beauchamp said that some retired colonels who suffered from illness and they would never have anything to do with the Christian. But when they were pressed down to facts, it would probably be found that all they could say was that they knew somebody who knew somebody else whose maiden aunt's father once heard somebody say that a Native Christian did not quite come up to the high standard that was expected of him.

Professor Arthur Thomas contributed to a recent issue of *Linnæus* a study of a most appreciative notice of Mr. Martin Maxwell's splendid volume "Stalking Big Game with a Camera" a work which we long ago recommended to our readers.

□ □ □ □

Occurring last week in Badruki, Mr. William Cross said that the pygmies of the Kauri Forest were so fond of smoking that when they buried a man he was enclosed with a pipe and a small amount of tobacco. Thinking that wherever he was going he would be able to enjoy a smoke.

□ □ □ □

Light Colonel R. D. Collins, Wells, and Mr. J. V. Coote, celebrated on Tuesday last the first anniversary of the opening of the business in Dover Street of the Nairobi Coffee Company Ltd. May there be many happy returns of the day, each happy and more prosperous than the preceding.

□ □ □ □

The photograph published hereunder was taken at a party given by the Achira community of Addis Ababa to Mr. C. H. Bentinck, H. B. M. Minister to Abyssinia, to whom a silver casket containing an address of esteem and affection was presented. It will be seen that Mr. Bentinck was garlanded in the accustomed manner.

□ □ □ □

Major Stuart S. Grosvenor, who recently addressed the London Branch of the Junior Imperial League, is reported to have said that ten years ago Kenya and Uganda had no cotton trade.

To-day they were exporting a million bales. The result of this increased business was that large profits accrued to the Natives who had the most primitive ideas of value. He had seen as many as thirty lanterns around the walls of a Native's hut. Not understanding that one lantern could be refilled, the Native had bought thirty, filled with oil, in order that he should never be without a light.



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THE SUDAN TO-DAY

Interesting Extracts from the official report.

The town of Wad Medani is developing considerably. A great deal of new building is going on there, and applications for building plots are numerous. This was only to be expected as a result of the general development taking place in the Gezira, and site values in the town will rise. The feature is being watched, and any attempt at speculative purchase will be checked.

A new town is being developed at Atbara in the neighbourhood of the Sennar Dam, and suitable arrangements have been framed and put into operation for the allotment of building sites there.

A certain amount of development is taking place in the town of Kassala, as a result of the recent extension of the railway to that place. The expansion of the market area to provide new building plots for a good type of shop and business premises has been arranged.

In Khartoum advantage is being taken gradually of the streets improvement scheme, but the position remains much the same as reported last year, and no action has yet been taken to limit the exercise of the compulsory powers conferred by the Khartoum Streets Improvement Ordinance passed in 1924. Rearrangement of properties resulting from the excision of certain of the diagonal streets, which is a feature of the scheme, is being effected piecemeal in cases where all frontagers concerned are in agreement, and in this way it may be expected that this part of the scheme will gradually be completed, at any rate in those portions of the town where it is most beneficial.

Port Sudan.

Port Sudan, and more particularly the area lying between the quays and the harbour, which is designed for private warehouses, has received a good deal of attention during the past year, and a revised scheme for the lay-out of the areas and further development of railway sidings to serve them has been framed on expert technical advice. The general system of land tenure at Port Sudan is under consideration. In view of the fact that it is likely to become a place of considerable size and importance in course of time as the Sudan develops, it is suggested that in future only building leases should be granted. The leasehold system is in force in Nigeria, Kenya and Uganda, and it is generally recognised that it is prudent to retain for the benefit of the public the unearned increment on land values, which is due not to the individual efforts of the landowner, but to the general progress of the community and the development of the resources of the country and of communications by the expenditure of public funds.

Bahr of Ghazal.

The state and mentality of the tribes in this province vary between wide extremes. While the cattle-owning tribes are extremely conservative and apt to resent control of any kind, the cultivators living in the forest country are much more amenable. To write in general terms, therefore, is difficult, but, in so far as the Bahr of Ghazal, the Governor records a gradual and satisfactory improvement in the condition of its inhabitants. An increasing desire to acquire money and the benefits it brings is most noticeable, with the result that manual labour, hitherto regarded as degrading, is more popular and the inclination to cultivate more general.

Public security, generally speaking, has been very good. The crimes of violence, to which Natives are

primitive instincts and imbued with superstition are prone to have been fewer, and the increase in the number of appeals to chiefs, courts, courts, and Government officials is most noticeable. The institution of chiefs' courts makes satisfactory progress, different methods in accordance with local traditions being employed with marked success among different tribes.

Tribal Disturbance.

The only noteworthy disturbance during the year resulted from the truculent attitude of the Northern Nuong Nuor. Counter-measures involving the use of two small columns of equatorial troops were necessitated. One of the columns was vigorously attacked, but inflicted heavy casualties on the Nuors, who fled and attempted no further hostilities. Large numbers eventually surrendered, including the two chiefs concerned, who swore allegiance to Government. The offenders were treated with moderation, and no further trouble is anticipated. It is noteworthy that the Southern Nuong Nuors, who made a formal peace with the Governor last year, were loyal to their undertaking and refused to join their neighbours.

The revenue of the province is considerably less than the expenditure, nor can any noticeable improvement be expected until its resources, which are potentially great, can be developed. The two staple products—cattle and grain—are of little value owing to difficulty of transport.

Elementary Vernacular Education.

The decrease in the attendance at elementary vernacular schools is due to the development of the policy first introduced in 1922, of subsidising and adapting the Native village schools to provide, in addition to teaching of the Koran, instruction in secular subjects under regular supervision. The policy, which conforms to the general administrative ideal of adapting native institutions wherever they exist to meet the needs of development, has been entirely successful. In 1923, the number of pupils attending Native Koran schools was 889, as against 5,444 this year, while the pupils in vernacular schools show a small decrease in numbers from 8,206 to 7,852. These figures are eloquent testimony to the general progress and desire for elementary education.

General Future Prospects.

Provided development can proceed steadily and prices for cotton do not fall substantially below the present level, there is every reason to consider future prospects as favourable. It is to be hoped that, as a sequel to the report on the water situation shortly to be furnished by the Nile Commission, further extensions of irrigation in the Gezira will be possible. The capital expenditure on the Sennar Dam is an excessive burden to be carried by the present limited project, and extensions are required to create a better balanced financial position.

WHAT EAST AFRICANS THINK

Letters to the Editor.

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

All communications should be addressed to the Editor at 01, Great Fitchfield St., London, W.1.

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TEACHING THE DIGNITY OF LABOUR

WHICH IS THE KING OF BEASTS?

A Christian Reply to Archdeacon Owen. To the Editor, "East Africa"

Claims of the Buffalo.

DEAR SIR,

I rubbed my eyes and polished my spectacles to be quite sure I had read aright the extracts you gave in your last issue from a letter of Archdeacon Owen. When he likens men like our African Governors to Bolsheviks, at least their policy to Bolshevism—I cry loudly. Shame!

Surely for a high official in the Church of England to hold up the Governors of East Africa to public reprobation, because they preach to the Natives the gospel of work, is about the most extraordinary thing I have ever read. Sunday after Sunday it is the duty of the Archdeacon to proclaim the law of God: "Six days shall I have labour," and because, forsooth, the Governor—who the words which the Church orders him to read, he holds dear, and to contempt, and tells them their conduct is akin to Bolshevism!—denies the gospel of the dole, seems to have gripped him in its deadly coils, and driven from him charity and sound judgment.

I know it is popular to-day to make light of the Ten Commandments, which are deemed to belong to another age, but at least the great Christian Apostle laid it down, "for even when we were with you, this we commanded you, that if any would not work, neither shall he eat." But the modern Apostle to the Gentiles in Kenya is horrified at the thought of the Governors following the example of St. Paul, and bidding the Natives to work. The last men to blame Governors for thus preaching what God ordered for men, are Christian missionaries.

Who that knows anything of Africa—but knows that the heaven on earth the Negro Natives at is to make a woman work in order that she may loiter at ease, or, better still, get two women to maintain him in idleness; but thus is his manhood degraded. There is all the difference possible between the slave driver with his lash (be he the Arab or the Bolshevik who forces the poor Russian to work ten hours to save the better-paid British miner from working more than seven hours), and the call of the Christian Governors, to whom cruelty of anything akin to it is as hateful as filibbery corruption, or any other horror. When these great Englishmen call on the African to arouse himself to grasp the splendour of the inheritance, which is his if he will only work, it is a call which every missionary ought to back up with all his powers. A Kenya missionary decrying the efforts of the Governors who call upon the Natives to wake up to the dignity of labour, is a pitiable spectacle. The African Native being but as a child, it is our bounden duty to teach him, and if we neglect to tell him of his high duty to work, it is a deadly sin against him. We might just as well stop compulsory education at home, and not compel boys to attend school in order to be taught some useful occupation for life.

My letter is too long, or I should much prefer to ask a few questions about those Natives the Archdeacon tells us he saw marching to work. I only venture to wonder, when they will be like after a year's training under British hands, and to prophesy they will be a bright and shining lot, for there is something strangely infectious in the bright spirit which characterises so many of our British best in Kenya.

Yours faithfully,

Barton Crump

REV. W. H. SHAW

New Milton, Hants.

DISCUSSING in a recent broadcast talk whether the lion was entitled to be considered the king of beasts, Major John E. Hodson said:

Ever since the days of Herodotus, the lion has been called 'The King of Beasts.' There are many people, myself among them, who have studied and hunted the lion, and who think that his claim to the title is not altogether a clear one. From a spectacular point of view he looks royal enough, and he possesses enormous strength, but as regards courage and character, he does not equal the big black African buffalo, who weighs up to two tons and who charges on sight.

I discuss the subject with the late President Roosevelt when we met in East Africa some years ago. Theodore Roosevelt had hunted grizzly bear in the Rockies for many years, and as a practical naturalist was perhaps, without a rival. He told me that he considered the buffalo to be the real king of beasts because of its immense strength and its unimpeachable courage. The lion, he thought, had a distinct yellow streak, and the title of kingship would not have been conferred upon him if the buffalo had not been a vegetarian and of the country.

Whereas the male buffalo charges immediately on sight and smelt in defence of the females of his herd, and knows the meaning of the word fear, the lioness, as a rule, not as keen and prompt in defence of her lady as she is in his behalf. This fact was brought home to me with disconcerting vividness a few years ago when I was after a lion near Nakuru. One evening, just before sunset, I came across a full-grown black-maned lion and his mate about one hundred yards away on a little bit of rising ground. Now a lioness is practically of no value at all, but a big black-maned lion represents a fine trophy. Not having had a lot of experience, I shot the lion first. The lioness immediately charged me. I remembered having been taught that a lion, who charges at lightning speed, always slows up when within about ten or fifteen yards of its object—presumably in order to focus its victim and to balance itself for the final spring. I held my fire, and at the right moment gave the one in the chest, and through the heart. She was killed practically instantly, but so great was her vitality and momentum that she finished her spring on top of me. I have never been much nearer death than on that occasion.

It is a curious fact that the lion does not, in ordinary circumstances, show any preference for human flesh, but rather the reverse. Doves of men are alive to-day who have actually been in the grip of a lion at some time or other.

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A CAPE TOWN VIEW OF THE LIVINGSTONE CONFERENCE.

A Cape Town correspondent of the *Economist* who considers that "there is much more we need to learn more than this" that the Natives "whatsoever" colour, his religion, his dress, his language, and the number of his wives, is for social economic purposes just a producer, and "should like the rest of us" reviews in a long article the East African Social Conference recently held at Livingstone. His main conclusions may be gauged from the following quotation:

Lord Delamere, from the West African, spoke strongly against the West African policy of leaving the land in Native occupation, in the hope of raising up a prosperous community of Native producers. From the point of view of the economic action from the land, there can be no question that this is right, but the West Government has here notoriously gone sighted, and it may be that special returns from the land may be very early bought in the long run at the expense of more remote economic and social consequences that might have been avoided had the land been reserved.

It is only just this vital matter that the present pickle of the Union offers such a salutary study for the vigorous pioneers elsewhere. Generations of trek and expropriation have brought more and more of the land into European occupation. Native reserves have shrunk and shrink till they have to support in some cases 70 or 80 to a square mile—a dense population for such a country. They are unable to support it. The population overflows and settles permanently or intermittently in the towns, drawn by the lure of industrial employment. Town conditions become difficult, the white worker grows

stagnant and restless, new social troubles arise, and in a word the past misdeeds of past dispossessionists is presented with interest. To day the Union is faced with the problem of replacing on the land at least a substantial part of the Native population, which on the course of generations, has been steadily pushed off it.

There is no necessity to speak of "segregation" the problem is rather one of restoring a disturbed economic balance. For if Natives can be placed on the land in considerable numbers and encouraged to become productive the strain will be taken off the towns, wages, and no doubt efficiency, of town labourers will go up, the white labourer will be better placed to compete with the Native, and both town and country Natives will constitute a better market for the products of labour. Opinions differ most acutely in the Union on the uses of low-paid Native labour in town industries (one of the lines of cleavage of a coming new party system lies there). But, whatever views may be held on this point, opinion is practically unanimous that access to the land for the Native must be facilitated as every possible way, and that speedily. The unanimity on that point is at least as great in the Union as the unanimity farther north that the Europeans for the most part, should hold the land.

The race problem, if Europe does not face it, will rise and smite Europe on the face. *The Race Gatherings of Hamby, of the Province of Nyasaland, at a meeting in Cardiff.*

Hardly any country has made such strides so quickly as Northern Rhodesia has in nineteen years. —Sir Ronald Ross in opening the Kasim, a great natural show.



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NAIROBI TO MOMBASA BY CAR

Mr. Galton Fenzi's Time Table.

The Hon. Secretary of the Royal East African Automobile Association has made public some most interesting particulars regarding a recent journey made by him by car between Nairobi and Mombasa, the route taken being the new road which avoids the sixty-mile detour over the Tanganyika border previously followed via Longido and Moshi. The

new road is entirely in Kenya territory, is practically parallel with the railway, is well supplied with petrol, and has the advantage that a breakdown does not involve the motorist in the risk of isolation. Both the direct and indirect routes are, of course, dry-weather roads only, so that motoring over them in November and between March and June is scarcely recommendable.

The 378-mile trip was done in 124 hours running time, though at least three days should normally be allowed, for, as Mr. Galton Fenzi says, 150 miles is an ample daily performance in East Africa. His suggested plan is to spend the first night out from Nairobi at Makindu (126 miles), where there is a det. bungalow and refreshment-room operated by the Kenya and Uganda Railway, and the second night at Voi (a further 110 miles), where similar facilities are available for the traveller. On the third day the remaining 142 miles to Mombasa can be covered in 64 hours or so, but on the stage the motorist should ensure arrival opposite Mombasa well before sunset, since the ferry service is a daylight one only.

Mr. Galton Fenzi's time-table on the return journey from the coast to the highlands was as follows:

First Day - Mombasa to Voi		
20 miles	Kwana	60 mins.
20	Ndaraga	35 "
38	Sagwari	1 1/2 "
18	Makinnon Road	40 "
13	Buehama	32 "
7	Maungu	28 "
43	Ndara	2 1/2 "
142	Voi	3 1/2 "
64 hours		
Second Day - Voi to Makindu		
15 miles	Ndara	35 mins.
19	Tsavo	45 "
66	Kyula	20 "
8	Kenani	20 "
18	Mtito Andei	50 "
30	Masingaleni	50 "
9	Kibwezi	25 "
15	Makindu	40 "
110		5 hours
Third Day - Makindu to Nairobi		
20 miles	Simba	60 mins.
13	Emali	35 "
9	Susan Hamud	50 "
13	Col. Neave's	45 "
13	F. O. B. Wilson's	65 "
2	Joyce's	5 "
16	Potha	50 "
6	Maghako's Road	20 "
15	Athi River	30 "
17	Nairobi	38 "
126		6 1/2 hours

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GERMANY'S LOST COLONIAL PROVINCES.

"L'ÉCRIVAIN," of the *Echo de Paris*, has flattered the diplomatic doves by disclosing that the next edition of the German *Reichswehr Manual* ("Leitfaden für den Unterricht im Heere"), published since the Locarno Treaty was signed, contains matter deliberately designed to prevent any German soldier from forgetting that Germany's eventual aim is to recover the territories, European and colonial, which she lost through the war.

Berlin, in an endeavour to explain away the offending passages, blunders in its customary fashion, the semi-official statement being able to make no better excuse than that "these passages are absolutely necessary for the general education of soldiers." To the military mind that may be a satisfactory explanation, to the normal Briton it will but magnify the offence.

East Africa has secured London for a copy of the Instructions, but none is to be obtained, we shall, however, endeavour to procure one from Germany, so that our readers may know what is said regarding Germany's former East African territory.

DR. SCHNEE'S NEW THREAT.

Dr. Schnee, former Governor of German East Africa, broadcast a speech last week which has excited practically no attention in the British Press, though this spokesman for Germany's colonial party declared that the retaining of colonies was a vital question for the German nation; and that all inhibitions and special regulations against the activities of German nationals in mandatory territories ought to have been abolished after Germany joined the League of Nations. He added that a Germany denied overseas possessions was a hotbed of internal strife which would possibly have a repercussion in the outside world.

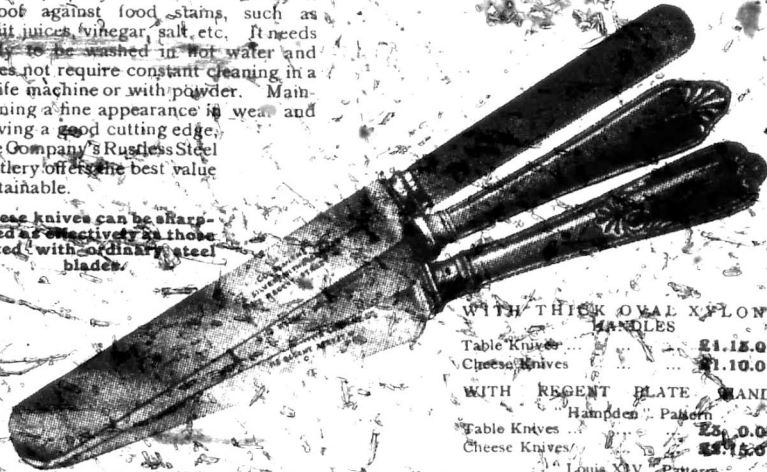
There was an error of phraseology in the sixth paragraph of the letter which was recently published from Mr. W. A. Ball on the subject of East African Cotton Growing. It should have read: "The following is a rough comparison of the cost incurred for the ginning of seed cotton and the pressing and transport (including insurance) of lint cotton from the place of growth to the ocean port."

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TANGANYIKA'S FINANCIAL YEAR

Calendar Year Proposed

OUR UGANDA LETTER

The Glorious Uncertainty of Cotton and Other Matters

From Our Own Correspondent

Kampala

Our correspondent writes us from Tanganyika Territory—

It has been impressed upon me again that Tanganyika should follow Kenya's example and close its financial year at the end of December, and not in March, the change being desirable on account of the time at which our rainy season begins. At present the finally revised estimates do not reach us till about June, and consequently by the time materials have arrived for the P.W.D. are not allowed to keep more than a certain stock as hard work does not begin until August or September, which means that, especially as regards roads, there is never time to finish the programme. Further, roads, instead of being opened in June and carrying a full dry season's traffic, do not come into play until much later. By closing our financial year in December we could have our approved estimates back by March, and start work immediately the rains stop.

TANGANYIKA TERRITORY COTTON SEASON FINISHES BADLY

From a Correspondent

The cotton season here has ended up badly. Though the growers, European and Native, obtained a very good crop both as regards quality and quantity, prices, which were low at the beginning of the season, have dropped still further. Thirty-eight cents was the opening price for first grade, and this has now dropped to twenty cents.

In consequence the European planters (mostly Greeks) have done badly, and the Native planter has in many cases not even troubled to pick his crop, or, if he has picked it, he has brought in for sale only sufficient to cover his house tax.

When it is realised that many of these men have to carry their produce two to three days' journey to the nearest market or ginney, it can be appreciated that they are not going to do it for four or five shillings a load.

What the effect will be on next year's planting it is hard to present to say, and no definite opinion can be given until the new seed has been distributed. The pity of the cotton position in Tanganyika is that the Native population started growing at the top of the market, and that the price has steadily dropped ever since.

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It is generally believed here that many strong firms have had cotton in Liverpool for a considerable time and that it is still unsold owing to the drop in market prices. In fact, the real pinch is beginning to be felt in Uganda, and rumours of the failure of one firm of importance had no sooner got round Kampala than another company, and a bigger one, was mentioned; but at the moment of writing neither of these good people has actually gone bankrupt. It is sincerely to be hoped that that catastrophe will be avoided, for it would probably mean that a number of other folk would be brought down in the fall. What a pity that these things should be even threatened in a country like Uganda in which, as our versatile Chief Secretary once cryptically remarked, we have only to tickle the earth with a hoe to make it bring forth crops in abundance.

We hear varying rumours as to the extent of the crop sown this year. Some assert that it is more than that of last year, but by far the greater number say that it is considerably less. But that apart, the rains which we are now experiencing are exceptional in their severity and continuance, and fears are expressed that unless there is a cessation soon considerable damage may be done.

It has been remarked that Uganda is dependent upon three main sources for her revenue: cotton tax, Customs duties, and poll tax. These can be boiled down to one—cotton—for upon cotton mainly do we exist here to-day. The surplus which we enjoy of something like £1,500,000 is almost entirely to be traced to cotton through many sources, and if we have many cotton seasons like the last one, we shall need all our surplus, and more, to carry on. But most people who count are determined that something must be done to avert the glorious uncertainty under which we cower to-day. Indeed, the unanimity with which the Non-official Members of the Legislative Council attacked the new cotton tax shows that the Government is not enjoying the popularity it might wish. It was clearly demonstrated that the increase in the tax will fall on the Native grower, and once the grower begins to see that he may get less for his labour, and that the amount which he loses goes into the pockets of the Government, then he will perhaps decide not to bother himself with the crop.

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GERMAN INROADS IN NYASALAND TRADE.

What the Blue Book Shows

Last month's Nyasaland correspondent was, we believe, the first Press representative to direct attention to the threat of German trade inroads into the Protectorate, which had hitherto, practically confined its purchases to Empire sources. The Blue Book for the calendar year 1925 discloses that considerable headway has been made by our enemies. Are British manufacturers and exporters prepared to accept the position, or will they redouble their efforts to get the business which Nyasaland would prefer to give to this country? The following facts regarding specific imports show where vigilance and action are most needed.

Barry, Angles and Sections—591 cwt. of which Germany supplied 127 cwt.

Blankets—The total imported numbered 174,502, of which nearly 70,000 came from India, nearly 45,000 from Holland, nearly 13,000 from Germany and less than 10,000 from the U.K.

Cement—7,771 cwt. Germany made considerable headway and supplied 1,200 cwt.

Cotton Piece Goods—Even in this line the Mother Country had severe competition to meet. Of the total of 7,383,967 yards (valued at £222,640), the U.K. supplied 3,870,495 yards, India 2,011,068, Holland 417,305, Japan 225,800, and Germany 220,040.

Cutlery—123 cwt., of which Germany contributed 86 cwt. and Great Britain 17 cwt.

Galvanised Sheets—6,925 cwt., almost all of British origin.

Hops—3,020 cwt. from Germany and 2,254 cwt. from Great Britain, out of a total of 5,432 cwt.

Hollow-ware—932 cwt., of which no less than 294 cwt. were received from Germany.

Lamps and Lanterns—Germany has already outstripped all competitors, furnishing 50 cwt., as against 1 cwt. from the U.K., in the total of 149 cwt.

Motor Cars—Nyasaland is proud of the distinction of owning more British cars per head of white population than any other portion of the Empire. In 1925 the Protectorate imported 53 cars, of which only 2 were American, 2 French, and 5 Italian.

Motor Cycles—Great Britain was the manufacturer of 160 machines, of the total of 170.

Motor Lorries and Tractors—Of the year's total of 35, America supplied 5, Italy 8, and France 3.

Nails, Screws and Rivets—1,137 cwt., 308 cwt. being from Belgium and 62 cwt. from Germany.

Parcels Post—Of the total of 14,858 parcels, valued at £31,662, the U.K. supplied 10,420, valued at £25,671.

Sewing Machines—Of the aggregate of 107 cwt. Germany furnished 125 and the U.K. 56 cwt.

NORTHERN RHODESIA'S CAPITAL.

Capt. the Hon. T. Murray, M.C., Member of the Legislative Council of Northern Rhodesia, moved at the last session of the Council "That a Commission be appointed to consider the possibility of removing the site of Government from Livingstone, and to consider other more favourable sites." The proposer and some of the other non-official members urged that expenditure on public works in Livingstone should be curtailed pending the issue of a report by the suggested Commission.

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EAST AFRICA'S INFORMATION BUREAU

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

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

A branch of the National Bank of India has been opened at Eldoret, Kenya Colony.

The Nyanza Salt Works, Uvinza, Tanganyika, have reverted to the control of a private company as from November 1.

The Government of Tanganyika Territory has ordered a supply of Empire Day medals for distribution to school children.

1,357 Europeans entered and left Nyasaland during 1925. The white population of the Protectorate was returned at 4,458.

Several rights of occupancy in respect of public land in the Iringa, Rungwe and Arusha districts of Tanganyika have been scheduled for auction during November.

A recent Ordinance provides that growers of maize in any area of Northern Rhodesia may petition the Government to restrict the growing thereof in such area to maize of definite botanical varieties and colours.

Imports into Nyasaland for the first eight months of the year valued at £538,687, as against £386,362 in the corresponding period of last year, include the following: Provisions, preserved, tinned or bottled fruit, meat, fish, etc., £8,372; spirits, £7,891; iron, steel, other metals and manufactures thereof, £17,546; agricultural machinery and implements, £9,093; machinery, £17,055; cotton manufactures, £182,620; linen, hemp and jute manufactures, £9,492; apparel, haberdashery, and millinery, £31,319; petrol, £18,440; oils and greases, non-flammable, £6,598; vehicles and parts thereof, £46,256.

The directors of the Mozambique African Cotton Company announce that the registration of the company has now been effected in Mozambique, and they have been enabled to transfer the concessions, totalling an area of 117 square miles, into the company's name.

We are indebted to H.M. Trade Commissioner for news that the domestic exports of Kenya and Uganda during the first half of this year totalled £1,373,000 and £3,045,435 respectively. The principal items were as follows:

	Kenya	Uganda
Cotton, Central	565	702,203
Maize, c.w.t.s.	570,433	
Coffee	78,000	
Sisal and Tow, tons	9,190	11,276

Imports into Kenya and Uganda during the two weeks ending October 4 included: Blankets, 407 bales; cement, 5,599 packages; cotton piece goods, 1,244 packages; disinfectants, 1,160 packages; galvanised sheets, 3,264 packages; iron and steel manufactures, 3,684 packages; lamps and lanterns, 577 cases; lubricating oils and greases, 484 packages; motor spirit, 2,924 cases; motor vehicles and parts, 102 cases; soap, 882 cases; tea, 360 cases; tobacco and cigarettes, 1,505 cases; wines and spirits, 2,687 packages.

The current monthly review of Barclay's Bank contains some interesting notes on the trade position in the Sudan, and states inter alia:

Imports of motor cars show a notable increase and agencies have recently been obtained by local firms for makes—mostly American types—new to the Sudan. Travel by motor car is greatly increasing in favour, and a rapid displacement of camel and Native carts by light motor lorries for the transport of goods is also taking place.

Work on the Khartoum-Omdurman bridge is being regulated to keep pace with the supply of steel, delivery of which is being delayed by the coal dispute in Great Britain. Three spans have now been completed.

The continuation of the railway from Kassala to Gedaref is to be started immediately, in addition to the extension, by 150,000 feddans, of the Gezira irrigated area.

The export of gum has been greater than in previous years. From January to September, 1926, 18,992 tons were sent out of the country, while the figure for the same period last year was 15,114 tons. Prices paid by overseas buyers, however, have not been good, and the financial results show little variation.

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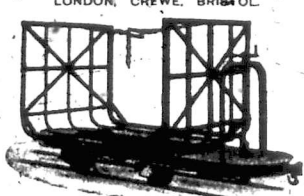
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EAST AFRICAN PRODUCE REPORTS

COFFEE. Irregular demand is still in evidence at the public auctions and prices generally very little changed.

Table listing coffee prices for various regions including London, Uganda, and Tanganyika, with columns for grades and prices in shillings and pence.

London stocks of East African coffee totalled 16,832 bags, as compared with 31,716 bags for the corresponding week of 1925, and 16,976 bags for 1924.

OTHER PRODUCE

Caster Seed.—The nominal value is about £15 15s. per ton. Cotton Seed.—Business is reported in East Africa at 76/6 per ton ex-ship for December/January shipment with further buyers at this price. Groundnuts.—The market is slightly lower, November/December shipment being quoted at £21 10s. Almonds.—No. 2 white flat is quoted 36s. 6d., but little business is passing. Sisam.—For November/December shipment the market is slightly lower at about £23. Sisal.—The market is quiet, with Tanganyika No. 2 quoted £43 for November/January shipment c.i.f. and Kenya No. 1 at £42 10s.

COTTON

According to the current circular of the Liverpool Cotton Association, quotations of East African cotton have risen 15 points, with the exception of "fine" — Imports of East African cotton into Great Britain during the fifteen weeks since August 1 total 26,153 bales, against 53,000 in the corresponding period of 1925, 28,000 in 1924, and 25,000 in 1923. Deliveries of East African cotton to spinners for the past week were 2,090 bales, the total deliveries for the fifteen weeks from August 1 having been 42,883 bales.

Oil Manufacturers Agency. Representing Shell, Esso, and other oil companies. House of Representatives, for Agency from the British Consulate, London.

A GERMAN HANDBOOK ON COFFEE

COFFEE. Walter Binger, Hamburg, 5 marks, by Professor Zimmermann, who spent many years in East Africa before he was a distinguished German handbook, in which botanical and biological questions are treated with customary German thoroughness. The book, however, lacks the tables of estimates and budgets which can alone give the intending planter a real indication of capital outlay and annual expenditure and revenue. Though the author gives nothing of this kind—and such data would appear essential—he does state that it was an average day's commonly reckoned in German East Africa that a coffee plantation of about a hundred acres would, if properly managed, maintain a European family.

A COTTON GROWING SURVEY.

COTTON Growing Countries Present and Potential. S. King and Son, London, 12s. 6d. net, constitutes a useful general survey of the seventy-nine countries of the world in which cotton is grown on any commercial scale. The statistics, we are glad to see, are well up-to-date, the sowings for 1925-26 being given in many cases, and the actual or estimated crops for 1925 also being included. It is, of course, the East African territories which particularly interest readers of this journal, and for their benefit it may be mentioned that six pages are devoted to the Sudan, five to Tanganyika Territory, four to Uganda and Rhodesia (Northern and Southern are treated together), three to Kenya, Nyasaland, and Portuguese East Africa, and two to Italian Somaliland. Although the work does not purport to be more than a survey of the possibilities in the different territories, it may be found a useful back reference book by many whose interests embrace cotton cultivation in or export from the East African Dependencies.

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EAST AFRICAN MAILS.

British East Africa Mail
 "Matheran" left Port Said, homewards, November 1
 "Ber" left Port Said for East Africa, November 1
 "CITIZEN" left London for East Africa, November 1
 "Waiyarek" left Dar es Salaam for further East African ports, November 1
 "Urbina" passed Gibraltar for East Africa, November 2
 ALLIANCE AFRICA
 "Rethoulem" left Las Palmas, homewards, November 2
 "Springbok" left East London for South Africa, November 4
 "Mias" left Aden for East Africa, November 4
 "Jagersfontein" left Antwerp for East and South Africa, November 4
 "Ara" arrived Amsterdam for East and South Africa, November 8
 "Kyperkerk" arrived Beira for Cape ports, November 4
 "Billiton" arrived Marseilles, homewards, November 6
 "Heemskerk" left Port Said, homewards, November 8
 "Sabangka" arrived Dar es Salaam, homewards, November 7
 "Bilderduk" arrived Durban, homewards, November 7
 "Klipfontein" passed Las Palmas for South and East Africa, November 11
 "Menschelk" arrived Amsterdam for South and East Africa, November 11

MESSAGERIES MARITIMES

"Bernardin de St. Pierre" left Marseilles for Mauritius, November 11
 "L'Inde" left Cape Town
 "Durham Castle" left Las Palmas for Beira, November 11
 "Garin" arrived London, November 14
 "Garin" arrived London from Beira, November 14
 "Gaston" left Aden for Natal, November 10
 "Gleyster Castle" arrived Mombasa for London, November 14
 "Grantully Castle" left St. Helena for Beira, November 14
 "Llanstephan Castle" left London for East Africa, November 14

Mails for Kenya, Uganda, Tanganyika and Zanzibar close at the London office on November 1 and at the same time on November 2 and 3 and December 2
 For Nyasaland, Northern Rhodesia, and other parts of East Africa, mails close at the London office at 11.30 a.m. tomorrow, Friday, November 20 and at the same time on Friday, November 26
 A mail from East Africa is expected in London today, further arrivals being expected on November 22 and 27

NEWS OF OUR ADVERTISERS

The Amphibious Motor Boat Co., Ltd., 30, Castle Street, Liverpool, whose first advertisement appeared in our recent issue, has now received a number of inquiries from the various ports of East Africa. After two years' successful practical tests at seaside resorts in Britain, the company has been advised by an old and experienced African trader that their invention should considerably assist in the solution of transport and labour difficulties in East Africa, for the purpose of their amphibious craft avoids transhipment, cargo of passengers being carried direct from the depot to the steamer, and vice versa.

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Messrs. Goodwin, Barsby and Co., of Leicester, advise us that they are sending out to Kenya three of their standard 10" patent Acme stone breakers equipped with screening apparatus. These are standard machines, fitted with all standard renewable wearing parts. The patent Acme stone breaker is already well-known in many parts of Africa, a great number of machines having been sent to Natal and others to Uganda, Basutoland, and Sierra, Madagascar, Abyssinia, the Sudan, etc.

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