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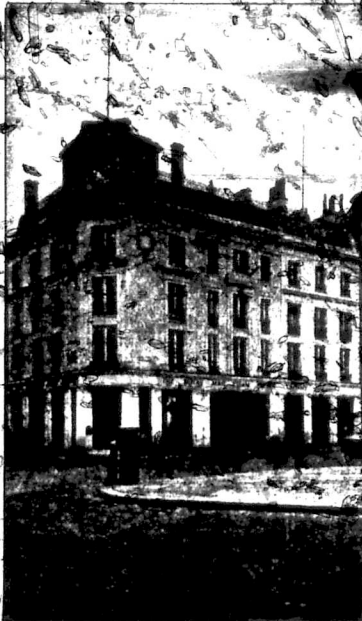


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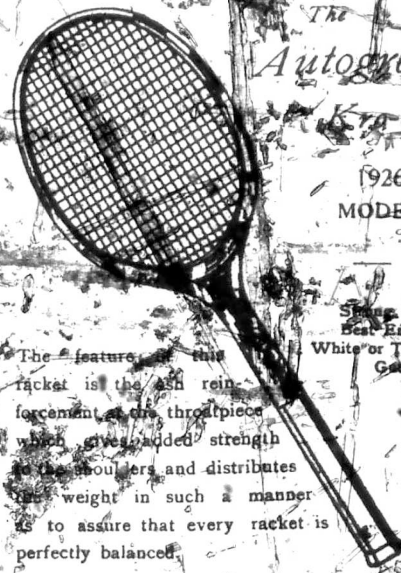
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## EXPLOITATION OF THE NATIVE.

In this issue appears a letter from Archdeacon Owen, of Kavirondo, who regards as ethically unsound the policy that the East African Native must work for himself, for the Government, or for the white settler. That policy, which was definitely laid down by the Conference of East African Governors, is to-day accepted by the official and unofficial elements in East Africa, and we admit to surprise that it should be regarded as exploitation by an observer of long experience, who would, we believe, readily admit that idleness is a greater danger to the African than to the European.

Now if the African may not be called upon to work for himself or for others, he will sit in idleness, and idleness has never yet led to a better realisation of life. That comes and can come only through personal effort, and we therefore conceive it to be the bounden duty of our East African Governments to inculcate in the Native the sense of responsibility towards life. As Sir Edward Grigg said recently, "East Africa must either progress or pay the penalty of opposing the laws of Nature." The male Native, released from his time-honoured duties of war and the chase, can and should be taught that he has other equally clear obligations.

Our correspondent defines improper exploitation as "to use a position of advantage to utilise the labour of others for one's own ends without the free consent of the labourer with or without adequate reward." But does the wise guardian await the free consent of the underdeveloped, happy-go-lucky ward whose character can be well formed only through the discipline of school or apprenticeship to some trade? No, for his future good the youth is compelled to advance along a road not of his choosing. But in his travel along it he may lose sloth and find energy, discover a goal worth while, and, in reaching it, develop a character which could never have been built on free consent. The exceptional child has a definite ambition, the great majority even in twentieth century Britain end their schooldays without any real preference for one kind of labour. So it is in Africa to-day, a small proportion of its Native inhabitants know that their matter is this or that, but the vast majority like the civilised youth would be quite content to leave someone else to earn their daily bread. Africa, taking a leaf from the book of the older world, must prove again that work is the first essential for the progress of the individual and of the community.



## FROM MOMBASA TO KHARTOUM

## HOMeward BY THE NILE ROUTE

This journal is constantly asked for information regarding the Nile route to and from East Africa, and we therefore feel that extracts from a travel diary will be of interest, and we hope, of use to many of our readers. This is the first instalment of the record.

## Mombasa and Nairobi.

1st day. Landed at Kilindi and got our belongings through the Customs, a tedious and tiresome proceeding. Engaged a cook and boy to accompany us on our safari, the former at £2 and the latter at £1 10s. per month with the promise of additional money for tips when travelling.

There are several moderately good hotels at Mombasa and to those who can afford the time a few days could be spent very pleasantly in this Eastern town with its many modern improvements and historical past. But in the March heat one is not inclined to linger at the coast; a visit to Mombasa is best made in July or August, when the weather is comparatively cool.

Uganda mail had left at about 5 p.m., and we were glad that we had come armed with pillows and bedding, soap and towels, as none is provided by the railway administration. Although there are no real sleeping berths, it is seldom that one cannot retire to rest at night, as on a long journey it is not customary to put more people in a carriage than there are sleeping places. There are no restaurant cars on the train, but refreshment rooms are situated at various convenient stations, and trains stay long enough to give passengers ample time to eat. The cost for a day's meals is about 13s.

2nd day. Arrived at Nairobi about noon and left again at 4 p.m. The climb up to Kikuyu was very beautiful, and we were fortunate enough to catch a glimpse of the snow clad peak of Mount Kenya rising majestically through the clouds. It was dusk by the time we reached Escarpment and dark long before we got to Naivasha; so we missed most of the view of the Rift Valley and Lengonot, and all of Lake Naivasha.

3rd day. At Mt. Nakuru, 44 miles from Mombasa and 6,070 feet above sea level, at midnight. All night long the train thundered on through the darkness, at one point, Mau Summit, reaching a height

of nearly 9,000 feet, the highest point on the Uganda Railway.

From Nakuru, four hours from Victoria Nyanza, the train winds down, on its way passing over viaducts, through cuttings and the only tunnel on the line until at length it reaches the plains at the foot of the Nandi Escarpment. Thorn bushes, rank grass, scattered native settlements, encircled with hedges of euphorbia, formed the chief features of the landscape.

## Kisumu.

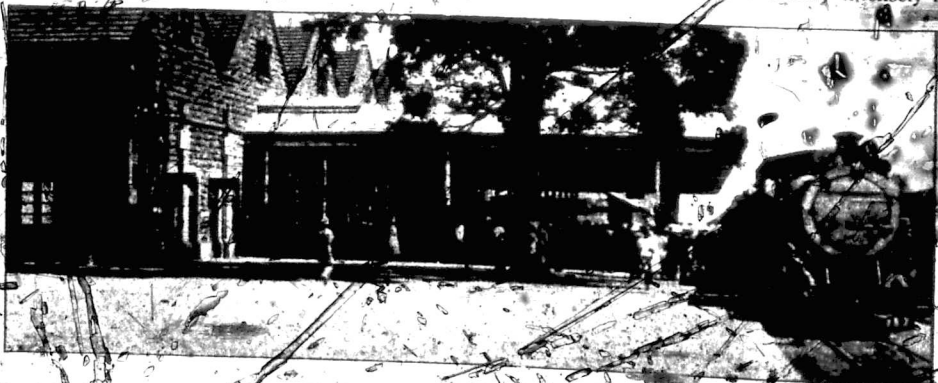
The heat had been suffocating in those forenoon hours, and as we steamed slowly into Kisumu towards the pier, and at last came to rest alongside the steamer that was to carry us to Uganda, we drew in deep breaths of the cool breeze sweeping up the Kavirondo Gulf.

Kisumu, the lake terminus of the railway, 57 miles from Mombasa and 3,765 feet above sea level, is situated at the extreme eastern end of the Kavirondo Gulf. To the east is the precipitous Nandi Escarpment towering up some thousands of feet, while to the west lake meets sky in an unbroken line, save for the islands in the far distance.

The town is well laid out; there are broad, tree-lined roads, neat one-storied houses, golf links, and tennis courts. It also boasts a small hotel, two churches, European and native hospital, and a club. Extensive workshops and goods sheds line the water-side, and there is a dry dock, probably the highest in the world, capable of accommodating the largest vessel of the Uganda Railway fleet, which maintains a weekly mail service to Uganda and round the Lake.

## Beautiful at Dawn and Sunset.

Kisumu has not found much favour in the eyes of the few people who have described it, and in Kenya it is not looked upon as a health resort, but Kisumu at dawn and sunset is not to be despised. From 9 a.m. till 5 p.m. Kisumu is usually intensely hot



NAIROBI RAILWAY STATION



Though the heat cannot be called unbearable, it radiates from the rocky ground and the galvanized iron roofs of the houses until eyes ache, tempers are strained, nerves on edge, and one longs with a great longing for cooler climes and iced drinks.

But at break of dawn, the sun still hidden behind the eastern horizon, the Nandi Escarpment, standing out against the skyline—looking, in the fictitious light, as though it were clothed in purple—the air fresh and clean after the cool night winds, the waters of the gulf absorbing the rays of light and colour from the sky—then Kisumu is beautiful.

Again, when the sun goes down far over the outlying shores in a flaming, crimson glory, and sheds his last rays on the distant hills; when the evening breeze blows fresh up the gulf, turning the usual placid waters into miniature waves, then the heat of the day is forgotten and charmed away by the beauty of the tropic night.

#### On the Lake Steamer.

The passage from Kisumu to Entebbe takes nearly twenty-four hours, though the distance is only 172 miles, but as there is only one light on the lake, and the latter part of the route lies amongst islands, steamers are compelled to anchor for some hours every night. The distance down the Kavirondo Gulf is 55 miles, and then the open lake is reached.

We embarked this morning in the "Rusinga" and, having left the pier at noon, stood watching the Nandi Hills, 2,380 feet above lake level, fade away astern. Rusinga Hill has been passed, Kakungu Hills, 2,488 feet above the lake, have been left on our port hand, and at length we are in the open lake with the vessel heaving gently to the swell.

We were outside the gulf at sunset, and as our course was nearly due west, we had the best of the daylight to help us on our way. On our left, full of a borrowed glory from the setting sun, were the rugged and picturesque islands of Rusinga—after which the ship was named—Gothic and Mwariganu. A young moon rode high in the zenith, and as it gradually dropped towards the western horizon the waters of the lake stretched out ahead in a shimmer of silvery light.

#### Entebbe, the Aristocratic.

4th Day.—Last night was clear and fine, so we steamed right through, and thus arrived at 9 a.m. at Entebbe, where the land rises from the water's edge. Entebbe is eminently aristocratic, no sheds save one on the end of the pier, nor the peaceful beauty of the water front. The houses for the most part stand in prettily laid out grounds amidst a profusion of flowering shrubs. This is the seat of Government, and removed from any cotton centres, and there is consequently little or no trade.

In the botanical gardens stands the old Government House, later paraded into a hotel, and still later into Government offices. New Government House is built on a high hill and commands a fine view of the lake, which here is quite blue. In the far distance are the Sesse Islands, some years ago depopulated by the dreaded sleeping sickness, and now being opened up again for occupation; smaller islands are scattered about in and near the harbour.

We motored from Entebbe to Kampala along a road in excellent condition, and bordered by forest trees, elephant grass, countless banana plantations, grass huts, and an occasional swamp. Thus driven by a young Baganda boy who did the twenty-five miles in forty minutes, we came to Kampala, the commercial centre and place of residence of the Kabaka or King of Uganda.

#### Kampala, The Commercial Capital.

The town is said to be built on seven hills, but the ordinary pedestrian might well be forgiven if he put

the number down at seventy. On one is erected the fine cathedral built by the C.M.S. from funds collected from the Native Christians, while on another is a cathedral of the Roman Catholic Mission Perched on the top of yet another eminence is the jail, and the Club claims another, while in the valley below are the Indian bazaar, cotton ginneries, and commercial offices.

Almost every square inch of ground not occupied by buildings is cultivated and thickly planted with bananas, the staple food of the Baganda. Kampala is connected by a railway about seven miles long and also by a very fair road with Port Bell, and there we rejoined the "Rusinga."

Myriads of lake flies, pests which spoil the otherwise enjoyable nights one might spend—swarmed round the lamps. In the open lake in broad daylight they appear in vast clouds and can be seen miles away, appearing like the smoke of a steamer.

O O

#### To Jinja.

5th day.—The train from Kampala, with mails and passengers, arrived at 9.30 a.m., and half an hour later we were steaming down the Murchison Gulf, after which, our course shaped to the east, we passed through Damba, Roseberry, and Buvuma Channels, and then up Napoleon Gulf to Jinja. The passage up these narrow channels is remarkably pretty, for the steamer passes close to the mainland on one side while a mile or so to the southward is the string of islands which form the outer boundaries of the channels. All the land near the water's edge is clothed with a matted tangle of undergrowth and trees, while higher up is a carpet of what looks, in the distance, like closely cropped green turf, but which on closer inspection proves to be coarse grass two or three feet high. Dotted about on the slopes of the hills are the bareless conical mounds resembling the tents of an army—the habitations of white ants.

As we entered Napoleon Gulf the houses of Jinja could be seen four or five miles away. This town, Entebbe and Kampala, is pretty and well laid out. Here the waters of the great river Nile commence their 2,500 mile journey, over the picturesque Ripon Falls to the Mediterranean. There are really three falls, which flow over openings in the rocky barrier, but unfortunately the one which is accessible to the ordinary traveller is the smallest. Bushes grow on the rock close to the fifteen-foot fall, and there may be seen the nests of countless weaver birds, while below in the pool are fish which sometimes make vain attempts to leap the falls. Looking down the Nile we get a vista of the flowing river, broken by islands, tumbling over rocks in foaming cascades, and shut in on either side by the luxuriantly clothed hills, until at length it is lost to sight round a distant bend.



FRANK PERRY

# PERMANENT ROADS vs. BRANCH RAILWAYS

By GEORGE HOWLAND

KENYA has a railway traversing it from the coast to its boundary in the interior, the Uganda frontier, and it has branches running north to tap remote productive areas. To extend much farther north would mean taking the line into poor country from an agricultural point of view, and any extension eastwards is a development more the concern of Uganda than Kenya. This article deals with the question of roads and railways from Kenya's point of view only.

There is, under consideration and has been for some time past, the question of constructing more branch railway lines. It is very necessary, however, first to ascertain whether or not areas up to 70 or 80 miles from existing lines would be so well served by branch lines as they would by roads of a permanent constructional description. The people of Kenya will naturally wish money spent on increasing transport facilities to be expended in the way most advantageous to them, for they have to raise the capital required and pay interest on it.

When analysing the position in detail the question of revenue will first be dealt with, then the advantages roads built of concrete or other permanent material have over branch railway lines, and an endeavour will finally be made to arrive at the approximate cost per mile of each.

## Revenue

Economic surveys give an approximate idea of the gross revenue likely to be received from any branch lines, which will be revenue producers from the moment they are opened, and which are not likely to be self-supporting. They will, however, act as feeders to existing lines of railway, so, although showing no profit themselves, may yet be profitable to the system as a whole on account of the additional revenue they bring. The Kenya and Uganda Railway would naturally own and operate any branch lines which the general management considered it desirable to open, and therefore make provision for repaying all capital expenditure and supplying the annual interest.

Roads are not direct revenue producers, though they might be made so if the railway were to run a motor transport service over them. Roads also act as feeders to the railway, and are more valuable ones than branch railway lines in that they offer better service at lower cost, of course, and are, like electricity supplies. If a producer finds it more profitable to get his goods by one of the roads than by the railway, his contribution to the existing railway is less than if a road and then branch line way. It is all roads, in other words, will be better for lower priced products and therefore more produce can be transported. It has to be borne in mind that the individual has in many cases to provide a volume of transport for his goods from the point of production to the point, whether on a branch or main line, at which they are handed over to others to convey to their final destination.

The main line benefits according to the volume of goods which it receives for transport, irrespective of whether it comes by road or by branch railway line. On this account the question arises, should the railway make itself responsible for capital interest and

operating charges if permanent roads and not branch lines be decided upon?

Roads may be divided into two classes: (1) those which are necessary to connect districts with the way and (2) those built to connect districts independently of the railway. The roads of the first category could well be incorporated under the heading "For railway purposes," and their construction financed out of railway funds and loans for railway purposes, whereas the second class, being entirely apart from the railway, would be built and maintained out of the general funds of the country.

## Why Permanent Roads are Better

At present transport by mechanical vehicles is more rapid over existing roads when they are in a tolerable state than it is by rail, but if roads of a permanent constructional description were available, transport would be considerably expedited.

In Kenya the cost of petrol and other petroleum derivatives used for power purposes is at the present time so high that it has become the all-important item in the cost of road transport by motor vehicle. The railway is also experiencing increasing difficulty in obtaining locomotive fuel at a reasonable cost. Both these matters are receiving the careful attention of the Government, and it is possible that a solution of both problems may be found in the establishment at Mombasa of an oil refinery to treat imported crude oil, thus giving the country supplies of petrol, kerosene, and fuel oil at the lowest possible prices, and at considerably less than those ruling at the present time. Incidentally the residual products from an oil refinery are invaluable for road-making purposes.

Or it may be that the recently announced arrangement with the Anglo-Persian Oil Company will result in petroleum being found in Uganda. There is also hope in the fact that a search for petroleum is now being made in South Sudan and Western Abyssinia.

It is beyond question that permanent roads cost less than railways to build and equip, and that the cost of repairs and maintenance of accessories is less. Roads can be run in a more direct line, at steeper grades, with sharper curves, and bridges cost less. There are practically no overhead charges, no stations are necessary; rolling stock and equipment have not to be provided and maintained, nor is operating staff employed. No locomotive fuel is required. Roads obviate the vexatious question of freight rates.

It therefore appears that permanent roads would provide better and cheaper facilities to the people than branch railway lines. At the present time England has numerous branch railway lines which would give better service to the community if they were turned into roads. America has been termed "the road-maker," but the transatlantic cousins are equally pleased with a large degree of method in their madness. Different Continental Governments are also closely studying the relative advantages of roads and branch railways. Thus Kenya, by turning to account knowledge acquired and investigations instituted in other countries, may judge what has become obsolete and what mistakes have been made. The Colony has now the opportunity of equipping herself with a transport system in accordance with the most up-to-date theories and practices.

\* Being an inquiry into the relative advantages of roads and branch railways from Kenya's standpoint.

EARLY DAYS IN EAST AFRICA.

John Hayes

John Hayes

Specially reported for East Africa

Mr. John Hayes, one of the first British hunters in East Africa, recently gave before the Colonial Institute an interesting catalogue illustrated by many excellent slides made from his own photographs. The address was interspersed with many interesting facts and amusing incidents, from which I quote the following:

"Not all lions are man-eaters as I learnt by my own experience. One night I arrived at a water-hole so drowsy that I fell asleep beside it after drinking. When I awoke in the morning there around me was an amount of lion spoor. That lion had wanted an easy meal it was there waiting for him.

Luck is often present in East Africa when it seems furthest away. We were without water and badly in need of it when suddenly two baobabs stood out two back and a great baobab was cut down and the trunk and stem cut up into sections. The trunk and stem were being stumped and was noticed. The boys were sitting in the branches of the tree and some of the boys swarmed up to get the honey. There they discovered that the tree was hollow and contained a large and good store of water.

Another way of obtaining water in case of need is to send your carrier through the grass in the very early morning with a towel or blanket wrapped round them. The heavy dew is then wrung out of the wrap. Though this may not sound a very palatable way of procuring water, it is a very useful and welcome one on occasions.

When I first went amongst the Masai I made a mistake which might have had unpleasant consequences. I was exchanging skins for sheep at the time and after bargaining with a chief he spat in my face and said "likiani" (which means "twentys"). Not knowing that he was completing the bargain and was friendly, I promptly knocked him down. It did not take me long to discover my mistake and to apologise.

At that time the Masai were leaving holes on all passing travellers and the way in which they effected this toll was interesting. One of their great spears was stuck in the ground and the wayfare was expected to cut the iron wire until it reached the top of the shaft, anyone who refused being denied access to the water-hole.

On one of my safaris I saw natives crossing a strong stream in an unusual fashion. On their heads they carried heavy rocks so that they might not be carried away by the current. So deep was the stream in the centre that the natives would jump up for a moment in order to get breath and then submerge entirely submerged, take another few paces forward before bobbing up again.

The Kikuyu are indeed most East African tribes, could teach us a useful lesson in hospitality. One evening I arrived with my safari at a big Kikuyu village and when it came on to rain, I sought shelter in the chief's hut. Presently his children came in to

at that evening I was led by way of conversation about those present, at length indicating that I was quite at home and enjoying his food. My surprise was not said with a faint truth, had never seen him and that he meant that he did not know his name where he came from, or whether he was going. Yet he was there in the family circle sharing their meat and staying the night. He had a meal in the morning and left without any inquiries on the part of his hosts. I have often wondered what would happen in this country if I were to stroll into the house of a perfect stranger, have a hearty meal and turn into bed!

Who's fruits are once stood me in a different stead. When I had taken down once or twice I noticed that the Natives began to come round in such times and to manifest surprise. On being questioned my personal boy said that they were surprised to see me going to drink boiling water. The country was very unwell at the time, and it was important for me to take full advantage of all openings and to profit by the chance to tell them that one of the differences between the white man and the Native was that the white man could drink boiling water without being hurt, because his inside was made of iron, consequently their spears could not hurt me. They believed that.

That picture shows you two elephants brought down with a right and left, and, as you will see, they were standing so close that their slender trunks lay to touch as they lie where they fell. To me the elephant has always seemed a great engineer. He is the pioneer road builder of Africa, and one with a wonderful knowledge of gradients. His sagacity is remarkable. When he has marked out a route for his winter to make it into a path, the white man comes along and turns it into a road, and later the railway will be found to take practically that route.

I had many proofs of the cunning of elephants and recall one particular case. I had wounded a bull and he made me follow him across a river five or six times the reason for which I could not fathom. Later on I found that the stream was swimming with crocodiles, and I am convinced that he had deliberately attempted to lead me into a trap. East Africans are ever discussing the most dangerous type of game. Some give the palm to the lion, some to the buffalo, some even to the leopard, but I myself have no doubt that it should be awarded to the elephant. Many of my own friends have been killed by them.

The African elephant stands about 11 ft. at the shoulder, but when I visited the London Zoo the other day I found that the largest they had there was only 8 or 9 ft. high!

One day I sighted three elephants on a ridge. The grass in between was ten to fifteen feet high, but I wounded one with a long shot, and he made out through the thick bush, following. Suddenly, when I was almost on top of him without having seen a sign of his huge bulk, he bore down on me, tore my rifle out of my hands with his trunk and swung it away. The confusion made the gun go off, and my elephant very nearly shot me. In a second it turned and killed my gun-bearer, who was standing beside me, and then attempted to kugel on me, but I managed to get away by the skin of my teeth.

The same day we came upon another herd at about four o'clock in the afternoon. The Natives at a little village reported that there was a big herd near, and were anxious for me to shoot, so that they could

But the rest of us was naturally feeling a bit shaken after the excitement of the morning and the loss of my boy, and the rest of my people were not too keen on the business of hunting and sarcasm about the village of the village that it was all very well for him to try to induce us to go into the bush but there was no meat for the people and the elephants were so keen on meat why did they just go and kill the elephants to feed us? At once they disappeared into the Jungles and, to my surprise, immediately shepherded the big beasts towards us.

It was in a very good position on a rise and the herd of thirty or forty elephants marched past me about thirty paces. I got every one of the six bulls the next and in that last hour or so before dark did the best shooting I have ever done in my life. I may say that the country was very unhealthy and that I was suffering from fever at the time, so when the sixth bull came within range I was feeling so weak that my gun slipped down as I fired, and I shot the elephant in the leg instead of in the head. Now an elephant is so heavy that he cannot move if one of his legs is badly struck and I was able to dispatch him at once with a head shot.

The days which I spent in the Lado Enclave were some of the most strenuous and interesting in my life. We used to go across from the British side into the Lado Enclave for six weeks at a time, shoot as many elephants as possible, and then come back to British territory. Not all of the white men there were about twenty of us there, at the time had licences. Some had and some had not. We just went in and helped ourselves."

### THE CARRIER CORPS.

An anonymous writer has contributed to the *Zanzibar Official Gazette* an appreciation in verse of the Zanzibar Carrier Corps, two hundred and forty of whom are known to have died in the German East African campaign. Two tablets in their memory have now been placed in the porch of the Peace Memorial Hall. We should like to quote at greater length, but must content ourselves with the following extracts:

But why did they join the Army?  
They could hardly have heard of the War,  
And what did they do when they got there,  
These men of the Carrier Corps?

In the name of the Merciful God  
A flag went forth for a law,  
To gather in thousands of natives  
To serve in a Carrier Corps.

Take them away from their village,  
Enroll them forthwith by the score,  
If an Army's to march on its belly,  
It must have a Carrier Corps.

Plodding their way through the thorn-bush,  
Hungry and weary and sore,  
Bearing the loads of an Army,  
Went the men of the Carrier Corps.

And the white men learn to respect them,  
And speak of them as "winning" the war,  
No need of praise can requite them,  
Those men of the Carrier Corps!

Swallowing they went it is certain,  
But bravely their burdens they bore,  
Unselfishly and glad to forget them,  
The Zanzibar Carrier Corps.

### A WEIRD NATIVE CEREMONY.

From an Occasional Correspondent.

Amongst the various ceremonies of East African tribes, perhaps the weirdest is that of conversion from one tribe to another.

About three years ago one of my Masai neighbors who had been with me for over eight years went on leave, and on his way back to my farm met a young Kikuyu woman with a child of two years who had been ostracised from her tribe for misconduct. Whether prompted by sympathy or pity, I do not know, but my shepherd determined to marry the woman. Before the wedding ceremony could take place she had to be converted to the Masai tribe, that of her future husband. According to the *mganga* (Native witch doctor) and his assistant who arrived to perform the ceremony, the witch doctor was one of the dirtiest fellows imaginable, very old and dressed in goat skins; his assistant is usually a young man.

Heating that the ceremony was to take place, and knowing it to be of a private and solemn nature, I asked the old *mganga* if I could witness it. Though he readily assented, I was totally ignored throughout the proceedings. The ceremony was held at a *ng'oma* in the field, right away from the homestead or boys' huts, the only people present being the old witch doctor, his assistant, the Masai, the Kikuyu girl and her child, and myself.

On arriving at the place I found that a kind of stand had been erected about three feet square, just sufficiently large for one person to kneel in. In front of this were several small holes, little larger than champagne glasses.

The bride room had had to purchase a very fat sheep which must have cost him about thirty shillings—and which he killed by choking. Having skinned it, he gave it to the *mganga*, who dissected it and neatly arranged the pieces in its skin, all the blood being saved. The entrails were hung across the stand in festoon-fashion, the contents of the stomach put into the small holes, to which the *mganga* added several native concoctions made of various herbs and roots.

The ceremony now commenced by the woman, almost nude, coming forward and kneeling before the *mganga*, who, having stirred well the contents of the holes with the sheep's trotters, used as spoons, made her continually suck them, and then marked her body all over in fantastic shapes with this mass. This was repeated with the woman standing, and again with her kneeling in the stand. This over, the child went through the same performance during which he howled lustily. The ceremony ended by the sheep's blood being sprinkled over the woman and child, and the sheep's head being buried in the stand on the exact spot where the woman had knelt. He immediately afterwards the woman had her finger-nails and the nails cut a short as possible by the *mganga*, the belief being that once her nails are cut she will always return to her husband in the event of her running away.

The ceremony was conducted with absolute solemnity and gravity, there being no sound whatsoever except the continuous and unintelligible mumbling of the witch doctor.

At the conclusion of his labours the witch doctor proceeded to gorge himself on the sheep, taking away with him what he could not eat. After the ceremony was over a couple of the sheep, but needless to say, I declined with thanks.

So ended one of the weirdest ceremonies that any white person is likely to have the privilege of watching in East Africa.

EXPLOITATION OF THE NATIVE

Archdeacon Owen's Views.

To the Editor of "East Africa"

SIR, In your issue of December 1 you reproduce from and comment on my reply to Mr William Gowers' statement with regard to labour and cotton-growing in Uganda. I affirmed (and still affirm) that there is exploitation of Ankole Natives, and in support of my contention quoted from the E.A. Commission Report. In quoting my reply you omit a very important telegram, which I quoted from the Report. I would be grateful if you would let me quote it now.

Telegram to Provincial Commissioner, Western Province, Fort Portal.

September 26.

"I understand from Postlethwaite differences of opinion exist between him and D. C. Mbarara as to policy with reference to labour and cotton. I am directed by the Governor to state that the line to be adopted is not to be one of definite pressure towards cotton production. Natives are to be informed that three courses are open, cotton labour for Government, labour for planters, but that no attempt is to be made to induce them to choose any one in preference to the others. Only one thing to be made clear that they cannot be permitted to do anything, and be of no use to themselves or the country if I inform D. C. Mbarara accordingly.

"Chief Secretary."

It would that there is improper exploitation going on. I have no axe to grind save that of the upholding of the ethical ideals of our Christian religion. For me, the whole matter resolves itself into one of ethics. I hope that I have no encounter against any of those whom I criticize, and would desire above everything to present criticism temperately.

The Ankole labourers whom I saw in 1925 were on the road, in accordance with the terms laid down in the above telegram. It is idle to deny it. The issue is a simple one and capable of dispassionate consideration. All I ask for is consideration of the facts. If the policy of the telegram is ethically correct in the opinion of unbiased Churchmen, then I must reconsider my attitude to the telegram. At present I believe it to be ethically unsound, and if I am right, I am doing no disservice in calling attention to it.

In the past Kenya has earned notoriety because of the admitted compulsion for private employers. The principle and practice of compulsion for private employers was, up to the time I left Uganda in 1918 an accepted fact. The real stronghold of compulsion is in Uganda, and this accounted for by the feudalistic nature of the old constitution of the life of the Baganda. I was as feudalistic in my attitude towards Natives as most missionaries in Uganda were, and it was only when I went to Kenya in 1918 that my attitude slowly changed.

What we need is an accepted definition of "exploitation." Unless we know what we mean by the term we may be talking at cross purposes.

I venture to suggest the following: "Exploitation of labour is the utilizing of the labour of others for one's own ends. The former exploitation is to cause a position of advantage to utilize the labour of others for one's own ends without the free consent of the labourer without adequate reward."

In the sense of the above definition the telegram stands for a policy of improper exploitation of the Ankole Native.

East Africa will have done a notable service to the Church and to the Empire if it can contribute to the elucidation of situations raised by the Empire in Africa which are troublesome to the Natives. Ankole Native has been given no option

about the matter. He must grow cotton 150 miles away from the port or he must labour for planters, and the reward for any of these is entirely inadequate to enable him to support his wife and family. They support themselves. This policy results in the women being deprived, in the case of those whom I saw, and the many thousands like them, of the help of the husband or son. The Ankole are famous for their digging powers, powers acquired before we entered the land.

I apologise for the length of this letter.

I am, yours truly,

W. E. OWEN,

Archdeacon of Kavirondo.

Tonbridge.

[A leading article on the subject of this letter appears in this issue, Ed. "E.A."]

CAPITALISTS NERVOUS OF MANDATE.

To the Editor, "East Africa."

Dear Sir, Since my arrival in London from East Africa I have met no less than three gentlemen who mentioned during conversation that, had the attitude of the Government towards British settlers and merchants been different, they would have been prepared to invest in Tanganyika anything from £50,000 upwards for the cultivation of sisal. They said bluntly that in their view conditions in Tanganyika are at the moment impossible, as it is apparent that anyone other than a Britisher (and especially if he be a German) is given the preference.

Every month dozens of Germans arrive in Tanganyika, and I know from their conversation that they fully anticipate that the Territory will within the next few years be given over to Germany again. Naturally the investor asks, "And their what will become of properties under British ownership?"

I have been most disappointed to realize that this question of the mandate must be turning away from us at thousands of pounds annually. Surely the Imperial Government can make things more secure and give Tanganyika the benefit of development by people of the British Empire.

Yours faithfully,

"EAST AFRICAN"

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, if preferred, be used for the purposes 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 reproduction. The most interesting article, not necessarily that with the best literary polish, will win the prize.

Send in Your Story Without Delay!

## EAST AFRICA'S BOOKSHELF

## A BOOK ABOUT THE MANDATES.

A Readable Treatise.

Is his foreword to "Mandates" (Jonathan Cape, 3s. 6d. net), Sir Frederick Lugard, states that he knows of no popular treatise covering the ground chosen by the author, Miss White, who certainly gives us a most readable and useful book.

The book opens with the best possible reply to Germany's ambitions for the transfer to her of a tropical mandate, for the very first lines are a quotation from one of President Wilson's addresses to Congress, in which he said: "The principles to be applied are these: that peoples and provinces are not to be bartered about from sovereignty to sovereignty as if they were mere chattels and pawns in a game." Similarly, the references to the Mandates Commission are interesting, as, for instance, a picture of Mr. Ormsby Gore, Under-Secretary of State for the Colonies, undergoing a searching catechism from Sir Frederick Lugard with all the world for witness. "The British mandate reports are," we are told, "short, inartistic, candid, convincing and perhaps to readers of other races a trifle surly in tone. This is because they are written by the men on the spot, who are always more intent on what they would like to do, and cannot, than on the routine of organised accomplishment." The author thinks the South African reports forced by circumstances to be defensively written, the Japanese to be short and elusive, the Belgian fairly brief, and the French documents unnormally long, clumsily written and almost impossible to obtain.

Of the little-known territory of Ruanda and Urundi, formerly part of German East Africa and now under Belgian mandate, we read:

"The Belgians want to use this rich area as a source of meat and hides for the forest-lands of the Congo, and have included it in a fiscal union with that territory. But the natural flow is eastward towards Tanganyika and the Indian Ocean, and a large, though diminished export of hides still goes through Dar-es-Salaam. The country is separated from the Congo by an unbroken 6,000-foot mountain-range, the further rim of the Rift Valley. In the absence of railways, therefore, the export of meat to the Congo is impossible; it would not carry the roundabout journey necessary. The Government has followed a policy of encouraging Native production of food crops. It seems that this has been very successful, and that Ruanda-Urundi may in future feed the Congo towns.

"Ruanda, the country to the north, is a highly centralised kingdom where the power of the Sultan is effective over most of the local chiefs. His Royal Tribunal is actually used as a court of appeal. It seems that even when some of the chiefs, before 1923, were under British rule, they continued to pay tribute to him. He is surrounded by a court of aristocrats and officials. There are advantages, for an incoming European administration, in finding a strongly established Native State. It can continue the work of government and requires mainly a degree of guidance along the lines of reform. On the other hand there are disadvantages too. An emigrating régime is always conservative and resentful of change, menacing its wealth and dominance; and no king likes to see a second throne set on his dais—even if it be behind his own. The Belgians have found both these things true in Ruanda. The Court was hard to win and delicate in position of

the Belgian Resident, who mainly advises the Sultan but has power to supersede his authority if necessary. But the reconstitution of the area in 1923 made a very favourable impression, and the court circle now co-operate with the Mandatory. Disaffection is confined to outlying clans, where the king's law does not run. There are witch-doctors and chiefs still apt to make trouble.

"The system of the Belgians is based on a use of the Native authorities. Whenever they are friendly or capable. The European residents take a very varying share in the administration of justice, according to local needs. They supervise markets entirely in Urundi and progressively in Ruanda. There seems to be no effort to organise European enterprises or to cause them to leave their homes; and the rapid increase in agriculture has come about not by pressure but by the offer of good prices. On the whole the mandatory administration seems to be tending its efforts to creating economic prosperity and so by interfering with local social arrangements no more than is necessary for the maintenance of order.

There are throughout the book a number of comments well worth repetition. For instance, dealing with the administration of mandates, Miss White suggests that the born colonial official, with the peculiar combination of endowments that makes genius of this kind, is rare, and that what matters very much more in ordinary circumstances is the tradition of a service. Most men being impressionable, they accept the general views of their colleagues while learning their work, and later pass them on to their juniors. They will accept, if they are there to be absorbed, the attributes of good administration, such as incorruptibility, justice, the intention of serving the governed; and the incomplete freedom of new lands has the advantage of giving freedom of movement and initiative to an official for a little space, before his feet are all enmeshed in red tape.

We also find recorded an interesting idea suggested to the Mandates Commission by Mr. Ormsby Gore, one which has we believe, entirely escaped public notice. It was to the effect that the Colonial Office spokesman saw no difficulty in making a special Masai reserve, incorporating that portion of the reserve now in Kenya and that at present in Tanganyika, and in preparing for the League a special report on that reserve as a whole. This suggestion is, of course, in actual fact an expression of readiness on the part of the British Government to extend to part of Kenya Colony the mandatory system, which, after all, is very much what had previously been regarded as the best practice in various parts of the British Empire.

## GAME ANIMALS OF AFRICA.

MESSRS. ROWLAND CLAY have published a second and revised edition of Lydekker's "Game Animals of Africa." It is handsome, clearly printed, profusely illustrated, and serviceably bound, of some 480 pages, which will assuredly be added to the shelves of many of our readers, who can count on receiving excellent value for their outlay of 30s. (plus postage). Wherever the book may be opened, interesting facts will be found concerning some African animal—and not merely from the standpoint of the hunter, for open pictures of the life and character of various species are numerous and intimate. Any East African would welcome the book as a New Year gift.

**LE ZOUTE CONFERENCE REPORT.**

By E. W. Smith's New Volume

A few months ago a special correspondent contributed to *East Africa* a long report of the Le Zoute Conference, a most interesting record of which has now been prepared by the Rev. E. W. Smith under the title "The Christian Mission in Africa," and published at 3s. 6d. by the International Missionary Council of 2, Eaton Gate, S.W.1. Mr. Smith's previous books, particularly "The Golden Stool" and "The Da-Speaking Peoples of Northern Rhodesia," entitle us to expect a really useful and well-written account of the proceedings, and our anticipations are not disappointed.

The dedication is striking. It reads:

"To those who laid the Trail—Ramon Lull, Vasco da Gama, Jan Van Riebeeck, George Schmidt, Mungo Park, William Wilberforce, William Boyce, Samuel Crowther, Krapf and Rebmann, George Grey, Wilhelm Bleek, David Livingstone, Henry A. Stanley, John Kirk, Charles Lavignerie, James Stewart, George Grenfell, Mark Slessor, Fred Moir, Kitchener, Cecil Rhodes, Laveran, Manson and Ross, Frederick Lugard, Thomas Jesse Jones."

"The influx of western civilisation does not guarantee the New Africa of our dreams," says Mr. Smith. "It may become a continent of low ambitions, selfish, grasping, soulless, and indifferent to goodness. Let us make no mistake about it. The evil angels of Africa are very active, her fate hangs in the balance. She is not to be redeemed by wishes only, but by the strenuous and persistent efforts in co-operation of all men and women who desire to see her noble and great."

And when the author says "all men," he means it, for this is not a mere missionary record. There is the frank recognition that trade and industry have their part to play in the raising of the African. "Christian communities," we are told, "must be composed of industrious citizens, able to pay their way in Church and State and gradually attaining a higher standard of life, with better houses, and more varied, more abundant food. Danger is attached to wealth rapidly acquired without a corresponding sense of responsibility, but some wealth the people must have if their condition is to be improved. The ordinary African community is desperately poor, lives from hand to mouth, and is constantly on the verge of starvation. The trade and industries which are developing so rapidly provide opportunities for remunerative toil. They do more. Principal Mota, of Tuskegee, whose parents were slaves, confessed that the manual labour he performed in his youth was a valuable part of the education that has made him the man he is. Dr. John Hope, President of the Morehouse College in Atlanta, said the same at Le Zoute.

"In Africa to-day thousands of men are being stimulated to progressive labour which is reacting on their whole social environment—are leaping, at the mines and on plantations, new lessons of discipline and new skill in the use of their hands. The vigour that was once expended on war and other unprofitable exercises is now devoted to raising crops for exportation or in earning wages. And therefore, while we deplore many of the evils which accompany industrialisation, and must do our best to secure improved conditions of labour for the Africans, we need not hesitate to place trade and industry first among, at least, the potentially favourable factors."

Mr. Smith admits that too often in the past an attitude of aloofness, if not of positive antagonism, prevailed between non-official Europeans and mis-

sionaries in Africa, the fault for which he does not lay all on the one side. He writes:

"We know that among the colonists there are men and women as keenly alive as any missionary to the highest welfare of the Africans. It is not always easy for employers to see beyond the exasperating habits of their workmen to their spiritual good. But many employers do look so far. Cannoric colonists and missionaries draw closer together. We should like to see a conference, or a series of conferences in Africa, at which representatives of these bodies would discuss all the problems frankly, face any differences that divide them, and make a strenuous effort to come to an agreement. Here, as elsewhere, the keywords are, unity, humility, comprehension, and respect. Cannot these provide a basis for co-operation?"

The book is, in the main, a record of the impressions gained by the author at the Conference, and does not in any way attempt to be a verbatim report of the speeches, though some of the most important are appended. The volume can be cordially recommended as a broad-minded survey of the position from the standpoint of an individual missionary whose outlook is frequently cross-akin to that of the average settler.

**OUR MISSION NOTES.**

Bishop Willis of Uganda addressed the recent annual meeting of the Torbay branch of the Church Missionary Society.

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The Rev. J. A. Ross, of Kambole, Northern Rhodesia, lectured the other day to the Coffee Literary and Scientific Society on "The Development of Our East African Empire."

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The Rev. John Britton has been appointed temporarily a Nominated Member of the Kenya Legislative Council representing Native interests, in the place of the Rev. Dr. J. W. Arthur, resigned.

□ □ □ □

Archdeacon Mathers, of Uganda, writing of a visit paid to Palisa, some thirty miles from Mbale, says "outside the Church were motor cars, motor cycles, and sixty to seventy bicycles, all owned by Natives."

□ □ □ □

Among recent arrivals in England from Kenya is the Ven. Archdeacon R. A. Maynard, who has spent a long term of service in East Africa as a missionary of the Australian C.M.S. He first went out in 1895, and for the past twenty-six years has been stationed at Mbale, Uganda, where he has done remarkable educational work. He has lately been appointed to the responsible post of Archdeacon of Mombasa.

□ □ □ □

A Johannesburg correspondent of the *Daily Mail* cables that the Superintendent of the American Methodist Episcopal Church in the Transvaal and East Africa, condemning the Charleston, says the dance had its origin in the African jungle, where he had seen it performed by savages. Other clergymen point out that while they are endeavoring to wean the Natives from barbaric tribal dances, the knowledge that Europeans are dancing the Charleston must puzzle the Natives and influence them adversely.

PERSONALIA.

Mr. M. W. Ghera is home from Kenya

Mr. J. Dewhurst has arrived home from Mombasa

Mr. T. D. Matland, M.B.E., has arrived home from Uganda

Mr. J. E. A. Carver has won the golf championship of the Blantyre Sports Club.

Mr. C. Dewhurst, recently stationed at Tunduru, has left Tanganyika on sick leave.

The death is reported of Dr. Hugh Campbell Ross, brother of Sir Ronald Ross.

Capt. J. A. Ingles, R.N. (retd.) has been appointed a member of the Dar-es-Salaam Township Authority.

Signor Vico Bacocci has been authorised to act as Royal Italian Consular Agent for Tanganyika Territory.

Major G. B. Atkin, D.S.O., M.C., second in command of the 2nd K.A.R., is back in Tabora from leave.

The Earl and Countess of Airlie left England yesterday for the Sudan and expect to be away about three months.

Major Charles Steele and Major P. G. W. McMaster have been appointed game wardens for the Colony of Kenya.

Sir Sydney H. H. Henn, K.B.E., M.P., Chairman of the Joint East African Board, is due to reach Mombasa to-morrow from India.

Mr. R. W. Gordon, Keeper of German Records, Tanganyika Territory, has been appointed an Administrative Officer, first grade.

Two new Nyasaland Fellows of the R.C.I. are Mr. A. J. Storey, the well-known Blantyre business man, and Mr. A. S. Cohen, of Limbe.

Among recent arrivals from East Africa are Colonel B. Gordon, Dr. C. J. Hickey, Mr. W. Lenox Conyngham, and Mr. W. T. Sharkey.

M. Edouard Peclet, who was appointed Belgian Minister of the Colonies only a few weeks ago, died on Monday last as a result of double pneumonia.

Capt. Joan Boyce has been appointed organising officer of the Legion of Frontiersmen for East Africa. He has been a member for twenty years.

The Abuna Matthew, Archbishop of Ethiopia, whose death at the age of eighty-three is reported, was head of the Abyssinian Church for forty-seven years.

Mrs. Matt Lynn, who is shortly to be a passenger on the Haratoum-Kisumu airway, says recently that it is much easier to fly than to ride a pedal bicycle.

Montague Barlow has left England by the s.s. Mulbera en route for Beira for a tour of East Africa. He expects to return to London about Easter, travelling via the Nile and the Sudan.

Following on his appointment as Governor-General of Mozambique, Colonel Jose Ricardo Pereira Cabral has found it necessary to resign from the local board of the Anglo-East African Cotton Company Ltd.

Mr. Edgar Wallace has just described Beira of Boer War days as "a town of sand and cockles, noisome creeks, and thick dust crowded with lions (who had from their own intelligence department the exciting news that thousands of edible mules were picketed near '60 MHA Peg')."

Colonel Joao de Almeida, former Portuguese Minister for the Colonies, who was arrested on October 8 on a charge of preparing a manifesto against the Government and advocating General Calmona as President of the Republic, has been acquitted by the court-martial which tried him.

The Bishop of Mombasa and Mrs. Heywood are now on the way to Australia, where they expect to spend about three months. The object of the visit is to collect funds for the creation of a separate Tanganyika diocese for those districts in the Territory at present incorporated in the diocese of Mombasa.

A marriage has been arranged, and will take place shortly at Gibraltar, between Major Charles Brian Nichols, M.C., B. of O., District Resident, Nyasaland Protectorate, elder son of Mr. and Mrs. E. C. Nichols, of Brighton, Sussex, and Helen, only daughter of Mr. and Mrs. A. Chadwick, of Blackpool, Lancashire.

The engagement is announced between Captain Wyriott Owen, M.C., Welch Regiment and Sudan Defence Force, elder son of Captain W. H. Owen, of Brooklea, Exmouth, Devon, and Constance Ruth, twin daughter of the late Robinson Westray and Mrs. Westray, of 25, Cavendish Road, West St. John's Wood.

Speaking recently on the Mombasa port question, Mr. Fellme said that for the time being there could be no question of fair competition between deep-water berths and lighterage. It was like telling a man who has put in very nice foundations for a big building to stop at the first floor and compete with a single story shop alongside.



Mr. J. S. Evans, of the U.S.A., who recently spent a year in the Province of Mozambique to advise the Government on cotton-growing, is reported to have told an interviewer in America that the name of Portuguese East Africa is suitable for cotton production. This adverse opinion is strenuously combated in the Portuguese Colony.



At Bingham Church last week the Bishop of Bristol dedicated a restored chancel screen in memory and thanksgiving for the life work and example of the late Sir Rider Haggard. Few men, said the Bishop, in his address, understood the African Native so well as Sir Rider did, and no one who had to do with Africans could be otherwise than helped and encouraged by his view of them.



Rear-Admiral Eric J. A. Fullerton, C.B., D.S.O., M.A., who, as officially announced, is to be Naval Secretary to the first Lord of the Admiralty from April next, will be well remembered by many of our readers for the commands the monitors which, having done good work off the Belgian coast, were sent out to East Africa to destroy the "Goenigsberg"—a task accomplished with exemplary expedition.



The Tanganyika Dinosaur Expedition inspired B. of the Westminster Gazette to confess just before Christmas that

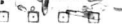
"No gift would bring me such delight  
As one I yearn for, that  
Would stay within the house at night  
And sleep upon the mat,  
And keep the burglar from my door—  
A large and lovely dinosaur!"



Mr. C. W. Hobley is reported to have said at a recent meeting of the Sidcup and District Conservative Association that in the past few months the Bolsheviks had been trying to ruin the prosperity of British East Africa, where they had set out to ruin British settlement. When it was considered that twenty-five years ago that settlement did exist and what it was worth to England to-day, something of the gravity of the menace of Bolshevism was to be seen.



"The Council of the League at Geneva will have to spread out the whole map of the continent of Africa, some day and to consider whether more scope can or cannot be provided peacefully for Germany and Italy by the co-operation of Britain, France, Belgium, and Portugal. New systems of mandate and lease will have to be considered no less than claims to nationalist annexation in the old style if there is to be any chance of a bloodless settlement."  
—Mr. L. Garvin in the Observer.



Two doctors who are going out for their first term of service as medical missionaries of the C.M.S. in Uganda are sailing from Marseilles to Mombasa by the s.s. "Malhera" on January 1. Dr. R. A. B. Leakey is bound for Nakuru in the new diocese of the Upper Nile and the centre of the cotton-growing area, where he will help Dr. Hunter in his strenuous work at the Freda Carr Hospital. Dr. Alma Downes Shaw goes to Kampala to take up work at the well-known C.M.S. Mengo Hospital.

Major Deacon, who arrived home from Mikindani just in time to spend Christmas in the Old Country, must have accomplished the journey in something like record time, for he left on November 19, and, travelling via the Cape, reached Liverpool by December 1. From Sierra he went overland to Capetown, and he was fortunate enough to catch a homeward-bound steamer on the afternoon following his arrival. Letters posted in Lindi three days before Major Deacon's departure and dispatched via the Suez Canal and Marseilles had not reached England at the time of his arrival.



Mr. P. L. Fenton, President of the Caledonian Society of Mombasa, was in happy vein on St. Andrew's Night. For the benefit of mere Englishmen, Irishmen and Welshmen, he explained amidst loud laughter that a "nappy" was a potent stimulant which, absorbed in successive doses, produces in the partaker emotions ranging from the jocose to the bellicose on to the lachrymose and finally to the comatose; and then, on the subject of Native labour, suggested that Kenya policy now followed "something of the tactics of that benign but practical old purr, Father O'Flynn, who believed in 'checkin' the crazy ones, coaxin' uneasy ones, and helpin' the lazy ones on the stick."



In reply to certain comments made in the course of an address by Mr. William Hunter, of Kenya, on the results of mission work in the Colony, the Rev. H. D. Hooper—who was born in the Colony in 1891 and spent many years in the country, until appointed to the home staff of the C.M.S. early this year—writes that in ten years' work on a Kenya mission station a chaplain of his acquaintance received only four unsolicited requests from European employers for a personal reference in the case of Natives who claimed to have passed through the schools. Many of the references on so-called "mission boys" were so general that settlers so seldom troubled to investigate the servant's claim to be a mission boy.

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# East Africa in the Press

## FRONTIERSMEN IN EAST AFRICA

MAJOR J. S. LEITCH says in an interesting article in the *Frontiersman* on the subject of the 25th Battalion Royal Fusiliers (Legion of Frontiersmen), which did such fine service in the East African Campaign—

The Battalion was raised in London in March, 1915, and went overseas in the following month. It was commanded by Colonel James Driscoll, C.M.G., D.S.O., for many years prior to the war, organising head of the Legion of Frontiersmen, a body of volunteers, who had at their own expense organised themselves into troops of 500 men, and who spared neither time nor money in pre-war years to prepare themselves for the war that was to come. Colonel Driscoll had commanded the famous Driscoll's Scouts during the Boer War, and it was eminently fitting that upon the formation of the 25th Battalion he should be its commanding officer.

"In the regiment were men from all over the world. Men who had come to fight for their native land from Honolulu, Hong Kong, China, Ceylon, Malay States, India, New Zealand, Australia, South and East Africa, Egypt, South America, Mexico, the United States, and Canada; men from Arctic explorations, others were of the Royal North-West Mounted Police and of the British South African Police. Even a cow-puncher or two from under the flag of the U.S.A. were amongst this force of frontiersmen.

"Others, again, were famous big game hunters, such as Lieutenant George Outram, Martin Ryan, Sir Northrup McMillan, Captain W. J. Wood, and Cherry Kearton, and greatest of all, Captain Fred C. Selous, who at the age of 64 enlisted in the 25th Battalion and fell fighting gallantly at the head of his company in the East African campaign. Captain Buchanan, a native of Saskatchewan, who recently made a wonderful trip across the continent into the interior of Central Africa, was another of the younger officers who in the campaign were to bring renown to the Regiment. Lieutenant Billy Dartnell, a relative of the famous South African general of that name, had been a well-known actor before joining the regiment. By a splendid act of heroism, when he deliberately gave his own life to save the lives of the men of his company, he was awarded the Victoria Cross.

"Space does not permit of mentioning the hundreds of gallant deeds performed by the members of the regiment. Riddled through and through with fever, most times' absolutely in rags, nearly all emaciated and staring-eyed, they were always in the van, and up to the very end no German Field Company would look with other than apprehension at meeting the 25th Royal Fusiliers on even terms. The regiment landed in Mombasa on May 4, 1915, and had their share of frontier fighting while on their way to the front. In June, 1915, they were on the shores of Victoria Nyanza, and bore the brunt of the fighting which resulted in the capture (after two days of heavy fighting) of the important German fortified town of Bukoba, on the western shores of the lake. In July, 1915, they were holding the enemy at Ink-tan, in the south-east end of British East Africa, and from here they were to go forward as a part of General Smuts' army into German East Africa.

"They bore that cruelly hard period through the rains of 1916 when they held the Mgeta line against a vastly superior force, being literally in a swamp for

months. In 1917 the regiment was operating in the Kibira and Lindi area, taking their full share in the fighting of that year—fighting so bitter that all the previous work was but as child's play in comparison. Reduced to less than half their original strength, their casualties in the first four months of 1917 were three times as great as those throughout the whole previous two years. On October 18, 1917, while covering a temporary retirement, they were overwhelmed by immensely superior numbers and cut to pieces, and as a regiment passed out of existence."

## VON LETTOW'S ESCAPE INTO P.E.A.

COLONEL G. M. ORR, C.B.E., D.S.O., contributes to the current issue of *The Army Quarterly* an interesting article on "Von Lettow's Escape into Portuguese East Africa," in which he recalls that the escape of the German commander was largely due to the inaccuracy of our maps, although our G.H.Q. Intelligence had information that Lettow would retire through Kitangari in November, 1917, the Kitangari in question was some nine miles away from the one shown on the British maps. This mistake was, unfortunately, not discovered until too late, so that while C.H.Q. was planning to cut off his retreat on the Mwit Kitangari track, Lettow was arranging it by a parallel track six or seven miles to the north.

The concluding paragraph recalls unhappy memories—

"Lettow had escaped. It only remains to be said that his hopes of re-equipping his force in the neighbourhood of Ngoman were duly fulfilled. On November 25 he overran the Portuguese detachment. From them he re-armed half his force with Portuguese rifles and obtained a quarter of a million rounds of ammunition, subsequently increased in December to one million. He obtained a large quantity of badly needed European supplies and valuable medicines. With one blow, he says, "we had freed ourselves of a great part of our difficulties. To solve his other difficulty—namely, of supplies for his Natives—he moved south and split into three columns. There we will leave him."

## THE LATE CARL AKELEY'S VISION.

"The *Newcastle Chronicle*" has contributed to the *Newcastle Chronicle* an interesting little note concerning the late Carl Akeley, of whom he says—

"While Akeley lay slowly convalescing in Uganda some years ago, there came to him the idea of a great African Hall, which should permanently record the fast disappearing wild life of that great continent. The Hall is to have walls of glass, behind which habitat groups will be posed, against painted backgrounds and accessories, made largely of wax. These groups, modelled by men who have studied and observed the animals in their wild state, create an illusion of reality. The dreamer sailed with skilled artists, photographers, and taxidermists to bring it to fruition, but has not lived to see his vision become a reality."

"Askari" pleads in an article in *Country Life* for the Ngongoro Crater in Northern Tanganyika to be turned into a game sanctuary—"a spot where our grand children could go and see these endless herds of game, a sight which was once common on the plains of southern Africa before the ruthless hand of civilisation had wiped it out."

## GERMANY AND HER FORMER COLONIES.

In an article on "Germany and her Former Colonies," contributed to *United Empire*, Mr. G. H. Lepper says:

"The German Government has ranged itself on the side of the Colonial group in Germany, while whether its adherents be many or few, is certainly far from negligible in influence. Indeed, the attempts that are made in this country to belittle the importance of the colonial movement in Germany—even in the editorial columns of *The Times*—hardly carry conviction to those who have followed closely German policy and manoeuvres in this sphere during the years which have elapsed since Germany was compelled to relinquish her title to her former colonies—not to the League of Nations, as some people erroneously suppose, but to the Allied and Associated Powers who were victorious in the Great War. As conquered territories they might have been annexed as spoils of war, and had this been done their value would have been but a very small set-off against the immense costs incurred by the Powers concerned as the result of the armistice which Germany deliberately challenged. But in order to harmonise the position with the repeated declarations of the Allies that they were not fighting for territory, the mandate system was instituted, and the League of Nations was charged with a general supervision of all mandated territories. If Germany imagines that this voluntary act of the victors can be made the basis of an organised effort to make use of the machinery of the League to secure a restoration of one or more of her colonies—and there is good reason to believe that Germany does intend to act on this assumption—the faith of the Allied Powers in the sincerity of the German will to peace will soon be shattered.

It is not difficult to imagine circumstances—such as the existence of an extreme Labour Government in this country—which would greatly favour a vigorous effort by Germany to secure the restoration of her former colonies. It hardly seems likely that either France or Belgium could be induced, in return for financial or commercial advantages, to abandon her share of Germany's African possessions and again expose herself to the dangers, still well remembered, of having a common frontier in Africa with such an uneasy neighbour. Neither will forget, even if Britain should, what it cost to dislodge Germany from Africa. The British share of the cost of the East African campaign was about £75,000,000, and the casualties of the Allies in East Africa are stated by the German Commander to have been 30,000 men and 40,000 horses. Moreover, since the Armistice, the British taxpayer has lent more than £3,000,000 to the Tanganyika administration.

"One valuable safeguard against the opening of discussions in regard to the restoration of German colonies is contained in the ambitions of Italy. It is certain that, should this question be formally raised, Italy would insist on her own claims to colonial outlets being considered at the same time, and even the most ardent of our Germanophiles, can hardly shut their eyes to the dangers of the situation that might thereby be produced. On the other hand, there is always the possibility that in the interests of European peace, a weak pacifist administration in Britain might be disposed to use the ex-German colonies in our possession as bargaining counters and surrender one or more of them in return for some fancied but probably wholly shadowy advantage. It is this last possibility which is regarded with most apprehension by British East Africans, and they feel that the only certain way of insuring against it is to weld Tanganyika so firmly into a single economic unit with our

other East African colonies and protectorates as to preclude any serious consideration of the territory as a detachable portion of British East Africa."

## THE FUTURE OF EAST AFRICA.

Kenya Election Manifesto.

Nairobi, December 28.

An election manifesto, signed by Lord Delamere and six other of the European elected members of the Legislature who are seeking re-election, has been issued. The first paragraph reiterates their intention to press by any constitutional means for a European elected majority over all parties in the Legislature.

The second paragraph—which is the most important in the manifesto, and which has, with paragraph 1, been accepted by the whole of the European elected members at present in the country who are offering themselves for re-election—provides for the giving of favourable consideration to a scheme of co-ordination of the East African territories of Kenya, Tanganyika, Uganda, and, possibly, Nyasaland, with the hope of possible co-ordination with the two Rhodesias in the future, when the position of the Rhodesias towards each other and between them and Nyasaland has been defined by their own acts. Such consideration is conditional on an elected majority in Kenya having been granted, and the following safeguards have been included as essential:

First, that each territory shall remain a separate entity with its own Constitution and Government;

Secondly, that there shall be no hindrance to the advance of any territory toward self-government on constitutional lines;

Thirdly, that each territory shall have complete control of its own finances through its Legislature;

Fourthly, that the seat of the High Commissioner shall be Nairobi;

Fifthly, that the present Protectorate of Kenya shall become an integral part of the Colony.

The manifesto says that it should be clearly understood that the Colony reserves complete liberty of action and that no change of Constitution on the suggested lines shall be brought into force until it has been submitted to the electorate and approved by the medium of a General Election.

In order to keep the foregoing two main issues in a most prominent position, other problems are presented colourlessly.

The manifesto favours closer settlement, including the alienation of the balance of the available Crown land, greater overseas publicity, a Land Bank, and the enlistment of the assistance of the Imperial Marketing Committee, economy in recurrent expenditure, no alteration in taxation methods before the grant of an elected majority, no further loans, the improvement of health and education of the Natives, a Customs union, and reduction of the State military forces.

The gossip writer of a widely-circulated London daily newspaper who declares categorically that polo will soon be the most popular game amongst the British residents in East Africa, thus probably no less of the exaggeration of which he is guilty, and is probably entirely unaware of the fact that the widespread incidence of the gsets fly in itself confines polo to relatively small areas. Even in those areas, however, lawn tennis is at present a more popular than polo.



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**AS KENYA SEES THINGS.**

The Native Labour Question.

From Our Own Correspondent.

Nairobi.

The latest number of *East Africa* to reach Kenya contains some very interesting articles and views on the Native question, especially that section concerning the Labour question and the editorial article, in criticism of the Labour Party's booklet, "Labour and the Empire: Africa," reviews the subject very soberly, and completely refutes the wrong premises upon which the whole argument of that party rests. If your correspondent may further elaborate the points upon which British Labour goes wrong in affecting to prescribe for labour conditions in Africa, perhaps it may help a little in correcting the very first principles of this much discussed theme.

There seems scarcely a doubt that the Labour Party in England, in common with other sections outside that Party, visualise the African worker as they do the proletarian workman or labourer in the Home country—that is, as a section of the community opposed to the capitalist or master industrialist. Of course that is not so, as most of your readers are aware—the labour question in East Africa—and I have Kenya in mind more particularly in view—is greatly complicated by its unequal racial aspect and in the paradoxical fact that the Native himself, when not working on some European enterprise, is not an out-of-work, but a gentleman who lives largely on the labour of his women and children. For instance, if he have cattle and goats of his own, he needs and does no labour; his women till the food patches and his children herd the flocks. This being broadly the case, we have the Gibbertian situation that the Labour Party in England are doing their utmost to oppose labour in Kenya and to encourage servitude.

**Benefits of European Settlement.**

The products of these parts, such as cotton, maize, fibre, rubber and such universal foodstuffs as coffee and tea, are essentials to British industry, and comprise some of the main bases of industry, employment and life in England. Hence every thoughtful person or public body, even a Labour Government, should do its utmost to cheapen and increase the supply of these raw products for the Home market. The planter and colonist in Africa exiles himself from the Home country primarily to found a home abroad, but secondarily to grow these basic products so essential to the Home market. Again and again we have had the testimony from our Governors and other men able to speak without bias that the Native's best school is contact with European enterprise, so it would thus seem that the friends of the African in England, by seeking to obstruct the colonial policy of getting the Native to work in the settlements, is neither benefiting the Native nor improving the industrial prospects of the Mother Country.

The Native, of course, is much better off today than he was before European settlement, regarded from the point of view of what we call "civilisation." There may be something to be said in favour of those who doubt whether our much boasted civilisation is really an improvement upon savage life. The savage always had his virtues and vices. He never did very hard work, but was somewhat handicapped

by being periodically wiped out by raids of his neighbours and by diseases of simple life, indeed. But it is not in the nature of things for him to become civilized and yet do nothing for his greater needs and higher (if not better) life.

**By what Standard shall we Judge?**

In the same issue you published a special report of the 21c Zulu Conference. The report of the international missionary conference makes more startling reading than the pamphlet of the Labour party, yet it is very naive in parts. Take, for instance, the plea that "the absence of adult males from the reserves would reduce the amount of cultivation, with consequent shortage of food and undernourishment of the population." Why the Native who works outside gets fat on his work, and this is not a figure of speech, and the money he earns yields his family at home cattle, sheep and goats, which he could not obtain so quickly were he to stay at home—where he would probably just watch his women do the work. The description given in the missionary report might describe conditions in parts of Africa of which your correspondent knows nothing, but it does not apply to East Africa as a whole.

So much has been written and will always be written on the African Native problem that it is difficult to say anything very new or to shake the convictions of those who start on wrong premises and build so many beautiful castles in the air. The practical student will study the African as he is after thousands of years of racial evolution, and taking the past as a guide considered in the light of the history of mankind, gauge the potentiality of his future. Brilliant races of mankind have come and gone in the world's history. Barbarians have swallowed culture and made that culture their own and greatly improved on it. But genius of race is not to be denied, and the lack of proper qualities, or decadence, brings its Nemesis. By what standard of racial precedent shall the Native African be judged?

**East African Representation in London.**

Major Crowdy has given an interview to the press explaining the scope, sphere and references of the three committees and institutions in London handling East African matters in an advisory or executive capacity. He gives priority in direct representation of Kenya opinion to the East African Producers' Association, in view of its direct London representation of the Convention of Associations. While granting the closer connection of this body with the leaders of public opinion here, it is doubtful if the accepted and acknowledged leaders in Kenya are themselves in the position to lay down any policy in detail that may be deemed fully authoritative. There is no question that in broad measure the European settlers are of one general opinion and that Lord Delamere may be fully accepted as their mouthpiece. But when the broad policy comes down to points of detail there is no definite unanimity of opinion.

The elected representatives on the Legislative Council are a kind of *ad hoc* proposition to the official Government, an advisory institution which the Government cannot afford to ignore, but one with the disadvantage that all the members do not think exactly alike, and some even oppose the policy of their accepted leader. On the other hand, the official majority in the Council, unless otherwise advised to vote independently by the Governor, are there to vote in bloc in support of any Government Bill officially put forward by the Colonial Secretary on instruction by the Governor. There are cases

This feature, which is published with the object of reflecting public opinion in Kenya, is contributed by an observer of considerable experience. His views may differ radically from those of this journal, but their expression will be most profitable in a better understanding of East African questions.

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**COMPULSORY SERVICE IN KENYA**

Strong Local Opposition

To the Editor of "East Africa"

DEAR SIR,  
I have had greater opportunities than most people of getting about among officers, business men, and officials and hearing private opinions expressed on the Defence Force Ordinance. Nine out of every ten view the proposal with dislike and are strongly opposed to conscription in any form, unless it can be proved that it is absolutely necessary for the safety of the Colony, and so this they are all sceptical.

No outside danger threatens, and those in touch with the Natives know there is nothing to be feared from them which could not easily be handled by the police or P.A.R. The Natives, of course, are like children, and require well-organised government and proper discipline with fairness and justice. A strong police force is necessary, exists, and is appreciated. To arm the white community against a possible organised Native rising is just as ridiculous as arming against schoolboys at home.

Kenya is governed by officials who are—as British officials go the world over—efficient as a class, fair, tolerant, and just. But the official mind is invariably in favour of conscription, since it strengthens discipline, thus making their rule easier and more firmly established.

The fact that in Kenya the electorate is slowly gaining strength and gradually forcing the officials to relinquish their power is probably one of the reasons why officials are trying to force conscription upon the Colony. If a referendum were taken, I have no doubt what the result would show.

Yours faithfully,  
BUNDUE

Nairobi

**THE NAKURU SKULL**

Complete Skeleton Discovered

Nairobi

MR. I. S. LEAKEY, of the Guler Dinosaur Expedition, who is now making investigations into the remains, informs me that he has discovered a complete human skeleton at Nakuru buried in the pre-natal position with the chin on the knees, at the 10-ft. level. The skeleton is that of a 6 ft. man, and buried with it are over 100 stone tools, mainly Mesolithic.

The skeleton is not negroid, and the skull has a nose of medium width and its not prognathous. The tools are mostly lunates (crescent-shaped) and backed points of obsidian, with a few bone points. Mr. Leakey says that the man undoubtedly belongs to the Wa and Magnesian period of Uganda. Full details are being forwarded to Cambridge. Mr. Leakey has invited Mr. Wayland, the Uganda Government geologist, to assist him to fix the date of the deposits.

The importance of these discoveries is raising interest in the question of further financial support to enable Mr. Leakey to continue his work. The Kenya Government will probably agree to assist to limited extent in 1927. The present work is being partially financed by the Sladen Memorial Fund—Times telegram.

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where a Bill has only been carried by the official majority with or without the support of a nominated Indian members. Where the elected Opposition is absolute and united against a Government measure, it has in most cases been put back for further consideration.

Some would say that these London Committees which represent the Indian and representations to the Colonial Office are on a false ground, for they run the risk of losing support among the European community here. They may also be opposed by the Central Government. Neither the East African Section of the London Chamber of Commerce, the Joint East African Board, nor the Advisory Committee to the London Office of the East African Dependencies apparently regard themselves as direct mouthpieces of Kenya opinion, but express the views of London East Africans, many of whom have not visited East Africa for many years—while some have never visited Kenya at all. It seems very clear that the Colonial Office will attend no very revolutionary course of action until such time as the advice tendered them in London has been accepted by the authorities on this side.

**Local Outlook.**

Since the closing of the sessions of the Legislative Council and the dispersal of the delegates to the Conventions things political are having a rest. People are now, so to say, taking stock of things and ruminating over the results of the late bursts of political eloquence and resultant legislation. Kenya's prospects seem to be set fair, though the outlook for our neighbour, Uganda, appears somewhat clouded at the moment as a result of the fall in the price of cotton. Kenya is still having very good light rains, the only fly in the ointment being a lack of any sustained interval of fine weather between the seasons in order that farmers may gather the big crops mostly still on the stalk. A very big sisal estate has recently changed hands here, having been purchased by a well-known firm of merchants in London, either on their own or on their clients' behalf.

I have been informed from good quarters that the labour difficulty has considerably eased recently. Though this handicap will surely be heard of from time to time, especially from those farmers who do not go the right way to work to secure and retain their labour, it does not seem to frighten those who are really in earnest in taking a hand in developing this increasingly prosperous country.

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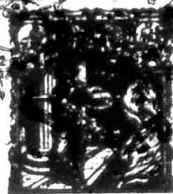
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## OUR NYASALAND LETTER.

From the Daily Correspondent, Limbe.

The first rains of the season have fallen in the Zomba and Mlanje districts, but the rest of the country is still in need of rain. However, there is every indication that we shall have our usual rains very shortly. The weather has become much cooler the last few days.

The Zambezi river is now lower than it has been for the last few years, and it is impossible for the "Empress" and "Princess" which are used by the Trans-Zambezi Railway Company for ferrying passengers across, to get across from Murraca to Chindio. The "Empress" is, therefore, anchored at Murraca, and all passengers have to be taken across in the "Chipande," which has a shallower draught than any of the other steamers. Unfortunately, however, the "Chipande" has no passenger accommodation, and the passengers have to transfer to the "Empress" for dinner and bed, which entails a certain amount of delay, especially as the "Chipande" has to cross from Chindio to Murraca by night with down-passengers, and the navigation of the crossing is very difficult just now on account of the new sandbanks.

## Mr. S. S. D. Rankine's Departure.

His Excellency the Acting Governor (the Hon. S. D. Rankine), Mrs. Rankine and family, leave Limbe this afternoon by special train for a well-earned holiday in the Old Country. Mr. Rankine is going on six months' leave, but it is very uncertain whether or not he will return to this country. Both he and Mrs. Rankine will be much missed by their many friends, and, much as we dislike the idea of their not returning to our midst, we all sincerely wish them luck in whatever new appointment Mr. Rankine may take up.

The Inspector-General (Colonel Harrington) and the General Manager of Railways are accompanying His Excellency as far as Beira, whence the Inspector-General will leave for the north, while Mr. Abbott will meet Major Newcombe, who is coming out to hold the railway inquiry. He will be in Nyasaland next week.

## Fuel Supplies and Prices.

The fuel position in the country is becoming rather serious. All along the railway line the trees have disappeared, and there are not many signs of new ones being planted to replace them. This is a serious matter in view of the fact that the railways and all the factories in the country depend mainly on woodfuel. We have no coal nearer than Tete (in Portuguese East Africa), which is unapproachable for half the year owing to the lack of water in the Zambezi and the bad state of the roads. In any case, the constant transhipment and handling of the coal between the Benga Coal Mine and the Nyasaland consumers raises the cost to a fairly prohibitive one, so that most of us cannot afford to import it.

## NYASALAND HUT AND POLL TAX.

A Native Hut and Poll Tax is to come into operation in Nyasaland on April 1, 1927. Every Native owner or occupier of a hut shall pay ten April 1 in 1927, and on January 1 in subsequent years 6s per hut per annum, or 9s if the tax is not paid by September 30 of the year in which the impost should have been paid. Male Natives are to be held liable irrespective of huts owned or occupied by their wives.

## SETTLEMENT IN NORTHERN RHODESIA.

Plea for Government Sympathy.

SPAKING recently in the Legislative Council of Northern Rhodesia, the Hon. Capt. Murray said that he thought the price of land should be based on its producing capacity, and not upon the fact that the land applied for happens to be next door to what is being run as a paying concern. It is not the duty of the business of Government to profiteer in virgin land.

The present policy of the Government in regard to land settlement would appear to be one of passive obstruction," he added, according to the *Livingstone Mail*. "People who apply for land are given no assistance. They cannot find out what land is available. The country is incompletely surveyed in some places, and neither the Land Department nor the Survey Department can say what land is available, what the price will be, and whether Native rights are involved. Intending settlers have to bear all the cost of viewing the land. If a man comes out here with £3,000, or £4,000, or £5,000, he does not want to have to wait for five or six months, during which time he can very easily spend £500 or £600.

## How Government Should Assist.

I should like to see the farms readily surveyed to offer to intending settlers and assistance of all kinds given to them, such as a free pass on the railways to the nearest station to the land they are going to inspect. Guides should also be given to them to take them out to any land which is away from the railway. I would also urge more co-ordination between the different departments concerned. It has occurred in the past that one Department says one thing and another department says something different. I should like to see the Government support a scheme to attract new settlers of the right type to the Territory, not in order to create a boom—nobody wants that—but to provide the gradual influx of new men.

I would suggest that the scheme should follow the guidelines as these: that a limited number of settlers be introduced annually and that this quota should automatically increase as and when development can absorb them and assure them of a decent competence. The country must progress and be self-supporting. At the present time we are standing still most of us. True, there is a gradual influx of settlers, but it is very gradual. I would suggest the formation of an Advisory Board on land to advise new settlers as to suitable land, and I think this Board should include representatives of the various farming interests. One member should be a tobacco grower, one a cotton man, one a ranching man, one a man interested in mixed farming, and one a man interested in dairy farming, and another representative of the various other industries. Many farmers would be quite willing to serve on this Board and to have an intending settler to stay on their farms to see the conditions under which that type of farming is carried on.

From Beira comes news of an unpleasant experience which befell a visiting Rhodesian, who while cycling along in the bush, found to his consternation that a mamba had somehow managed to entwine itself round the spokes of his machine. The frightened snake struck viciously at the heel of the rider, but was fortunately killed without further result.

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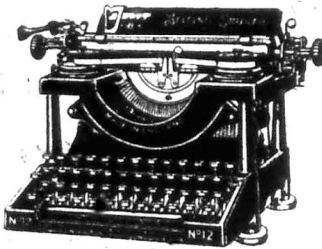
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## PHYSIOGRAPHY OF UPPER NILE.

Dr. H. E. Hurst's investigations.

IN our issue of December 9 appeared a special report of a meeting of the Executive Council of the Joint East African Board at which the Governor of Uganda made some interesting comments on the water resources of the Protectorate. The Cairo correspondent of the *Times* has since chronicled the return to Egypt of Dr. H. E. Hurst, Director-General of the Physical Department of the Ministry of Public Works, from his second visit to the Great Lakes for the purpose of studying the physiography of the basin of the Upper Nile.

Dr. Hurst entered East Africa at Dar-es-Salaam, took train to a point north of Tabora, and then proceeded on foot to the south end of Victoria Nyanza, and then westwards along the watershed and in a north-westerly direction to the junction of the Kagera and the Ruvuvu rivers, the discharge of both of which he measured just above a fine fall. "Thence the expedition went into Belgian territory across the mountain country of the province of Ruanda, striking the Kagera again where the Nyavarongo and Akanyaru rivers join to form the main stream. The discharge of both these was measured, after which Dr. Hurst turned north to the Mufumbiro Mountains, Lake Kivu, and Lake Edward. The river Ruchuru and other streams flowing into the south of Lake Edward were measured, and then Dr. Hurst turned back to Kabale and on to the Kagera at the eastward bend, and so down that river to Bukoba, measuring the main stream on the way. The Kagera is a fine stream, but the investigations confirmed the opinion formed on Dr. Hurst's last visit that it does not carry as large a volume of water as some of the early travellers thought.

"At Bukoba the travel on foot with porters came to an end, and the expedition went by car to Kampala and Jinja, and thence to Namasagali, where the discharge of the Victoria Nile was measured and found, owing to the rise in the level of the lake, to be now about twice what it was three years ago, when it was at its lowest. The expedition then returned via Mombasa."

Dr. Hurst was accompanied by Captain W. G. Goldsack, late 1st Royal Fusiliers, who had been selected by the Tanganyika Government to act as transport officer.

## SCHOOL OF ORIENTAL STUDIES.

THE School of Oriental studies, Finsbury Circus, E.C.2, has issued its calendar for the 1926-27 session, and we believe that copies can be obtained by those contemplating taking a course of instruction at this most useful institute, which reports that during the 1925-26 session instruction in Swahili was given to one female and eleven male students, that one student entered for the Ethiopic course, and that no less than 107 enrolled for instruction in Arabic. The School is thus evidently meeting a need felt by many interested in East African affairs. Its syllabus is very comprehensive, but is elastic enough to cater for anyone with special requirements.

THE proprietors of "East Africa" are prepared to consider the publication of books dealing with East African agriculture, industry, travel, and tribal and animal life. Manuscripts, of which every care will be taken but for which the proprietors do not hold themselves responsible, should be sent under registered cover to 91, Great Titchfield Street, London, W. 1.

## WINTER IN THE SUDAN.

Comfort in Travel.

From a Correspondent.

The climate of the Northern Sudan is good during the winter, the sunshine is constant, and tempered by purifying breezes rendered still more bracing at Khartoum by the town's altitude of about 1,200 feet. The air, warm and dry, acts as a rapidly effective tonic during December, but especially in January, the country is at its best, the Nile is still high, and shows to the greatest advantage.

The tourist trains of the Sudan are composed of the most modern type of restaurant and sleeping cars, designed to ensure the maximum of comfort, ease, running, and freedom from dust. The catering, as well as that on board the comfortable express mail steamers between Halfa and Shellal and Khartoum and Rejaf, is of the highest order, and under the management of the Railways and Steamers Department. The Grand Hotel at Khartoum and the Port Sudan Hotel are managed by the same Department. Every attention is given to the comfort of visitors, and the charges are moderate.

For those proceeding direct to the Sudan an attractive and convenient route is provided via Port Sudan in connection with dining and sleeping car trains from that port to Khartoum. Port Sudan is served from Europe by regular services throughout the year by the P. and O., Union Castle, British India, City and Hall, Bibby and other lines, and from Suez by the Khediival Mail Line. Visitors breaking the journey at Port Sudan can there enjoy some excellent sea-fishing of a most sporting kind, for which arrangements can be made at the hotel. Leaving Port Sudan, the train commences its 300 mile run to Atbara Junction, where it joins the main line from Halfa. The first 90 miles are through the hills on an average gradient of 1 in 100, and an altitude of 3,000 feet is reached at Summit Station. Thereafter the line runs on a gradual down-grade to the River Nile.

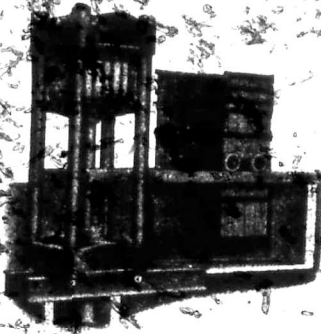
## GORDON MEMORIAL COLLEGE.

THE Report of the Gordon Memorial College, Khartoum, for the year 1925, which has just been issued, is the last to be submitted by Mr. J. W. Crowfoot, C.B.E., M.A., Principal of the College and Director of Education of the Sudan until his recent retirement. Mr. Crowfoot has been closely connected with education in the Sudan since 1903, except for a period of six years from 1908-14, when he was seconded to the Egyptian Ministry of Education.

The number of boys in the Upper School at the beginning of the year was 235, compared with 211 at the beginning of 1924. More than half of them came from Khartoum and the Blue Nile Province, but there are over twenty each from Kordofan and Berber, and all the Northern Provinces are represented, the smallest contingents, six each, coming from Kassala and the Fung Province. All the boys play games regularly, football in the winter, and rounders in the summer, and do Swedish drill twice a week, besides this they have to carry out some useful work, such as weeding the football field, on one afternoon in the week. They wash their own clothes, and make their own beds, and the junior boys are responsible for sweeping the dormitories.

His Excellency the Governor-General has presented a Challenge Cup to be held by the boy who is considered best in character, work and games, the winner receiving a silver medal as a personal memento. The boy who won the Cup this year was not only head of the school, but captain of the football team and leader of the gymnastic squad.

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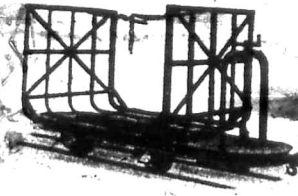
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Manufacturers wishing to appoint agents, and agents seeking further representations, are invited to communicate with the Editor. No charge is made for the service rendered by this Journal in such matters.

Zanzibar's sales of Flandees poppies on Armistice Day totalled Rs. 1,165.

The Tanganyika cotton and groundnut seasons are almost over and trade has quietened.

Notice is given that Capt. Joseph Pinal-Williams has severed his connections with Dava Plantations Ltd.

His Highness the Sultan of Zanzibar has granted a Royal Warrant of appointment to the firm of J. M. Coutinho, Zanzibar, as bootmakers.

A correspondent tells us that one of the leading firms of motor vehicle importers and agents in Kenya will shortly open a branch in Kampala.

The rates now in force for the transmission of telegrams from Kenya to various countries are given in a recent issue of the Official Gazette.

13,035 bags of maize were received during the week ended November 27 by the Government Grader at Kilindini, who rejected 3,621 for various causes.

Imports into Zanzibar during October included: Cement, 150 tons; iron and steel manufactures, 40 tons; bars, angles and sections, 26 tons; and paints, 139 cwt.

Tanganyika Territory exports during the month of September included: Coffee, 22,755 cwt.; sisal, 2,030 tons; mica, 7 tons; copra, 616 tons; and groundnuts, 2,271 tons.

Imports into Tanganyika during September included: Galvanised iron sheets, 110 tons (all from the U.K.); iron and steel manufactures, 394 tons; cement, 741 tons; and shovels and spades, 70,608.

The bonus on young clove trees in Zanzibar will be discontinued on all future plantings, since the Government is considering other methods of regenerating the industry.

The contractor to whom the demolition of the British Empire Exhibition was entrusted has told a Press representative that the East African Pavilion has become a furniture factory at Letchwood.

The Mombasa business hitherto known as Morrison Motors has been reorganised as restyled Mombasa Motors. It is now owned in partnership by Messrs Morrison Brothers and Messrs Springette & Overman, Ltd.

Public notice is given of the fact that the import trade of the business of Suleman Viper and Sons, of Nairobi, has been acquired by Madanji Suleman Viper and Sons, under which name the business will henceforth be conducted.

The home consumption imports into Kenya and Uganda during the month of August included: Copper and brass galvanised sheets, 20 tons; iron and steel manufactures, 85 tons; Machines and machinery entries were valued at £37,85 for the month.

The Railways Bill, which has passed its third reading in the Legislative Assembly of Southern Rhodesia, is the measure introduced to secure the unification of the Rhodesian railway system, on the lines of the agreement reached in London in September.

A Bill to amend the Customs Tariff Ordinance is published for general information in the Tanganyika Official Gazette, which explains that the object of the measure is to authorise an agreement with the Government of any British East African Dependency for the avoidance of double import duty on goods passing between the two territories.

The Commissioner, His Majesty's Eastern African Dependencies' Trade and Information Office, has received telegraphic advice from East Africa that the tax collected on cotton in Uganda up to November 30 represents 26,122 bales, as against 25,244 at the same time last year. Some rain damage to early sown cotton is reported, but otherwise prospects are favourable.

The current monthly report of the Standard Bank of South Africa states that agricultural prospects in Kenya continue bright. A good average crop of coffee is expected. Natural reports heavy rains, which have somewhat delayed the maize harvest; in the Uasin Gishu and Turbo Districts harvesting of maize has commenced and good crops are reported. It is worthy of note that labour for harvesting in the Turbo District is reported to be abundant.

Exports from Nyasaland during September were valued at £51,524, compared with £19,469 during September, 1925. Compared with the latter month exports of tobacco were nearly 300,000 lb. higher at 490,628 lb.; tea 29,000 lb. higher at 30,632 lb.; and cotton over 160,000 lb. higher at 245,597 lb. Exports of fibre fell from 228,041 lb. to 93,423 lb. Imports for September, at £87,862, were £36,371 higher than in the corresponding month of 1925. The increase was principally due to manufactured articles, imports of which rose from £41,025 to £72,727.

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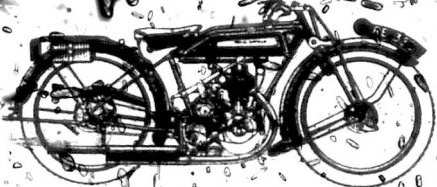
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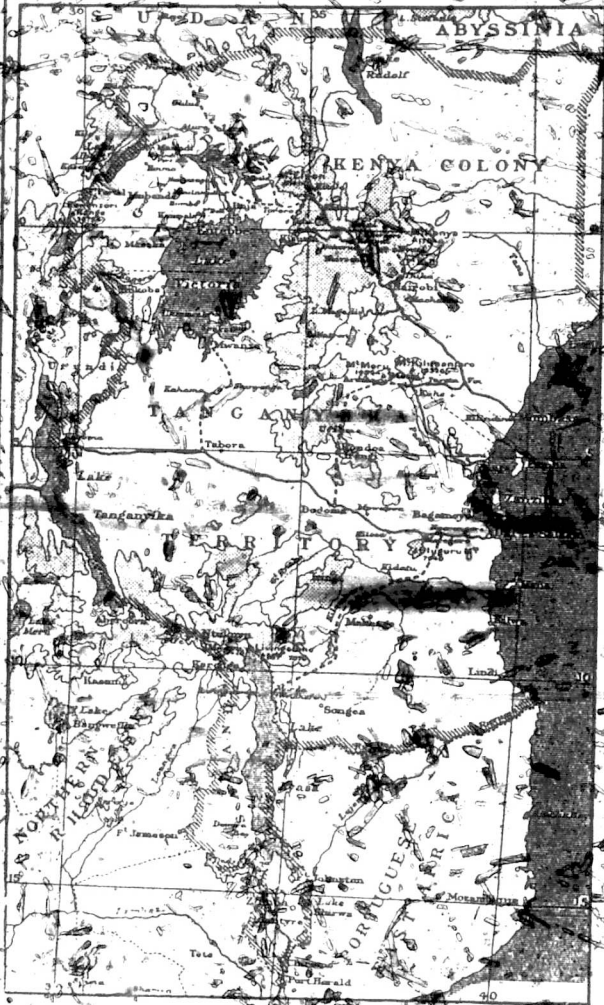


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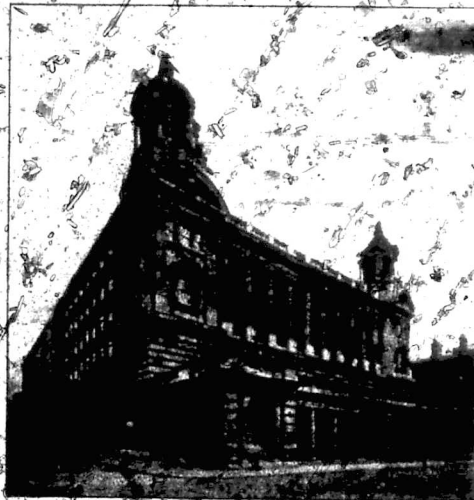
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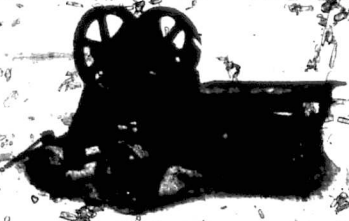
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## TOWARDS EAST AFRICAN FEDERATION.

THE cabled details of the manifesto issued by the European elected members of the Kenya Legislative Council which we published in our last issue are too brief to permit us to form a final opinion on the policy put before the electors of the Colony, but it is significant that, in the first paragraph, reiterates the desire for self-government, the second and main paragraph provides for the giving of favourable consideration to a scheme of co-ordination in Kenya, Tanganyika, Uganda, and possibly Nyasaland, with the hope of possible co-ordination with the two Rhodesias in the future. A year ago Kenya's leaders would scarcely have risked so frank an avowal of their realisation that federation—whether it be called federation or co-ordination—must come. Evidently they consider the moment opportune to emphasise the belief that East Africa can best advance by co-operation and co-ordination, by closer contact and constant intercourse, by the sinking of individual jealousies for the good of the group of Dependencies, and by the establishment and maintenance of a broader outlook. East Africa was founded to serve that ideal, and so we have naturally a peculiar interest in this latest political development in Kenya, which Colony must take the lead in the movement towards cohesion.

True, the manifesto declares that the Colony cannot even consider federation seriously until her own self-government is an accomplished fact; but that is no surprise, for it has been clear throughout that Kenya would not allow her unofficial community to be lost in an all-East African State. When, and only when, that community had been entrusted with an elected majority in the Legislature, and thus with the direction of local affairs, would it play the leading rôle in the creation of the great East African Dominion that must be evolved. A self-governing Kenya to the north and a self-governing Rhodesia to the south will yield stability—and from all stand-points it is desirable that the Federation to come shall be established in strength, and not in weakness, in experience and not merely in good intentions.

Given colonial self-government, Kenya now proclaims her readiness for federation, stipulating, however, for the following safeguards—

- First, that each territory shall remain a separate entity with its own Constitution and Government;
- Secondly, that there shall be no hindrance to the advance of any territory toward self-government on constitutional lines;
- Thirdly, that each territory shall have complete control of its own finances through its Legislature;
- Fourthly, that the seat of the High Commissioner shall be Nairobi;
- Fifthly, that the present Protectorate of Kenya shall become an integral part of the Colony.

It is chiefly on the fourth and fifth points that criticism may perhaps be most expected from certain non-Kenyan quarters, but at this stage principles are more than details. We welcome the underlying evidence of the Colony's determination to go forward hand in hand with her neighbours for all stand to gain enormously.

If once it is thoroughly understood throughout the world that Kenya of the north and the Rhodesias of the south consider Tanganyika Territory as vital a part of their being as the Midlands are to the North and South of England, we shall hear no more of Germany's colonial agitations; and while those agitations persist East African development is indisputably hindered. It may be foolish of our capitalists, large and small, to feel so nervous of the mandate that they hesitate to invest the funds which Tanganyika would inevitably attract if it were an out-and-out British possession; but the fact remains that they are nervous. Since the mandated status of Tanganyika must be accepted as a *fait accompli*, let us work for that Federation of which it will be an indivisible, central, and one of the most important component parts.

## BON VOYAGE

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who leave England to-day for their  
Australian tour. May it recall the happy  
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## FROM MOMBASA TO KHARTOUM

## HOMEWARD BY THE NILE ROUTE

Here follows the second instalment from a regular diary written by an East African who came home from Kenya, Uganda and the Nile route. The incidents will appear next week.

## On Lake Kioga.

**10th day.** Left the Kusinga after breakfast this morning and started on the next stage of our journey by train to Namasagali, on the Nile, through uninteresting and sparsely populated country. Little or nothing to see except mile after mile of bush and elephant grass, the monotony being broken only occasionally by the huts and banana patches of the permanent way gangers.

At Namasagali the Nile flows between papyrus swamps, with the high land generally lying more than a mile back, until at Kasita, about twenty-five miles further on, it flows into the shallow Lake Kioga, and is hardly perceptible again as a river until the Mruzi Hills, eighteen miles from Masindi Port are reached.

Lake Kioga is covered with masses of papyrus islands and water lilies. Only in the middle is it at all clear or does it bear any resemblance to a lake. In fact, it might almost be described as an enormous swamp. In some places the papyrus is so high and the vessel steams so close to the banks that nothing can be seen, excepting its, waving, feathery plumes, while in others the tops of the distant trees can just be discerned above the papyrus.

The river, seldom more than three-quarters of a mile wide, opens out occasionally into large lagoons, entirely covered with the leaves of the water lilies, upon which can be seen fitting about the graceful "Lily Hopper" birds. Here and there are patches of shiny mud, an occasional bush where a piece of firm land intervenes, and tall water reeds which fill up any space left by the lilies. Sometimes a splash from the bank shows where a crocodile has been disturbed by the passing steamer and has slipped into the water.

The two stern-wheel steamers, the Stanley and Speke, which ply on this lake, draw only two or three feet. Cargo and Native passengers are carried in flat-bottomed lighters, which instead of being

towed in the ordinary way, are pushed ahead. These steamers are commanded by English engineers, but the navigation is entirely in the hands of the Baganda pilots, who handle them with great skill; steaming all night, be it never so dark, they seldom do anything worse than colliding with a papyrus island. The Stanley, in which we travelled, is a comfortable ship, lit with electric light, and can accommodate about twenty first-class passengers. A very good mess is run at an inclusive charge of 13s. per diem.

## Through Magnificent Escarpment to Buticha.

**11th day.** Got stuck on the mud last night, and so we found ourselves, at daylight this morning, still several hours from Masindi Port—a miserable place, with a road running across a swamp down to a break in the papyrus where is built the pier. Large motor vans belonging to the Uganda Transport meet the steamer and, by them passengers, baggage and mails are conveyed to Masindi.

From Masindi to Buticha many coffee plantations are passed and the road for part of the way runs through the Budaga Forest, but the real point of interest is where it winds down the escarpment, which looms above the plains, some six miles from the shores of Lake Albert. On a clear day the view from the top of the escarpment is magnificent.

The road, about twenty feet wide, winds down the side of the escarpment, with the cliff on one side and in many places a sheer drop of a hundred feet on the other. A skid would result in immediate disaster, but our Muganda driver took us down without turning a hair. Small trees have been planted along the outer edge, and although they give a feeling of security, they look far too frail to hold back a heavy motor van.

We had dropped 4,500 feet since leaving Masindi Port by the time we reached the lake shore, which bore resemblance to the sandy beach of an English water-lily lake, the resemblance being more accentuated





as evening drew on by several figures clad in bathing costumes strolling down to enjoy a refreshing bath after the heat of the day. About a mile away is a lagoon teeming with crocodiles, but they do not appear to cross a shallow sand bar, on which the waves break, and which protects the bathing place. Near the lagoon is a fishing ground for Nile perch, which give splendid meals to the natives, the largest one caught turning the scale at over 100 lb.

Northwards on the Nile

8th day.—Embarked this afternoon on the "Samuel Baker," a light draught Nile steamer, which was to take us to Nimule, or as near as possible, for owing to the low Nile it is improbable that she will get within a hundred miles of our destination. Accordingly a small launch and open boats were despatched to assist us at the first of the shoals. Our party now consists of seven ladies and three men.

9th day.—Left Butaba at 11 p.m. yesterday and steamed across to Malaga, in the Belgian Congo, on the opposite side of the lake, where we remained overnight. A ramshackle pier stuck out a few feet from the shore and was raised up by two primitive trip-hammers by small native boys, who seemed in imminent danger of being trod to themselves.

Our course lay nearly due north, and as there was a fresh breeze blowing from that direction the weather was delightfully cool. At a place where the river opens out into a succession of lagoons, called Lake Rogi, we met the "Kenya," which was to carry five boats with the passengers and baggage, while the "Samuel Baker" could get no further. Shortly after passing her we bumped over one sandbank and stuck fast on another. All efforts to get the steamer free proving ineffectual, we transferred all our belongings to the launch and boats and at 5 p.m. left for Nimule, 120 miles away.

My wife and I were in a large steel boat called the "Kishoree," the after part of which just beyond the room we put up our camp beds, the remainder of the boat being piled up with a heterogeneous collection of baggage, camp equipment, bicycles and boys. Astern of us was a smaller boat with more baggage, and ahead was the launch with the rest of the party. Fortunately for us, the weather was fine and comparatively cool; the moon was nearly at the full just after sunset we ran hard and fast on a sandbank, the only damage sustained being two broken hurricane lamps, which unsuccessfully acted the part of fenders.

10th day.—Reached Mutir at 6 p.m. last night and had a scratch meal of cold ham and bread, the only eatables handy. Then we lay down on our camp beds with the intention of enjoying a good night's rest, but we were doomed to disappointments, for shortly after starting again we crashed into some fishing stakes, which beat against the side of the boat like drumsticks. The result was we had really dropped off to sleep, we were awakened by a terrific crash, and the boat heeled over until the gunwale was nearly under water. Soon she steadied herself; the tow rope had parted and we were lying with our bow on the river bank.

Crocs, Hippos, and Elephants.

At 4 this morning we anchored and were under way again at 6. As dawn broke, damp and chilly with the white mist rolling along the river, we got up from our camp beds, stiff and cramped, and watched our fellow travellers sorting themselves out on the sun deck of the launch. There was a cup of tea put a more cheery colour on life, and at 8 we ate a breakfast which bore a monotonous resemblance to our dinner of the previous night.



THE "SAMUEL BAKER" AT BUTABA

The river hereabouts is alive with crocodile and hippopotami. There were whole schools of these latter, sometimes raising their heads above water to look at us with a long stare, at others lying basking in the sun on half submerged sandbanks perfectly inapprehensive of our presence. We were fortunate enough to see a party of twenty elephants drinking at the river's edge, nibbling the young shoots of the papyrus, and bubbling enormous jets of water blowing from them, we were able to get within a hundred yards of where they were disporting themselves, then they walked leisurely off. Later on in the day we saw a much larger herd, of probably about a hundred, half a dozen of whom were drinking; the remainder were some distance from the river's bank, but we were able to follow their movements plainly through our glasses.

At 4 p.m. we made fast alongside the pier at Iyeri. The docking of this pier was very cleverly contrived, consisted of nearly interwoven bamboos formed into pretty squares. At 9 p.m. taking advantage of the moonlight we left on the last stage of our journey to Nimule.

11th day.—Our sleep was again abruptly disturbed, for at 2 a.m. the launch ran on another sandbank. No movements of the engines would shift her, so it was a case of all hands in the water to shove her off. After about half-an-hour of pushing and shoving she was floated.

The scene was strikingly picturesque. The brilliant light of the moon made everything as clear as day, throwing a silvery sheen on the half-naked bodies of the sailors in the water. About a hundred yards away were three hippo, one standing up so that all of him was visible except his legs. One came to within a few yards of us, and, lifting his head from the water, looked for a few seconds, no doubt wondering what strange denizens of the river we were.

Arrival at Nimule.

Dawn broke red and golden, and shortly afterwards we made fast alongside the river bank about two miles from Nimule township. Loads were immediately put on shore, and the *mandur*, who had been warned of our arrival, had porters down almost before we were ready to breakfast in the rest-house, on a hill just above the township. From there we had an extensive view of the surrounding country, which appeared quite flat but for a long range of hills far away to the west. The intervening land was covered with tall rank grass and scattered trees, somewhere between this flat plain and the hills the river flowed, but as we could see was one small reach to our landing place of the morning. The party had now split up into three divisions, the first to leave this afternoon for the first camp.

ing ground. One at 2 a.m. the following day, whilst we had decided to leave at 4 a.m. that day, travelling via the Foula Rapids.

Breakfast finished, we went to see the *mamur*, whom we found extremely courteous and anxious to assist. My twenty-five porters were ready, and I packed them as far as Gombiri, at which camp they were to be replaced by fresh ones. Porters' wages, together with fees for the use of rest-houses between Nimule and Rejal, came to a little under £4.

The *mamur* advised us as to the length of each day's *sotari*, and added to this kindness by taking us to a shop where we were able to change some of our surplus rufees, or rather East African florins, for Egyptian money. The Sudan Government will accept East African currency in payment of porters, but it is useless for purchasing food on the way; it is therefore essential for travellers to provide themselves with about a hundred piastres, which sum is ample for the requirements of two people between Nimule and Rejal. Fifty piastres (10s.) should be taken in 5 millime pieces for purchasing eggs, milk, etc.

The rest-houses, by the way, were built of mud and are about 60 ft. by 30 ft. in size, the roof being thatched and raised on poles. A verandah ran all round the house on the inner side of the poles, and at either end were two rooms built separately from the main structure and having no ceiling but the thatched dome of the roof above them. They were about 15 ft. square and provided with small bath-rooms, but, of course, without a bath, which latter

the traveller provides himself. Between the two rooms was an open space containing a small mosquito house and ample room for camp dining tables. Outside were the lavatory and kitchen, the whole enclosed in a compound fenced with poles and interwoven elephant grass.

#### Foula Rapids.

12th day.—Started away at 4 a.m. The moon, just past the full, was obscured by clouds, but gave enough light for us to pick our way over the rocky path which led to the Foula Rapids. They are not on the direct road to Assua, the first camp, but as they were reported to be well worth seeing, we had determined to visit them.

In two hours we reached the rapids, a magnificent sight of roaring, tumbling water, in spite of the fact that, judged by the high-water mark on the rocks, the river must have been some ten feet below its normal level. Falling over the face of the rock, the river rushes madly on downhill until it is confined between two steep and rocky banks about twenty feet across. There the river looks like a water slide until it falls again some fifteen feet, and, with tremendous impetus, dashes down to the lower level in a seething mass of creamy swirling water, which tosses and tumbles, as though it was being boiled by some enormous subterranean heat. Striking against a small promontory, the torrent curves back and hurls itself against the downward rush, being then swept on down the ravine which appeared to extend for over a mile.

## AIR SURVEYING IN EAST AFRICA

### PROJECTS AND PROSPECTS OUTLINED

By Major R. G. GIBSON, M.C., A.F.C., A.F.A.S., F.R.S.,  
 Managing Director of The Aircraft Operating Company, Limited.

AVIATION is about to play a very important part in the development of Africa, and of East Africa in particular. The air service to be started, by Captain Gladstone from Khartoum to Kisumu will no doubt finally extend and thus become the forerunner of a regular air service between Capetown and Cairo. As time goes on and more experience is gained, operating costs will fall, while the carrying capacity and general efficiency of aircraft will increase. This will encourage settlement in those parts of Africa which, owing to their inaccessibility, are at present entirely undeveloped. Meanwhile, during this development stage the Khartoum-Kisumu route will doubtless justify itself and become a permanent air route, on account of its strategic importance. Directors of some of the big business interests in the territory over which the route is to be run have already stated that the service will be of value to them for carrying cotton samples and also passengers and mails.

At the present stage of commercial aviation aircraft cannot compete with highly organised road and railway transport. Its value lies in the fact that it can bridge the gaps of undeveloped territory where railways and roads are non-existent, and connect up with civilization those areas worthy of development. Air transport is therefore one phase of continental aviation which will play an important part in the development of Africa.

A part possibly of no immediate importance will be played by air surveying. No area can be developed until it has been mapped, unless a great deal of money and time is to be wasted. There are enormous tracts of country in Africa which cannot be mapped by the normal ground method on account of the physical difficulties encountered, but all such areas can now be mapped by the use of aerial photography, which is becoming a highly developed science. The more difficult and inaccessible the area, the lower the cost of the air survey in proportion to ground survey costs, while the work can be far more rapidly completed from the air than from the ground.

It is expected that the air survey about to be carried out by the Aircraft Operating Company in Northern Rhodesia for the Rhodesian Congo Border Concessions Limited will be followed by the survey of many other areas, when once the value of this new means of survey has been demonstrated on the spot. This work affords a very interesting example of the method of surveying, and shows some of the uses to which the method can be put. The Rhodesian Congo Border Concessions Limited own some 52,000 square miles of mineral concessions in Northern Rhodesia—an area known to contain valuable deposits of copper as well as other minerals. The exact limits of these concessions are quite unmapped, and their boundaries, which have been determined by a commission consisting

mostly of jungle, consequently it would take many years to prospect and map it by normal ground methods, and the cost would also be prohibitive, to say nothing of the long time in which the company's capital would be tied up pending successful development.

An area of some 20,000 square miles known to be rich in minerals has been selected for the survey. In the first instance a photographic reconnaissance will be made, the area will be flown over in a series of parallel lines and a number of oblique overlapping photographs will be taken. The term "oblique" is applied to photographs which are taken at an angle to the vertical, giving a similar view to that obtained from the top of a high mountain. These photographs will be taken in such a way that the geologists will be able to examine every part of the area photographed from at least two different angles.

Where copper deposits exist near the surface it is said that the vegetation is affected, and these areas will show up on the aerial photographs. There have been cases where the discoloration of sand or grass shown on aerial photographs has disclosed old buried works. This discoloration may perhaps have been too slight to show up to the observer on the ground, but it can be seen when viewed from the air. Oil seepages have been discovered in this way, owing to the effect that the oil has on the vegetation.

#### How Aerial Photographs are Used.

By studying the photographs the geologists will select certain areas on which further information is required, and photographic mosaics will then be made of these areas. This work is carried out as follows: Flying at some 14,000 feet above sea level, the aeroplane equipped with the automatic camera will take a series of vertical photographs in such a way that they overlap each other, thus covering a strip of country. On reaching the boundary of the area to be photographed the aeroplane will fly along the edge and then turn back over the area, flying parallel to its last line, again photographing a strip of country, the photographs being taken so as to overlap on to the previous strip. This process will be repeated until the entire area to be surveyed is covered.

The photographs obtained by this method will then be pieced together in the form of a pictorial map which is known as a photographic mosaic. This map will yield highly valuable information, but it is necessary for it to be scaled. This is done by selecting a suitable number of features which show up on the aerial photographs and which are easy of access. Such points, for example, might consist of a bend in a river, a large rock or tree. Ground observers are then sent out with the rough mosaics to such points in order to fix their position by astronomical observation and wireless time-signals. In some cases points that have already been fixed by the Boundary Commission may show up on the photographs; these, of course, will prove of great value. Having obtained a series of fixed points the mosaic can be adjusted to fit these points and the whole can then be correctly scaled. Thus the old method of laboriously cutting tracks through the jungle and clearing hilltops to get "sights" is avoided, as the most accessible points to fix and the best way of getting to them are always shown on the photographs.

In addition to providing the mosaic map, the photographs will be taken in such a way as to enable the geologists to examine pairs of overlapping photographs in the stereo scope. By this method the surface of the earth can be studied in relief in the comfort of the office, giving the geologist a view similar to that which he would obtain if he were suspended a few hundred feet above the tree tops.

In order that this work may be carried out the

Rhodesian Congo Border Concessions located are building a large steel hangar at N'Changa and clearing an aerodrome there, and also making a series of subsidiary aerodromes in other parts of their concession. Special photographic laboratories are also being constructed at N'Changa. Two specially adapted biplane aeroplanes built about a month ago. These are fitted with Nimbus engines and equipped with the new Eagle-type automatic air survey cameras, with other special instruments and spares.

The personnel of the expedition, under the leadership of Major C. K. Cochran Patrick, D.S.O., M.C., sailed on the s.s. "Ardale Castle" on December 31. Major Cochran Patrick is a Director of the Aircraft Operating Company and has had considerable experience in air survey work on the Orinoco Delta, in British Guiana, and on the Irrawaddy. Flying should start in March.

Uganda, Tanganyika and Kenya, in addition Rhodesia, would greatly benefit by having air surveys made, and every effort will be made to extend the scope of the Northern Rhodesian air survey expedition as soon as its preliminary work has been completed. An air survey automatically covers many different requirements. The Irrawaddy survey, for example, not only provided the Burma Government with maps of the area, but also enabled highly accurate surveys and valuations of the forests to be made. Land settlement schemes were studied by the aid of the photographs; timber thieves were traced; while illegal paddy cultivation on prohibited areas showed up and enabled the authorities to levy a tax.

Road and railway projects can be economically studied by aerial photography, and by undertaking large scale mapping from the air, land settlement schemes can be quickly put into operation. In fact, the air method in many cases saves several years of work and costs less than the ordinary method of valuable results.

It should be remembered that air surveying is not in competition with ground surveying, and in fact the ground surveyor and the airman work in close co-operation. The aeroplane extends the field of the ground surveyor to areas which have hitherto defied him on account of their inaccessibility. We thus see in Captain Gladstone's air service a means of encouraging the opening up of undeveloped areas in East Africa, while the Rhodesian Congo Border Company's air survey expedition makes the development of such areas an immediate possibility.

#### MISHAP TO THE SEAPLANE "PELICAN"

CAPT. GLADSTONE and those engaged with him in his East African airway enterprise can, we are confident, count on the sympathy of all our readers in the misfortune that, through no fault of the machine or its pilots, occurred at the end of last week as the seaplane "Pelican" was undergoing its first trial on the Blue Nile at Khartoum. On entering the water the machine appears to have struck some submerged object which ripped open the port float causing damage which can only be repaired after the arrival of new parts from England.

The seaplane was scheduled to leave Khartoum on Monday last, January 3, on her first survey flight to Kisumu, and the enforced postponement will be a great disappointment not only to those primarily concerned, but to the thousands of East Africans who follow with interest and good wishes each stage of this important venture. The temporary disablement of the "Pelican" is, as we have noted, in no way due to faulty construction or handling, but seems to be a hidden obstacle the presence of which could not have been detected by the pilot.

# CALEDONIAN DINNER SPEECHES

The papers given on St. Andrew's Night by the various Caledonian Societies in East Africa can be read upon to produce an interesting and often important speeches each year. Here are recorded quotations from some of the speeches made in Kenya, Uganda, Tanganyika and Malawi. Many of our readers will learn with astonishment that Nataland has no Caledonian Society, though steps are now being taken to form one.

## A PROFOUND BELIEVER IN KENYA

Sir Edward Grigg in Nairobi

"I am a profound believer in the future of Kenya. I think that what this Colony has done, in view of what it has been through, is simply amazing. This Colony was more severely hit by the War than any other Colony of its kind, and it also suffered more heavily than other Colonies from the economic tidal waves which followed. I believe that this Colony presents an ideal climate and setting for a white and progressive race, and I believe that such a race will be established here. But people say, 'But these are the tropics. Can a white race ultimately settle and breed fit and healthy generations here?' I believe that it can."

"It interests you on this matter to hear of the experience of a great hero like Hopkins during the construction of the deep-water pier at Londini. The divers here were working under the most chafing and under conditions as trying to the white races as any conditions could possibly be. They had 94 Europeans and 67 other workers there. The average length of tour for all except divers was two years. The tour for divers was one and a half years. They worked for fifty hours a week, except divers, who worked for sixty-six hours a week. The amount of sickness amongst all these workers for the period which it took to construct the pier was only 1.5% and only eight of them had to go home to England at all that time on a ground of disability. I think that is a remarkable example of what our people can do even in the tropics and on the sea coast when they really get down to it."

"What do the friendly critics feel about us? They want us to succeed. When speaking of Kenya, a balanced and experienced critic of that country has often felt that they are like old cricketers who are watching a young cricketer batting at a critical moment in the match on a bad pitch. He has seen death bowling and close fielding. They are certainly anxious that he should play his part successfully. A hippish stroke makes them hold their breath. A good stroke they cheer frantically. That is the feeling of people in England, who watch this Colony critically and who want to help it. Their anxiety is natural, because the problem with which we are dealing is in a very special sense here is the most critical problem of the twentieth century. The problem as to what naturally helpful and progressive relations can be established between highly civilized and more advanced races. There is no problem which goes more to the root of the welfare and security of the British Empire."

"I am convinced that justice and equity in the Colony can be secured only if on the one hand you have a government settled community based on crops which are practically free from the vagaries of African labour and on the opposite pole, African development, which gives services and in no way interferes with the interests of the European employer class. It is a hard task, but I believe that if two bases there will be a common ground for co-operative development, and I do not believe that the crops which have proved so successful in the Colony will suffer or cease to expand."

co-operative development, and I do not believe that the crops which have proved so successful in the Colony will suffer or cease to expand."

"But although I have spoken of difficulties, I have an absolutely firm faith in the future of white settlement and in the future of my own people in this part of Africa. I have firm faith in it because I believe that what Kenya has shown in other parts of the Empire has been shown here—that there is in our people a prevailing wisdom, fairness and integrity which always tell of the long run and which always prove to be right. These qualities always swing true in regard to the great magnetic traditions which have carried the Empire through all the vicissitudes and storms through which it has passed."

## POLITICAL EVOLUTION OF THE NATIVE

Sir Donald Cameron in Dar es Salaam

"I should have been regarded as bringing new ideas here—for I served seventeen years in Nigeria and seventeen years elsewhere. I do not know I came here with an open mind, and during these seventeen years I have had the privilege of seeing the political evolution of Tanganyika Territory. I know more of this country after ten months of its civil service, and of its political evolution—that is the question I want to know—most people. What have I seen? I have seen a country of great beauty and of great charm, with an immense relief to mind and eye after the monotony of the West Coast of Africa. I have seen what I believe to be a land of great promise."

"I have seen a land which—and nobody can disagree with this statement—is dependent entirely upon its population. If that is a true proposition, it is necessary that the future of the Native population should be assured. It has to be assured, the Native tribes of this country must be organized on some basis—whereby they may be afforded some share in the political future of Tanganyika Territory. They must not be left as mere 'flotsam on the political sea' of any part of East Africa. In my experience, I am firm that the political and social evolution of the Native tribes cannot be accomplished by any short-cut. I tell my officers that in dealing with the Native tribes it is a question of decades, indeed, even of centuries. The association of primitive natives with non-Native farms for six months or six years should not be short-cut. If the prospect of the country is to be saved and affirmed, it depends upon the Native, even in his social and political evolution. The countries seem willing to face it. In front of me I have several I am confident it will not take long before you could have a Tanganyika with all its Native population on a Native basis, without any other than the Native tribes to be seen to the sea. I am firm that they are in the present would not be encouraging. The future of the Native must in the end be based on a sound system of law as well as on a sound common ground for co-operative development, and I do not believe that the crops which have proved so successful in the Colony will suffer or cease to expand."

"I am convinced that justice and equity in the Colony can be secured only if on the one hand you have a government settled community based on crops which are practically free from the vagaries of African labour and on the opposite pole, African development, which gives services and in no way interferes with the interests of the European employer class. It is a hard task, but I believe that if two bases there will be a common ground for co-operative development, and I do not believe that the crops which have proved so successful in the Colony will suffer or cease to expand."

It may be thought that I have over-estimated the mass of non-Native settlement. Non-Native settlement is complementary in the development of this country—nothing more or less. Non-Native settlement is impossible without the labour of the Natives of the Territory. So far as the Natives themselves are concerned, non-Native settlement is not necessary to their salvation. The Native element must always outnumber the non-Native.

We are one in the fact that we all belong to the British Empire and Tanganyika Territory, in spite of those accursed doubts which have been raised under the name of the Mandate, will always remain a part of the British Empire. (Loud cheers.) It is necessary for us to live in fellowship and goodwill. When the Governors' Conferences make a recommendation to Downing Street, it is a recommendation of more importance than the recommendation of a Governor by himself. But I say this with deliberation—I want a better understanding with Kenya.

Some few months ago I met a public man from Kenya (not an official) and we discussed affairs generally. He stated that the Secretary of State would soon get sick of all the talk about the railways in Kenya, Uganda and Tanganyika, and would telegraph out an order that all the railways should be placed under one General Manager. He meant the General Manager of Kenya (Uganda Railway), of course. (Laughter.) I said we need to be educated. Have you not heard that Tanganyika has a constitution of its own which would have to be changed first? I want a better understanding with Kenya, and I want a better understanding with the Civil Service of Kenya. The Chief Secretary of Tanganyika is not a naughty and troublesome junior official in an understation, who will not do what he is told.

I see promise in the fact that the Governor of Kenya, Sir Edward Grigg, and I have always done our work together here on terms of friendliness and cordiality. We have co-operated in what we believe to be the best interests of the country. I have delighted in his company and his friendship. Sir Edward Grigg is going home on public business in January. I had hoped to be able to receive him here before he left, but the dates do not fit in. Unless he can meet me in Kenya in January, I am going to see him in Harbison January.

## TANZIBAR'S CHARM AND CHARACTER

Mr. G. F. Kirobo in Zanzibar

Shipsmen who have wandered from their native land have been to Zanzibar in the land of their exile as we in Zanzibar. We are sojourners in a land that compels the affection of all but those devoid of imagination or insensible to the spirit of romance. Their shortcomings may indeed be many, but His Highness's Island dominions possess, by virtue of their historical interest, their great gifts of natural beauty, and the amazing fascination of their humanity, these subtle qualities of charm and character which belong only to the chosen places of the earth.

May I draw attention to the lack of an attractive life in the port? I do not necessarily mean a life licensed to relieve expensive refreshments which might offend the susceptibilities of the American tourist who is now penetrating these formerly exclusive regions. But we are all famished with the somewhat lost and weary look of the ordinary transit passenger who, in yearly numbers which must grow each year, spends a few hours of weariness and relief from ship's confinement in visiting our town. One cannot but contrast the warmth of the

life here extended to these strangers by our dealers in food and antiques with the rather frigid indifference of the general community. A comfortable cafe would be a good send-off to these people who, after rest and refreshment, would return to their ships with a happier impression of our ancient city.

## COFFEE AND COFFEE IN UGANDA

Mr. E. H. Culvert at Kampala

Coffee I would look upon as Uganda's eldest son. It would appear that the eldest son has been educated and reared somewhat at the expense of the other children, until he is now in the happy position of being able to look after and maintain his father, the Government, in comfort. But now he wants to stand on his own legs. Parental control has become irksome, and he is, always saying, "Oh, let me be left alone to myself." I think he would be a foolish father who did not permit so well-behaved a son to show his merits on his own, while he, the father, gave more attention to the others. I suggest, then, that the Cotton Control Board actually take over control. (Loud cheer.) The son will always come back at difficult times for his father's advice and help, and will always be under his father's eye. We congratulate our Director of Agriculture on having turned out such an excellent example of virile manhood as young Mr. Coffee, and we look forward with hope to the development of the next son under his care.

The next son seems to be doing well, but growing so slowly. He is young Coffee, and he had a nasty fall no later than last month. I tried to the best of that most excellent tutor who knew and understood him so well, Mr. D. S. Maithland. (Prolonged applause.) Why did the Government allow so excellent a teacher to go? Surely it could have been arranged to keep him here at this critical period of young Coffee's career? We hope for the best, but it will be difficult to replace him.

## HOW TO SOLVE THE LABOUR PROBLEM.

The Hon. Alex. Holm at Nakuru.

It was my privilege to be connected with the introduction of many new settlers to this Colony during the last two years through the work done at the Empire Exhibition at Wembley, and I can only say that not a single one of those men who have seen me since their establishment in the Colony have expressed the slightest regret that they were persuaded to come to Kenya to settle.

In my last annual report as Director of Agriculture I had the temerity to express my view on the labour question, and I repeat it as my personal view is my opinion—and it is based on over twenty years' experience in Africa and in handling a large number of Native labourers. Not that you have permanently resident in the alienated areas of this Colony a large number of Natives with their families will you begin to solve this labour problem—a large labour force free to engage their services by their own volition—a large number of Native labourers and their families free from tribal customs and control and yet abiding by the laws of the State. I go further and say that, in the light of my own experience and in the experience of many administrators, the Natives in South Africa who have advanced most in the scale of civilization and bettered themselves are the people who have cut drift from the Native reserves and have become permanently resident with their families in the European areas.

(Continued on page 4800)

## MAINTAINING UGANDA COTTON GROWING.

## HOW SHALL THE DANGER OF LOW PRICES BE MET?

Special Report to "East Africa."

Presiding on Monday last over a well-attended emergency meeting of the East African Section of the London Chamber of Commerce, Sir Humphrey Leggett gave an able review of the effect of low cotton prices upon those directly and indirectly interested in the Uganda cotton-growing industry. He said that at the end of 1926 cotton futures were quoted at between 6s. and 6s. 4d., whereas the corresponding price in 1925 had been 10s., so that there was a fall of 4s. in the price at which cotton could be hedged in Liverpool. A year ago the premium over American futures obtainable for the forward sales of first-class Uganda cotton from Uganda was 100 points; to-day it was not safe to put it at more than 200 points, so the fall in the net value was 4s., not 3s. per lb.

The price paid in the consuming market obviously governed that which could be paid to the Native growers, and as business men they were now faced with the necessity of deciding how those growers could be encouraged to maintain their enthusiasm for cotton during a period of depression. The subject had been under anxious consideration by the Liverpool and Manchester Chambers of Commerce, by the British Cotton Growing Association, the Empire Cotton Growing Corporation, and the individual houses engaged in the trade, and all were convinced that the most rigid economy must be practised, that sacrifices must be made, and that they should be shared as far as possible between the different interests concerned. These were those

## What the Government

did in the Uganda Government, which had taken from the cotton industry an export tax of 2d. per lb., which had given during the last three years an average of from £200,000 to £225,000 in direct revenue. Then there was a hut tax of 15s. per hut, which had yielded an average of £615,000. In the Central Province of Uganda a further special tax of 10s. was levied upon cultivators in lieu of compulsory labour, that tax accruing to the local Native Treasury, while in that same Province there was a special land revenue tax, also of 10s. The aggregate of the Central Government takings was, in round figures, £600,000 hut tax, and £200,000 in cotton tax, making a total of £800,000, not taking into account indirect taxation and Customs duties. The Government had also levied a large number of taxes on the industry, for instance, ginning licences and business licences, but it was not possible to dissect the exact amount received, but it was probably not less than £50,000, and might be more. That was the position of the Central Government.

How had they faced the danger? They had decided to abolish for the coming season two-thirds of their cotton tax, so that they were giving up £150,000 of revenue. It had been suggested in various quarters that the Government might be asked to forego the whole of its revenue from cotton tax, and that proposal had been considered by the Empire Cotton Growing Corporation and

the British Cotton Growing Association, both of whom believed that the proposal would not be acceptable to the Government of Uganda; therefore, in view of the obvious desirability of the sacrifices being shared by all interests, it was not considered fair to press the Uganda Government to do further than they had already done in making the sweeping renunciation of 66% of revenue from the cotton tax.

## Influence on Railway and Steamship Revenue.

The Kenya and Uganda Railway, the next interest concerned, changed an average rate on cotton of 3d. per lb., and on the crop of the last two or three years their direct revenue from the carriage of cotton would consequently be £150,000. There had been a further avenue on cotton seed, at an average rate of 2s. per ton, making, say, a further £25,000, or a total on lint and seed of £175,000. It was not easy to discover exactly how much was obtained by the Railway from the return traffic, but freights on baling material, oil fuel used in ginneries, etc., represented at least £75,000, without taking into account the merchandise imported for sale to Natives and on Government account. The Railway thus received directly £250,000 per annum.

It was felt that the Railway should be approached to share in the sacrifices necessary in order that the expense of handling cotton should come down, and allow the price to be paid to the Native to remain as high as possible. The Inter-Colonial Railway Council had met last week in Nairobi, and a cable report received by Mr. Hasden stated that the Council had offered to make a reduction in Railway freight on lint cotton and cotton seed of 25% for the 1927 season, provided that a similar percentage reduction in ocean freights was agreed to by the shipping companies. That offer of the Railway meant a willingness to surrender £37,000 on lint.

At their average rate of 40s. per 40 c. ft. of cotton baled to the water density, the shipping companies also took exactly £150,000 gross last year, and the year before, while the takings in respect of freight on cotton seed were approximately £40,000. If the proposals now suggested were agreed to by the shipping companies, the Kenya and Uganda Railway would reduce its freights on cotton and cotton seed, sacrificing for the benefit of the industry in Uganda £37,500 on lint and £25,000 on seed; if the shipping companies themselves agreed their sacrifice would be £37,000 on lint and £11,000 on seed.

## 20% Sacrifice by Commercial Interests.

This, continued Sir Humphrey, is an occasion for placing all our cards on the table. Speaking for myself and my companies, we recognise that cotton ginners and merchants must bear their share in order that cotton may be cheapened and the highest possible price paid to the grower. The general manager of the British East African Corporation has reported that the cotton buyers in our country have voluntarily agreed to accept a cut of 20% in their remuneration for this season, and

the chairman, managing directors, and directors of the Corporation and of the Tanganyika Trading Corporation have decided to give up 20% in their own remuneration for 1923. This I mention in order that the shipping companies may know that they are not being asked to make sacrifices for the benefit of others who are not prepared to bear their share. In reference to the gravity of the matter would recall the experience of 1921-1922, when the last great slump came. Then cotton planting fell off 30% as the result of lower prices, and merchants, traders, ginners, railway, Government, and shipping companies all had to suffer.

90% of Uganda's exports are represented by cotton and cotton seed. The 1922 crop amounted to 182,000 bales, for which the official estimate of average price paid to the Native was 27 cents. As the average extraction of lint was just under 20% of the unginned cotton, the amount received by the Native grower was £3,276,000. Of that £600,000 was paid in hut tax, so that approximately £3,050,000 was that year left in the hands of the Natives after payment of their tax. In 1920 the crop fell to 173,000 bales, and the average price to 20 cents, equalling £2,768,000, and leaving about £2,150,000 as their net buying power.

**Reduced Purchasing Power of Natives.**

For this coming year the latest estimate is that the crop may yield 180,000 bales. If all is picked a week ago I am a calm asking for the fullest consultation with Government officials and leading cotton buying firms, and I have to reply that, on the present price of cotton futures and the present premium, the buying price in Uganda would not exceed 3 cents per lb. In various circumstances come into operation, and if the present price is maintained, it might be possible to pay 4 cents. At 10 cents on a crop of 80,000 bales, the growers would receive £1,440,000 gross or roughly £825,000 after deduction of tax. This year they would have only about £325,000 from which to make their purchases, compared with £2,150,000 last year and £2,650,000 the year before.

If their buying power is thus reduced three-quarters, there is grave danger that the Native may be so disappointed that he may not plant cotton for the 1928 crop except in very small quantities. These are the facts which we hope the shipping companies will very seriously consider. We have letters from the Liverpool Cotton Association, the Manchester Chamber of Commerce, the British Cotton Growing Association, and a number of individuals, all supporting the view we are putting forward this afternoon. I might add that the Earl of Denbigh and Lord Hinder would have been present with us had it been possible.

When they to move that we lay before the East African Steamship Conference for consideration the serious condition of the Uganda cotton industry, and request them to concede a reduction of 25% in ocean freight rates on cotton and cotton seed from East Africa during the coming season, and thus secure the similar reduction offered by the Kenya and Uganda Railway conditionally upon the same. It being followed by the steamship companies, I might add that the Elder Dempster Company and the West African Conference Lines have already made sweeping reductions on the carriage of cotton from West Africa, and that the Nigerian Railways have reduced their rate to 20 per ton from any point on the line to the coast, that shilling is a registration charge, so that they are now actually carry cotton for nothing.

**Views of Mr. Basden on the Cotton Crisis.**

Mr. G. Lloyd Price, seconding, stated that the lines had, on account of the greatly increased cost of coal and other expenses, contemplated an increase of 10% on outward freights, but had decided to waive the matter. In approaching the lines it was essential to establish that a reduction of freight would be to the mutual advantage of only the Natives. Growers were convinced that the price would go down if they grew much more than would go up if they grew less, they would not grow less cotton next year—and that was the great fear—and less would be picked this year. The interest in the situation made by the payment of 10 or 8 cents might be a great deal greater than the figures given by their chairman had shown, but at 8 cents the Native would probably be so disgusted that he would not trouble to pick at all as much to the interest of the steamship lines as of the growers and exporters that the cultivation of cotton should not be discouraged. (The reduction offered by the Uganda Railway was strictly confined to a similar reduction by the steamship companies, and they appealed to them to reconsider their attitude.)

Mr. G. Lloyd Price pointed out that markets would open in the Eastern Province next Monday, so that anything that must be done immediately. At an emergency Board meeting of his own company one director had seriously proposed closing down for the season. He (the speaker) had consulted Mr. Basden, and both agreed that any such policy would be very wrong indeed. He did not believe that any of the cotton companies could hope to make any profit in Uganda this year. They stood no chance at 10 cents, and at 6 cents they stood to burn their fingers very badly. Immediate action was imperative.

Mr. Basden interpolated that at the beginning of last season his company estimated that their possible profits from the shipment of cotton seed to Great Britain were from 7s. 6d. to 11s. per ton. It was, in fact, only 1s. 6d. due to the risk they had, as a matter of fact, sold out locally at a better price, but unhappily the buyer had not surveyed the price to pay for what he had bought.

**Points at shipping Conference.**

Mrs. W. Barr said the representations would certainly be considered by the shipping companies, which were, however, going through very bad times, and had maintained their services at enormously increased cost, despite a great decrease in cargo carried. Cotton seed was already carried at a most unremunerative rate, and when the companies offered in July last to carry it at 10s. against the rate from India of over 60s., it was specially stipulated that it could be accepted only when vessels had available space. It was not commercial rate at all, and for the lines to consider any reduction would be exceedingly difficult.

Mr. H. H. Eggett, replying to Mr. Barr, said that they in consultation with the Liverpool and Manchester Chambers of Commerce would ask the lines to consider their request in so far as it concerned cotton seed as in a very secondary position. They fully recognized that the carriage of seed was unremunerative, and were greatly indebted to the lines for carrying it at all. At the same time it had to bear transport and other charges in Uganda, and the amount which could be exported was ruled by the price offered in the world market, and by the freight rates of the lines wanted cotton seed as a filler, and the rate needed to be low.

PERSONALIA.

Sir H. S. Salaman is outward bound for Kenya.

Major J. D. Donald left Marseilles on January 1st on the route for Kenya.

Bishop Willis of Uganda and Mrs. Willis are staying in Teignmouth.

Mr. and Mrs. Conery are staying at the Santos Hotel, Pontresina.

Major J. L. Heselton, D.S.O., M.C., is outward bound for Dar-es-Salaam.

Sir Geoffrey Archer is at present spending a holiday in the South of France.

The Uganda Planters' Association holds its annual conference in the third week of this month.

We learn that Mr. F. W. H. M'Leod is shortly arriving in this country from Tanganyika.

Mr. J. D. S. Tremlett, M.C. of the Tanganyika Veterinary Service, has been posted to Mombasa.

The War Office announces that the 1st Battalion Northants Regiment has been transferred from India to the Sudan.

Sir Hanford Mackinder, who is at present visiting New York, expects to return to London before the end of this month.

Mr. Dougal and Lady Evelyn Malcolm left England last week for Sicily and expect to be away for about a month.

Mr. and Mrs. J. Marcus have left England for Mombasa via South Africa. They are travelling by the "S. S. Wangon."

Mr. G. E. Stevens, Trade Commissioner for South Africa for the Dominion of Uganda, was in Kampala when the last mail left.

Colonel Robert Hughes and Major Gerald T. Lawrence, D.B.E., amongst the "Muller's" passengers, left Mombasa.

Colonel Roy, who is president of tomorrow's annual conference for the Sudan, is at the Royal Hospital and Home for incurable leprosy.

Mr. F. Hedges Butler left England last week by the P. and O. liner "Chitral" for the Sudan route to Port Kaituma, the Blue Nile.

Lieut. Bernard, of the French Naval Air Service, who recently flew from France to Madagascar across Africa from west to east, has returned by way of Lake Victoria and the Nile.

The Livingstone Church at Stamford Rivers, Essex, was completely destroyed by fire on Sunday evening last, a Bible being by the great explosion burnt. It was in this church that David Livingstone was to have preached his first sermon, but after mounting the pulpit and giving out his text he was seized with a fit of nervousness and rushed out of the building.

The King has been pleased to appoint to the post of Judge of the High Court of Northern Rhodesia to be Chief Justice of the Colony of Trinidad and Tobago.

Colonel Ivens Ferraz, who has been Acting Governor General of the Province of Mozambique for the last six months, and who recently handed over to Colonel J. R. Cabral, has returned to Lisbon.

Details have now reached England of the death of Mr. Carlos Sobral, manager of the Chemis of the Mozambique Industrial and Commercial Company, who died in hospital, after being terribly mangled by a lion.

The engagement is announced of Mr. Stuart Boyd, M.C. Port Sudan, to Miss Eleanor Mill Kent Norton, M.P. R.R.C., daughter of the late Rev. C. Norton, of Ditchling, and Mrs. Norton, Norton Mill Hall, Worsham.

Sir Donald Cameron, when opening Dar-es-Salaam's new Goan Institute recently, stated that the town had now some six hundred Goanese residents, as against four hundred in German days, and that they had contributed the splendid average of £5 per head for the new buildings.

A Khartoum correspondent tells us that Baron Slatin Pasha's recent visit to the Sudan was in the nature of a triumphal procession. Everywhere crowds of Natives congregated to render spontaneous homage to a great white pioneer of whom they have affectionate memories.

Khartoum Freemasons recently gathered for a dedication ceremony in memory of the late Governor General, Sir Lee O. F. Stack, District Grand Master of Egypt and the Sudan. The memorial consists of a set of solid brass pedestals, each engraved with the initials L.O.F.S. and the words: "In Memory of Sir Lee O. F. Stack, 1927."

Mr. Frank Oldrieve, Secretary of the British Empire Leprosy Relief Association, leaves London on January 15 to visit East, South and Central Africa, with the object of enlisting interest in the work of the Association, which is doing a most useful work in seeking to secure the co-operation of all sections in the various communities in an effort to eradicate leprosy from all parts of the British Empire.

If leprosy is, fortunately, not a widespread scourge in the territories with which this journal is concerned, the disease is by no means negligible in certain areas of Tanganyika Territory, which is estimated to have some twelve thousand lepers of whom probably rather less than a third are segregated in camps.

Mr. Oldrieve will be accompanied by his wife, who expects to be from February 22 to Khartoum, and arrive in Uganda in the middle of March, reaching Nairobi about the 25th of that month, leaving Mombasa on April 6. After visiting Zanzibar and Dar-es-Salaam, they proceed by sea to Durra, and into Nyasaland and afterwards visiting Northern and Southern Rhodesia, and probably returning to the Congo and the West Coast.



# EAST AFRICA'S NEW YEAR HONOURS.

All East Africans will, we are confident, join with us in congratulating the following gentlemen prominently identified with East Africa whose names appear in the list of New Year honours.

**THE RT. HON. W. G. A. ORMSBY GORE, P.C., M.P.**

*Under-Secretary of State for the Colonies.*

SINCE he visited the British East African Dependencies in September, October, November, and December, 1924, as chairman of the East Africa Commission, Mr. Ormsby Gore has rendered East Africa a succession of valuable services. His Report is universally recognised as an extraordinary, able, and far-sighted document, and it is as a direct result of that Report that the Treasury is now empowered to guarantee loans up to £10,000,000 for East African development purposes.



The present Secretary of State for the Colonies has left his Under-Secretary to deal with most Parliamentary questions concerning East African affairs, and his junior colleague has made splendid use of his opportunities to declare repeatedly his boundless faith in East Africa, to defend European settlers from unfair aspersions, to urge that the Native must in his own interests work for himself or for others, and to warn Germany that her campaign to recover possession of Tanganyika Territory is doomed to disappointment. His pleas for non-party consideration of Tropical African affairs have been numerous, impressive, and, we believe, more effective than sometimes appears on the surface.

No one has rendered finer service to East Africa since the war than the Rt. Hon. William George Ormsby Gore, whose Privy Councillorship is a thoroughly well-merited recognition of several years of true service in the cause of the Empire in general and Africa, especially East Africa—in particular.

**ERNEST F. COLVILLE, ESQ., C.M.G.**

*Provincial Commissioner, Nyasaland.*

MR. ERNEST FREDERICK COLVILLE, who receives the C.M.G., is the Senior Provincial Commissioner of Nyasaland, and administered the Government of the Protectorate for a short while recently between the departure on leave of the Hon. R. E. D. Mackinnon the Acting Governor, and the return from England of Sir Charles Bowring, the Governor.

Mr. Colville, who was educated at Westminster and Christchurch, Oxford, was appointed an Assistant Resident, Nyasaland, early in 1905, became Acting Assistant Chief Secretary a few months before the outbreak of the war, private secretary and A.D.C. to the Governor shortly afterwards, and Provincial Commissioner in 1921. He is a member of the Executive and Legislative Councils, a keen student of Native Affairs, and an outspoken friend of missionary endeavour.

**HIS EXCELLENCY SIR ALFRED CLAUD HOLLIS, K.C.M.G., C.B.E.**

*British Resident in Zanzibar.*

SIR ALFRED HOLLIS, one of the two recipients of the K.C.M.G. under the Colonial Office List, has given thirty years of devoted service to East Africa and has been outstandingly successful as British Resident in Zanzibar. During his term of office the High Commissionership has been abolished, Executive and Legislative Councils established, better feeling engendered between the various communities, the harbour works scheme advanced, roads improved, more schools, dispensaries, and district courts built and closer attention paid to the dove industry of the Island. Sir Claud enjoys the confidence of all the races under his care, and is, if possible, as popular with Arabs, Indians and Africans as with Europeans.

He was born in 1874, educated in Great Britain, Switzerland, and Germany, and entered the service of the East Africa Protectorate as an Assistant Collector in 1907. In 1909 he became Acting British Vice-Consul for German East Africa, Secretary to the Administration of the East Africa Protectorate in 1909, Secretary for Native Affairs from 1907 to 1912, before spending four years in West Africa as Colonial Secretary of Sierra Leone from 1912 to 1916. In the latter year he returned as Secretary to the Provisional Administration of German East Africa, and was Chief Commissioner of the Territory on the creation of the office in 1919, and holding the appointment until he was nominated British Resident in Zanzibar in 1923. He served in the Uganda Mutiny and the Jubaland and Nandi Expeditions—has made valuable contributions to East African bibliography, his best-known works being "The Masai, their Language and Folklore," and "The Nandi, their Language and Folklore."

**THE RT. HON. THE EARL OF DENBIGH, K.C.V.O., T.D.**

COUNTESS RUDOLPH ROBERT BASIL, ninth Earl of Denbigh, who receives the K.C.V.O., and who is chairman of the East African Lands and Development Company Ltd. served in the Egyptian Campaign of 1882 (medal and clasp for Tel-el-Kebir), and holds the Third Class of the Order of the Nile.

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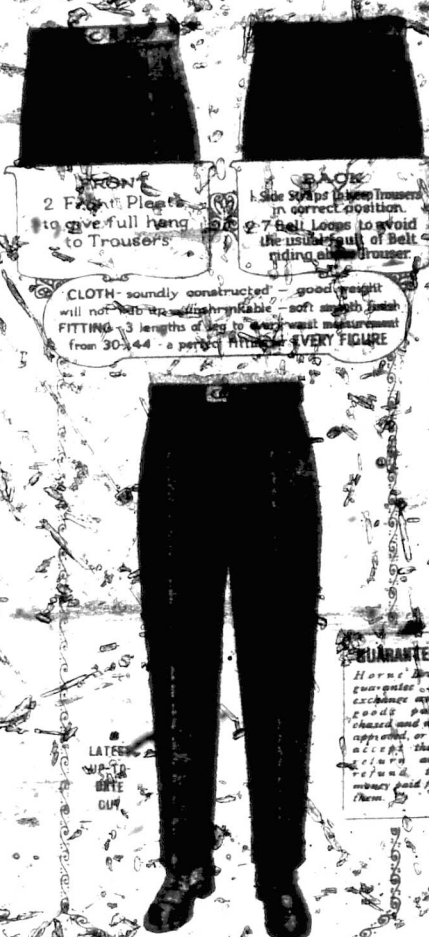
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**NEW LINER FOR EAST AFRICAN SERVICE.**

**Description of the "Llandan Castle."**

The new steamer of the Union Castle Company, which leaves London to-day on her maiden voyage to East Africa via the Suez Canal, has been specially designed and equipped for this service, and is of the shade-deck type with bridge, fore-castle, promenade and boat-decks above. Accommodation on a very fine scale is arranged for first and third-class passengers. Her gross tonnage is 10,786 tons, and the principal dimensions are: length 490 feet, breadth 52 feet, and depth 42 feet 6 inches.

**First-Class Accommodation.**

The first-class dining saloon on the upper deck is over 50 feet long and the full width of the ship. The ceiling, which is specially high, is surmounted by a large main well, surrounded by decorative metal balustrade, extending through two decks and terminating in a handsome dome being supported by massive columns. The decoration in the Empire style is in delicate tones of ivory with old gold enrichments. The ceiling of enriched plaster work is finished in harmony. The tables and chairs of dark mahogany are arranged to seat small or large parties. Large windows at the sides, together with the central well-overhead, afford abundant light to all parts of the room, while numerous electric fans, fitted on the ceiling add considerably to the ventilation. Adjacent is a special saloon for children, a broad mahogany staircase, with metal balustrades, leads from the saloon to the main entrance hall on promenade deck, finely panelled in polished sycamore. Here passengers will find the general information bureau.

The first-class lounge on the promenade deck is a delightful apartment decorated in the Louis XVI style, the floor being covered with rubroleum tiles and expanse carpets, and the settees, easy chairs, and occasional chairs being richly upholstered. Rectangular windows in front and at the sides give abundant light.

The first-class smoking room, situated at the after-end of the promenade deck, is a large airy apartment tastefully furnished and decorated in oak in the Elizabethan style. Tables and chairs for card games and for writing, comfortable settees and easy chairs upholstered in hide are provided. Adjoining and forming an extension of the smoking room is the decorated verandah cafe extending from side to side. This is a charming open-air lounge fitted with suitable tables, cane chairs and settees, and will be specially appreciated during the tropical portion of the voyage.

**For Third-Class Passengers.**

Situated in a separate deckhouse on the shade deck is the third-class smoking room, panelled in oak and furnished with comfortable settees, chairs, and small tables. Large windows ensure the maximum of light and ventilation. The adjoining third-class lounge is a comfortable apartment pleasingly decorated, with a polished mahogany dado, and fitted with settees, chairs and tables in mahogany. A piano is also provided. A handsome mahogany staircase leading down to the dining saloon is a feature of the room. The dining saloon on the upper deck is a large and airy apartment decorated in white, with a skirting of polished mahogany. The tables are arranged to seat small parties. The room is splendidly ventilated and lighted.

A notable feature is the ample space available on the covered promenade decks for open-air games, dancing, etc. The lavatory accommodation is conveniently distributed throughout the ship, all well

lighted and ventilated. The bathrooms are numerous and well arranged, and on all lavatories an ample supply of hot and cold fresh water is laid on.

**Cabin Accommodation.**

Accommodation is provided for 224 first-class passengers in state rooms arranged on the upper, shade and promenade decks, while 186 third-class passengers are accommodated in state rooms on the upper deck. Arrangements are also provided for berthing emigrants in No. 1 main tween-decks when required. All the state rooms are roomy, well ventilated, and practically all provided with a large window or sidelight.

The first-class have one, two and three-berth cabins fitted with bedsteads, the upper berth in three-berth rooms being of the Pullman type. In addition, cabins are fitted with lavatories, wardrobes, chests of drawers, electric fans, etc. Communicating doors are fitted between a number of the rooms, so that they may be *en suite* if desired. Some of the cabins are fitted with private bathrooms. Third-class passengers are berthed in two and four-berth cabins, the accommodation being exceptionally good and in keeping with the most advanced ideas.

Medical requirements are met by the provision of a surgery and consulting room for the doctor. At the after-end of the vessel are spacious general and isolation hospitals complete with baths and lavatories. Well-equipped and up-to-date hairdressers' shops are installed, also a completely fitted shop for the convenience of the first and third-class passengers. Baggage rooms are conveniently situated for access on the voyage. The kitchens, bakery and pantries are equipped with the most up-to-date appliances, thus ensuring a quick and efficient service. In addition bars are fitted adjoining the first-class dining saloon and first and third-class smokers rooms.

In order to ensure the utmost comfort, an efficient system of steam-heating is installed, and all passenger spaces are well ventilated. Electric fans are fitted in the public apartments and in each of the state-rooms, and the electric lighting throughout the ship has been given special attention, the public spaces being provided with handsome decorative lights of high candle power.

The vessel is fitted with the latest approved safety appliances, close-spaced watertight bulkheads carried up to the superstructure deck, wireless telegraphy, and boats for all, including two motor lifeboats complete with wireless, the boats being handled by mechanically operated hoists and fitted with control gear for efficient and quick lowering and raising. A motor-driven emergency dynamo is fitted on the boat deck, capable of carrying on the lighting and wireless service. This dynamo also supplies power to drive an electric pump for emergency service.

The cargo-handling arrangements are most up-to-date in every detail, ensuring the quick loading and unloading of large cargoes. The cargo holds are built on the wide-spaced pillar and girder principle, which gives a minimum amount of obstruction in dealing with large consignments, and the tween-decks and after hold are insulated and refrigerated for fruit and other cargoes.

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# East Africa in The Press.

## TANGANYIKA RAILWAYS AND SETTLEMENT.

A CORRESPONDENT of the *Pines Trade Supplement* says in the course of an interesting article pleading for the linking of Tanganyika by rail with Kenya and Northern Rhodesia, and for the encouragement of British settlement in the Mandated Territory.

In view of the persistent propagandism being carried on by Germany in favour of the restoration of her lost colonies—an agitation particularly directed towards the recovery of Tanganyika Territory—it is obviously an important British interest to take all possible steps to weld this keystone of our East African Empire firmly into the economic structure of that geographical unit.

The railway projects recommended by the East Africa Commission with the object of linking up the metre gauge railways and opening up the highlands were rejected by the East African Loan Committee, as not financially practicable, although a small sum was set aside for surveys of the proposed trunk lines in question. Unfortunately, in regard to the link between the Tanganyika Central and the Kenya Uganda Ganga system this financial difficulty is not the only obstacle to be surmounted. Human nature also enters into the problem, for the Tanganyika railway administration not unreasonably views with disfavour the prospect of an amalgamation which would involve its disappearance as an independent entity with the resulting abolition of some of the higher administrative posts. Indeed, it has been suggested that the championship of the proposed northern branch line from Lindi on the Central to Makalaua, which would be parallel to the line from Dodoma to Arusha, recommended by the East Africa Commission, at a distance of about 20 miles to the west, is not unimpeded by a desire to postpone the day when the physical connection of the two railway systems will bring unification of administration to the fore.

In connection with the Dodoma-Arusha line, the East Africa Commission Report states:

A study of the map of East Africa makes it clear that sooner or later the railway systems should be linked in physical connection in order to secure the maximum of economy in management and control. Instead of a number of separate management authorities and railway workshops, a single organisation would handle great economies to be effected in these matters. It is further suggested that the line should be operated as a railway service to attract passengers.

We therefore consider how best such a physical connection between the various systems could be effected, due regard being had to the need of opening up the greatest possible profitable area. We have come to the conclusion that these two desiderata would be best attained by a line connecting Moshi at the foot of Mount Kilimanjaro with Dodoma on the Tanganyika Central Railway, such a line passing through Arusha, Gezaniwa, Ilmorog, Konde, Diani to Dodoma. This would involve some 200 miles of new construction which could be begun from both ends simultaneously.

On strictly economic grounds it might be difficult to justify early construction of the north-south line, but even on this basis it would be necessary to study very closely the value of the administrative and operating economies which would result from unification of the metre gauge systems as well as the immediate traffic prospects of this new line before arriving at a definite opinion on this point. When the political advantages from the point of view of unification against the success of the German propaganda by

many to recover Tanganyika Territory, are also taken into consideration, the strength of the arguments in favour of pushing forward the construction of the north-south line is greatly reinforced. What the matter is, it is the necessity for completing the physical connection between all the metre gauge lines at the earliest possible date, both on economic and political grounds, should be clearly recognised.

## BEIRA OR LOBITO BAY?

"By the time Lobito Bay is working at anything like the capacity of Beira, Katanga will be crying out for a new outlet to use in addition to Beira," says the *Beira News*. Katanga is much talking is devoted to the point that Lobito is so much nearer western markets, but we are only beginning to see the development of the east and in a few years' time there may quite probably be as great a demand for the raw materials of Africa in the east as there is at present in the west. Even if that did not arise we still hold the view that Beira will keep the Congo traffic.

An important statement on this matter has been made by Mr. A. R. Thomson, general manager of the Wankie Colliery and a member of the Rhodesian Legislative Assembly, who discloses that the Congo mines have made fuel contracts for so many years ahead that there is very little prospect of any change in the direction of the flow of trade between the Congo and her ports for a considerable time to come. Some of these fuel contracts do not expire until 1935.

Another point from Mr. Thomson's speech is the emphatic contradiction that the traffic from the rapidly developing Northern Rhodesian mineral areas will go to Lobito Bay. He points out that from Broken Hill to Lobito Bay is 1,768 miles, while from Broken Hill to Beira is 1,328 miles, and he says: "I do not think it is a feasible proposition that minerals should be carried at least over 1,600 miles over foreign territory when they can be sent to the coast over 200 miles of railway running for the main part through Rhodesia."

## AN ETHIOPIAN DINNER PARTY.

A SPECIAL Correspondent of the *Liverpool Post*, writing from Addis Ababa, describes a dinner given by the King of Abyssinia to twenty-six guests. We read:

The long table was most attractively decorated. In the centre stood a silver flower-holder of unique design, two or three feet in height. On each side of it cut glass bowls with live gold fish blended with the reds and yellows of the gaily flowers. Near each end of the table immense urns of fruit wrought of solid gold, massive and so doubt of great value, shone in the steady light. The entire service—knives, forks, spoons, and plates of solid gold from the rocks of the Abyssinian mountains.

Excellent pictures of English fox-hunting scenes hung on the walls. The chairs, with heavy gold borders, bore the crest of Abyssinia—a lion trampling—with a lion stalked evidently by European craftsmen.

We had brought with us a gift several magnificent picture books, and in the dining room seats had been changed and a second set up at one end. The show was followed with the deepest interest and the slow and true representation of the march of the Deity was greeted with much hand clapping. The last film was a great success, and the Abyssinians were especially interested in the scenes of the mounted horsemen themselves. They thoroughly appreciated the true riding technique and its backward element—the half-stopped

**East Africa in the Press.**

**TANGANYIKA RAILWAYS AND SETTLEMENT.**

A CORRESPONDENT of the *Times Trade Supplement* says in the course of an interesting article pleading for the linking of Tanganyika by rail with Kenya and Northern Rhodesia, and for the encouragement of British settlement in the Mandated Territory:

"In view of the persistent propaganda being carried on by Germany in favour of the restoration of her lost colonies, an agitation particularly directed towards the recovery of Tanganyika Territory—it is obviously an important British interest to take all possible steps to weld this keystone of our East African Empire firmly into the economic structure of that geographical unit.

"The railway route recommended by the East Africa Commission for the object of linking up the East African metre-gauge railways and opening up the southern highlands, was rejected by the East African Guaranteed Loans Committee as not immediately practicable, although a small sum was set aside for surveying the proposed trunk lines in question. Unfortunately, in regard to the link between the Tanganyika Central and the Kenya-Uganda-Tanga system the financial difficulty is not the only obstacle to be surmounted. Human nature also enters into the problem, for the Tanganyika railway administration not unnaturally views with disavour the prospect of an amalgamation which would involve its disappearance as an independent entity, with the resulting abolition of some of the higher administrative posts. Indeed, it has been suggested that the championship of the proposed northern branch line from Itigi, on the Central, to Mkaama, which would be parallel to the link line from Dodoma to Arusha, recommended by the East Africa Commission, at a distance of about 70 miles to the north, is not uninfluenced by a desire to postpone the day when the physical connection of the metre-gauge systems will bring unification of administration to the fore.

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"A study of the map of East Africa makes it clear that sooner or later all the railway systems should be linked in physical connection in order to secure the maximum of economy in management and control. Instead of a series of separate managements, survey staffs, and railway workshops, a single organisation would enable great economy to be effected in these matters, and salaries could be afforded that should enable the East African railway service to attract first-class men.

We therefore considered how best such physical connection between the various systems could be effected, due regard being had to the need of opening up the greatest possible profitable area. We have come to the conclusion that these two desiderata would best be attained by a line that these two desiderata would best be attained by a line that these two desiderata would best be attained by a line connecting Moshi at the foot of Mount Kilimanjaro with Dodoma on the Tanganyika Central Railway, such a line passing through Arusha, Gwanzave (Home district), Kondoa Irangi to Dodoma. This would involve some 280 miles of new construction which could be begun from both ends simultaneously.

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many to recover Tanganyika Territory, are also taken into consideration, the strength of the arguments in favour of pushing forward the construction of the north-south link is greatly reinforced. What really matters is that the necessity for completing physical connection between all the metre-gauge lines at the earliest possible date, both on economic and political grounds, should be clearly recognised.

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"By the time Lobito Bay is working as anything like the capacity of Beira, Katanga will be crying out for a new outlet to use in addition to Beira," says the *Beira News*, adding: "Much talking is devoted to the point that Lobito is so much nearer western markets, but we are only beginning to see the development of the east and in a few years' time there may quite probably be as great a demand for the raw materials of Africa in the east as there is at present in the west. Even if that did not arise we still hold the view that Beira will keep the Congo traffic."

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"We had brought with us as a gift several moving picture reels, and in the dining-room seats had been arranged and a screen set up at one end. The show was followed with the deepest interest, and the slow, quiet representation of the finish of the Derby was received with much hand-clapping. The last film gave scenes of a rally, and the Abyssinians were especially interested in that as they are skilled horsemen themselves. They thoroughly appreciated the trick riding, roping, and the whirling feats of the half-trained

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AS KENYA SEES THINGS.

Conflicting views on conscription.  
From Our Own Correspondent.

Nairobi.

As I write, much controversy is being waged in the proposed Defence Force Bill. The question is whether the country should adopt the compulsory principle of service to provide against emergency of fashion the scheme on a voluntary basis. The few of the measure already gazetted for information provides for universal service between the ages of 17 and 60. This principle was probably advocated some years ago for the purpose of reducing high military expenditure on the regular troops, the King's African Rifles, and also as a safeguard against any sudden trouble in the outlying districts, where the white population is scanty and where consequently there is need for every man to be available for an emergency.

But now European residents are objecting very strongly to conscription and notably our numerous old soldiers (and old sailor) class of generals, admirals, captains, colonels, majors, and the like, who regard compulsory service at this time of day as a reflection upon their standing and record. Whatever the view taken, almost everyone seems to agree that the Bill as at present framed exhibits too much of the military side and is not clearly enough designed solely for the provision of a simple citizen force. Those in favour of compulsory service contend that to gain the desired end of furnishing a European garrison for these territories, occupied by skilled and scattered European commodities among millions of Africans, nothing less than universal service can endow the authorities with an organization of sufficient strength for effective use in case of sudden emergency. A voluntary system among the 2,000 or 3,000 whites available for service would, it is claimed, help very little, and could not provide an efficient instrument as a first line of internal defence.

Colonian Dinner Speeches.

As is customary, His Excellency made a political speech at Nairobi's Colonian dinner last week. Sir Edward Grigg is a good speaker, who has firm and consistent views on public matters, and he delivered his in the moderate strain which appeals. On the other hand, he has not enjoyed the popularity of such late Governors as Sir Percy Girouard or Sir Robert Coryndon. He is an outspoken believer in the future of Kenya, both from an economic standpoint and from the outlook of its permanency, as a British Colonial Settlement. As generally acknowledged, the position of Governor of this "half-baked" Colony with its articulate European settler (who indeed, frequently becomes very clamant) and the need of the Administrator to carry out the policy desired, if not dictated, by the Colonial Office—is an extremely difficult one. The position requires a combination of governing qualities to be found among very few of the long list of excellent administrators at the disposal of the Colonial Office; and Sir Edward Grigg was himself recruited from outside the Colonial Service.

Native Labour.

In the course of his speech at the St. Andrew's Night Dinner, His Excellency touched briefly on the question of labour, deprecated a too alarmist view of the situation. As a matter of fact, the position seems to have improved recently. Though much is always being said collectively on the subject, notably in the

This feature, which is published with the object of placing before our readers the opinions of those who are best qualified to express their views on the various subjects which are of interest to the East African community, is a most valuable and helpful one. It is a pleasure to see that the views expressed are so helpful in a better understanding of East African questions.

local Press, yet individually every farmer is not complaining; and there does not seem to be any effect upon the price of land either, which is rather on the up-grade than the reverse.

Mr. Alex. Holm, Director of Agriculture, in a recent speech at Nakuru, did not hesitate to declare as his personal opinion—without committing the Government to his view—that the main remedy is to attract Native settlement on the farms as against the policy of bottling them up in the Reserves. As he says, very truly, in effect, the African learns more and has a better opportunity of becoming a useful citizen by working under the European on a plantation than if left simply to precept and self-development among his own backward class. Such an opinion is to those who reside in a Native country a rigid truism, not to be disputed; on the other hand, such a policy is anathema to those who desire the Native to be kept segregated, brought up artificially, educated by book learning, thus preserving him as a type apart amid his tribal surroundings. The principle at issue between the two schools of thought is whether the African may, within the reasonably near future, be advanced *pari passu* African, to the intellectual standard of a European, or whether his race cannot hope to level up to that of the white races within any such period.

Kenya Outlook.

On the whole, the outlook in Kenya at the moment is very promising. The country is undoubtedly growing and ships are arriving from England and the Continent full of passengers. Many of these are returning officials, but certainly not the majority. Skilled people continue to visit the Colony, several of them having their second and third visit, many, indeed, with sons and daughters permanently settled on the land.

Business in Nairobi is fairly good, without that actual boom which marks the progress of a mining settlement. Trade expansion is slow, but steady, a marked feature being a steady weakening of the Indian trader and merchant element making way before the expansion of the European firms. Bazaar trade, both in Kenya and Uganda, is unsteady and waning. Most of the former big Indian firms have dwindled in importance, and several heavy failures among them are to be recorded. There are necessarily some exceptions, notably in the case of the Indian retail firms in Nairobi. Should, however, as seems imminent, the Shop Hours Act be imposed on Nairobi shop people, the Indian firms in question, doing a good European trade after hours, will be heavily hit. In spite of their proverbial economic system of doing business, the early established Indian and Goan firms have not been able to cope with their European rivals, who have, within the past ten or twelve years, captured the cream of the business in the country. Only the small district traders are the Indians holding their own commercially. But this implies the Native trade, which is very big in the aggregate.

Felling on Port Control.

Addressing the Legislative Council of Uganda recently, Mr. Felling, General Manager of the Kenya and Uganda Railway, said:

My opinion is that the port should be parcelled and parcel of the railway service. You may ask why the railway should take on a loss, but that is not a permanent statement. The time will come when the port will make a profit. Notice has been given to the lighterage companies and if we do not get satisfactory new tenders the Railway will have to take over the work itself.

I consider the whole question of the port involved with deep-water berth control. In every case where a ship has gone alongside, the captain has expressed approval and is obviously in a solution. To my mind you cannot extend what was done at Mombasa last month. Not two but the more berths will solve the problem.



### THE FINDING OF TIN IN UGANDA

*From Our Own Correspondent*

The finding of tin in Uganda adds another chapter to the history of the country. Whilst it is no new thing for prospecting concessions to be granted, nothing like the present stir and excitement has existed here before. The whole of the Western Province has been 'taken up' and, as the tin is reported in that province alone, this is where the prospecting is going on. Adjoining it is the Buganda Province, but here no one has been granted a prospecting licence for years.

One party of prospectors, or one company, has been granted exclusive prospecting rights over an area of some 9,000 square miles, which fact has given rise to comments that the Government should not have permitted one company to take up such an enormous area, seeing that it represents the whole available residue of the province after others of whom there were four, had had their pick. As all the finds were in the extreme south of the province, bordering Tanganyika Territory and the Belgian Congo, the only other part left was to the north. Now the three comers have arrived and collared an area possibly four or five times greater in extent than the whole of the others put together. (The first of the concessions expires in April next, but then it is quite possible that the owners may have an option of renewal.)


Many times it has been said that coal was found, gold discovered, mica unearthed, but tin was seldom if ever mentioned. Now it is certain that it exists in payable quantities, and that some of it is lying on the surface is well known locally. Many old-timers say that they know of coal here, but have kept quiet

because of want of money. Now that tin has been found, there is the confident hope that money can be readily obtained for mining ventures, and speculation in this respect is hopeful.

Some people contend that the Government has always given the cold shoulder to genuine prospecting, but it must be admitted that no reasonable request for prospecting concessions on any ordinary footing appears to have been refused. One licence is granted that of prospecting for oil. When a licence is granted it stipulates that no one can prospect for oil. Moreover, no one can prospect in the Buganda Province, this latter belonging to the Baganda natives, and the minerals therein being their exclusive property. In other provinces, whilst some of the ground may belong to Natives, most belongs to Government.

There is a great influx of people here at the moment, but as the discoveries are not yet extensively known, this is liable to what we may expect later. The tin deposits are about two or three hundred miles from Kampala, the commercial capital, but the main roads are extremely good. Our only worry with its annexation is full, and it would be as well to warn people who know no better that accommodation cannot be had except at tents, which must be of their own providing. That there is room for other hotels here is beyond question, and why no one comes forward to provide them is not understood. As can be imagined, the cost of living in the hotel is high, but unless competition comes along this is bound to be still higher.

I am told that one party applied for permission to build a hotel where the tin is, but that the project fell through because the Government refused to give freehold title. Of course, in sorts of matters like current, and what the condition of affairs will be a year ahead cannot be accurately foreshadowed.



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## REPORT ON IRRIGATION IN KENYA

It is known to have to be said that I have come to the conclusion that the immediate possibilities of extensive irrigation schemes in Kenya are exceedingly poor. Says Mr. A. D. Lewis, Director of Irrigation of the Union of South Africa, in his "Report on Irrigation, Water Supplies for Stock, Water Law, etc. in Kenya," published by the Crown Agents for the Colonies, price 5s. net.

The Report, of about 100 pages, is illustrated by several maps and charts, and deserves the study of all interested in the subject. Under treatment, though its value is considerably reduced by the fact that Mr. Lewis did not visit the Lower Tana, for years considered to be one of the best, if not the best, irrigable areas in East Africa. That an expert should be brought from South Africa at considerable expense without arrangements being made for him to investigate the lower Tana River is really regrettable. The three investigations more particularly referred to him were (1) the Abu General problem, (2) a scheme in the Merendaf in the Rift Valley, and (3) one on the Thika tributary of the Tana.

In the Report we read: "Apart from Forest Reserves, the Natives occupy all of the high land on the southern and eastern slopes of Mount Kenya down to the Tana River and also the bulk of the high land on the eastern slopes of the Aberdares. These areas contain some of the most fertile, well-watered and healthy regions in the whole of Central Africa. On high moral grounds Europeans are denied entry for ordinary agricultural operations; but, if there were areas along the bigger rivers which cannot be fully used even by the Natives without the aid of irrigation and if the Natives are quite unsuited for settlement on different irrigation schemes in steep country, then I would venture to suggest that no great injustice would be done to the Native if irrigation for European settlement were considered for these areas."

"I saw a little irrigation of coffee in the neighbourhood of Nyeri. The good effect was very noticeable in comparison with the non-irrigated areas. This is essentially a European crop, and it may be possible to extend the area for coffee or other high-value crops along the bigger Tana tributaries. Moreover, the enormous water-power potentialities make an area embracing the tributaries east and south-east of Mount Kenya a very desirable one for future development. It was not able to visit the lower reaches of the Thiba, Ena, Mufongo and Kazita rivers, but if the Administration is prepared to consider European settlement there, it may be worth while investigating the possibilities. Otherwise, I should say, investigate the possibilities of the lower Tana first, and if they are great do not litter the water away in upper schemes for Natives, especially if, in doing so, considerable possibilities for water power are destroyed."

An examination is made of different policies regarding water rights, and recommendations made for adoption in the Colony.

## KENYA LAND BANK ENQUIRY

It is announced that a director of the South African Land Bank is to be invited to visit Kenya to advise regarding the establishment of a Land Bank. It may be recollected that *East Africa* was recently able to state that Mr. Hilton Young had been asked by the East African Governments to undertake the task, but had been compelled by his other engagements to decline the invitation.

The text of the Kenya Defence Force Ordinance, which has aroused considerable opposition in the Colony, is published in a recent *Gazette*.

## ANNUAL REPORT ON KENYA FOR 1925

(Notes on Native Councils and Native Stock.)

The Annual Colonial Report on Kenya for 1925 (No. 7321) is met from H.M. Stationery Office, is an interesting record of progress, and many of the facts related appeared long ago in the columns of *East Africa*. Among the statements to which the attention of our readers might be called are the following:

"The Native tribes throughout the Colony have been able to take advantage of the measure of local government extended to them through the establishment of Local Native Councils. The Councils are not yet, of course, models of deliberative or legislative assemblies; some of them fail to realise their representative status, others are inclined to pass resolutions *ultra vires* their statutory powers, while others, accustomed to a currency of goats and cattle, experience no little difficulty in comprehending financial transactions conducted on a monetary basis. They do, however, take the liveliest interest in their periodic meetings, which are of the greatest value to Government as media for the conveyance of Native aspirations."

"Stock tends to become more numerous than the Reserves can carry, and among some tribes, notably the Akamba, is rapidly deteriorating. To remedy this situation a Bill was drafted under which the Governor in Council will be empowered to make rules for the disposal of surplus and undesirable live-stock, and also for limiting the number of stock to be carried on any one area."

The Domestic Servants Licence and Tax Ordinance, which came into operation in Kenya on January 1, 1927, provides for the licensing of European employers of domestic servants and the payment of an annual fee of 20s. in respect of each such servant, except that one servant is exempt in an establishment consisting of one European and two servants in an establishment consisting of two or more Europeans. Any person temporarily visiting the Colony is exempt from the provisions of the Ordinance.

### IN MEMORIAM.

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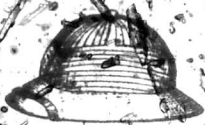
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PRODUCTION IN THE LAKE NYASA BASIN. RAILWAY ALONG THE ROVUMA PROPOSED.

What Improved Transport Facilities Portend.

One of the Biggest Challenges in Africa

From a Correspondent.

Published in East Africa

An interesting survey of the productive possibilities of the Lake Nyasa basin, which only await the improvement of transport facilities to be transformed into actualities, is given in recent issues of the *Nyasaland Times*, which estimates that the extension of the railway from Blantyre to Lake Nyasa would halve the present cost of transport from the lake to the railroad. It is now possible to grow tobacco at a profit in the Namweras districts on a site of a road haul of over 100 miles to the railway station, and in the neighbourhood of Fort Jameson, which has a road haul of 280 miles, consequently there is reason to believe that the extension to the lake would enable the whole of the country bordering Lake Nyasa to produce tobacco at a profit, as the freight from any point within 50 miles of the shore should then be less than the cost of the road haul from Fort Johnston to Lumbe under present conditions.

Considering only such crops as tobacco, coffee, tea and cotton, and ignoring the possibility of a reduction of railway rates, it is estimated that an import and export traffic of 100,000 tons per annum between Beira and Nyasaland should be reached within a few years of the tapping of the lake by the railway. And, apart from Nyasaland and Northern Rhodesia, there are fertile areas in Tanganyika Territory to the north and east of Lake Nyasa and in the Portuguese districts bordering on the eastern shore of the lake which may be expected to become producers of substantial quantities of the higher-priced crops when adequate lake transport services are provided and the through railway route from the south end of the lake to Beira is completed by the extension of the railway from Blantyre and the bridging of the Zambezi.

Then there is maize. With a railway rate of 12s. per ton, the Shire Highlands could produce considerable quantities for export, and they could be as profitable a position as Southern Rhodesia or Kenya. An export trade in hides and skins from the lake district is another possible source of traffic when the transport improvements now contemplated have come into being.

The opinion is also expressed that, apart from coal traffic possibilities, the increased agricultural production that may be anticipated from Nyasaland and neighbouring territories will be sufficient in itself to meet the greatest demands on the whole railway system, including the Zambesi bridge, even without taking into consideration the fact that increased exports will bring about a correspondingly increased value of imports. Adding in the prospective coal traffic as a counterpoise to any excess of optimism in the estimate of production prospects in the lake basin, it would seem that an excellent case can be made out for the completion of the Beira-Lake Nyasa route with a little delay as possible. It is therefore to be hoped that the Nyasalanders will be able to convince the experts who are now in the country of the soundness of their faith in the potentialities of this part of British Africa.

The obvious solution to the development not only of Nyasaland but of Northern Rhodesia lies in a railway built from the southernmost port of this Territory along the Rovuma into the highlands to be reached and thence by the best route to Lake Nyasa.

I know the Rovuma valley well and have lived on the coast for some time. We have one of the finest ports on the Coast of Africa in Mtwara Bay, which is a better harbour than Dares Salaam and much larger. We have another port in Mikindani, both about 30 miles from the Rovuma. And there is a magnificent supply of fresh water at Mikindani. Zanzibar is the only port where ships can water along the East Coast, so the significance of this must not be lost sight of. The Rovuma water could supply a hundred cities, and it could be brought by gravity from a point twenty miles up the river should the Mikindani supply ever show signs of giving out. The line could be taken for more than halfway to the Lake along the Rovuma practically on the level, and the highlands further on present no engineering difficulties in the shape of large bridges.

The valley of the Rovuma is one of the richest in the whole of Africa, and the line would pay all the way. The highlands offer a magnificent field for white settlement. There are vast areas of land in Nyasaland and Rhodesia that are only awaiting the magic rails to blossom. And the labour supply is the best in Africa. It is now being exploited for generations hundreds of miles away, and therefore the waste of time and by casualties is enormous; moreover, the home life of the Native is disintegrated.

The line would be roughly 200 miles long, and I think that £4,000,000 would see it through, as well as build piers at both ends. The first part of the line from the Coast could be built very cheaply, and the latter half would be a fairly simple matter in cost of construction with one line through similar country in Africa. I have assisted in the surveying, not as an engineer, of several railways in Africa and elsewhere, and have put and helped to put new roads through virgin bush, so have some slight experience of my subject. This railway has been a dream of mine for twenty years; I was on the Rovuma in '06.

The lands in the Rovuma valley is particularly suitable for modern agricultural methods, and vast areas could be put under sugar, cotton and maize, by machinery. And this is what is necessary at the present time when Native labour difficulties are general. Irrigation would be cheap.

And has it ever struck your readers that to use an Americanism, Great Britain will be standing too close to the next war? Marshal Foch dates it twenty years hence, and in twenty years, promising that modern scientific warfare progresses as fast as it has done in the last twenty years, it is not unreasonable to imagine the centre of Empire situated somewhere in the centre than from London to Africa twenty years hence, and perhaps the necessity will be greater.

Yours faithfully,

ROVUMA

Tanganika Times

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Tell us where you saw it in East Africa

# EAST AFRICA INFORMATION BUREAU

"East Africa's" Information Bureau exists for the best service of subscribers and advertisers, serving the Editor's aid in 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.

Northern Rhodesia reports increased mining activity.

Light rains in Nyasaland are reported to have benefited tobacco planters.

The new Government Cool stores at Kilindi have just been opened to the public.

Motor lorry imports into Madagascar jumped from 21 in 1924 to 58 in 1925.

The Chief of Customs of Zanzibar is henceforth to be styled Comptroller of Customs.

Barclays Bank reports a good demand in Uganda for all classes of agricultural machinery.

A new Sudan Ordinance provides for the registration of existing and future partnerships.

It is reported from Eldoret that practically all recently erected buildings are of concrete blocks.

336 motor cars and tricycles and 82 motor cycles entered the Sudan in the first nine months of last year.

Parcel post imports into the Seychelles during 1925 were valued at Rs 95,260. Parcel post imports have thus more than doubled in the last three years.

We are advised by East African Power and Lighting Company that their gross receipts during the first nine months of 1926 totalled £54,392, thus showing an increase of £12,403 over the corresponding figures of last year.

Imports into Kenya and Uganda for the last two weeks for which details are available included: Blankets, 571 bales; ca. and shoe tipping preparations, 263 packages; cement, 8,221 packages; coal, 5,005 tons; cotton piece goods, 2,217 packages; disinfectants, 386 packages; gunny bags, 242 bales; industrial and agricultural machinery, 381 packages; iron and steel manufactures, 3,600 packages; lubricating oils and greases, 1,238 packages; motor spirit, 1,023 cases; motor vehicles and parts, 103 cases; painters' colours, 194 cases; tea, 114 cases; tobacco and cigarettes, 1,465 cases; wines and spirits, 217 packages.

Floods on Beira Mashonaland Railway were reported to have wrecked, but they fortunately subsided rapidly.

A fire recently broke out in the Beira office of Messrs. Allen, Mack and Shepherd, but fortunately fire insurance was done before the outbreak was discovered and subdued.

The Uganda cotton buying season for the Eastern Province opens on January 10 in the Teso, Lango, Dawa, English and Budama districts, and on January 24 in the Basoga district.

The London office of Messrs. F. Chambers & Co., Ltd., the Kenya pencil manufacturers, is now at 1, 2 and 3 Upper Ground Street, Blackfriars, S.E.1. The new telephone number is HOV 4527.


Exports from Kenya and Uganda for the last two weeks of November included: Coffee, 7,118 bags; cotton, 2,062 bales; groundnuts, 17,000 bags; hides, 2,308 bunnies; maize, 26,124 bags; maize meal, 1,085 bags; rubber, 378 cases; cotton seeds, 32,785 bags; simsim, 66 bags; sisal and tow, 5,380 bags; wattle bark, 1,563 bags; wattle extract, 43 blocks.

The current monthly report of Barclays Bank, D.C. & Co. states that general trading conditions in East Africa have been steady with evidence of increased activity on account of Christmas trade. Bazaar trade in Nairobi and Mombasa is dull and financial conditions are unsatisfactory. Credit of Indian merchants at the latter point is restricted and difficulty has been experienced in meeting commitments.

From the British  
**West Indies**

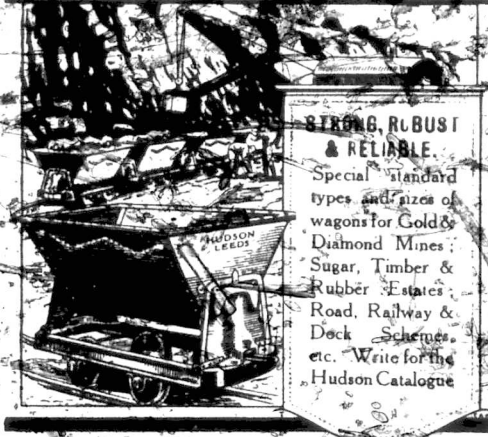
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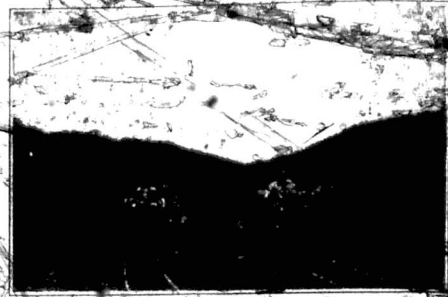
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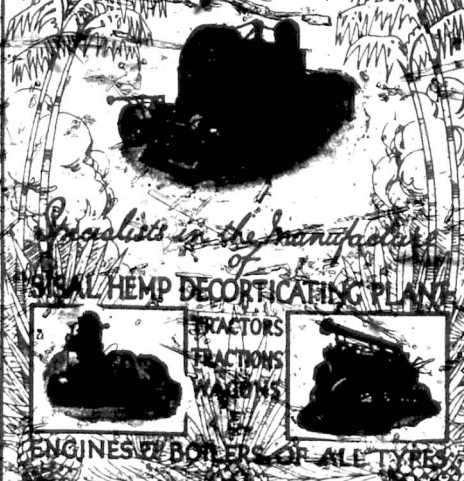
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### EAST AFRICAN PENCIL CEDAR

By H. H. ...

Of the Kenya Forest Department.

This pencil cedar of East Africa (*Juniperus procera*) is by far the largest Juniper known. Its dimensions in its maximum development may even entitle it to a place in the list of the world's big trees, and it is the commonest timber tree in Kenya Colony.

That the use of East African cedar for pencils is making unexpectedly slow progress must be admitted, but the causes for this are similar to those which have operated in the case of many now well-established timbers which had to struggle for many years before gaining recognition for qualities which now seem so obvious. In the first place the conservatism of the trade cannot be overcome in a day or a year and is backed by legitimate caution in utilising new materials or new sources of supply. Secondly, the wood has not been supplied by the producers in a proper condition. In too many cases slats have been put on the market which were badly sawn and not sufficiently rigorously selected as regards grain. Still more often the wood has not been fully seasoned—a most important point, as the slightly greater hardness which the wood is said to have as compared with American cedar is rendered much less noticeable by seasoning. It would appear also that many manufacturers are not prepared to undertake the seasoning themselves, and others who have the facilities are reluctant to spend the time and trouble on working out new methods required by a wood different to the one they have been accustomed to handle. Thirdly, it has so far not been possible to give manufacturers any exact information as to the quantities available, and they can hardly be blamed for being slow to interest themselves in a new wood of which the extent of supplies is uncertain.

All these difficulties can in due course be overcome, and as East African cedar is the only genuine pencil cedar in the world of which any considerable stocks remain, there can be no doubt that it will eventually find its rightful place as one of the Empire's most valuable timbers.

Although pencil manufacture will doubtless absorb the greater part of the supplies, it will be a thousand pities if such a beautiful wood is not also used for purposes of a less ephemeral nature. As a cabinet wood cedar is in the first class. In addition to its attractive qualities of colour and scent, it is capable of taking a high polish and works very easily. It seasons readily and never warps, though rather

liable to split. Its one drawback, indeed, as its great flexibility which renders careful handling necessary. The timber is absolutely durable both in and out of the ground, and entirely immune from attack by white ants or borers. For doors, windows and panelling it is as ideal, as also for any construction work where great durability and only moderate strength are required. For furniture such as wardrobes and clothes presses nothing could be more suitable, and what could be nicer than a cedar-lined house, of which there are many in Kenya.

### EAST AFRICAN PRODUCE REPORTS.

Owing to the Christmas holidays there has been little or no business at public auctions, and our customary produce reports are therefore held over. We hope, however, to resume regular publication of this feature in our issue of next week.

### EAST AFRICAN MAILS

Mails for Kenya, Uganda, Tanganyika and Zanzibar close at the G.P.O., London, at 6 p.m. to-day, and at the same time on January 13 and 18. For Nyasaland, Northern Rhodesia, and Portuguese East Africa mails close at the G.P.O. at 11.30 a.m. on January 7 and 14.

Inward mails from East Africa are expected in London on January 6, 15 and 17.

ASK YOUR STATIONER FOR  
**CHAMBERS' MARMANET PENCILS**  
 MADE FROM KENYA COLONY CEDAR  
 and GUARANTEED  
 100% BRITISH EMPIRE PRODUCTS.  
 F. CHAMBERS & Co. Ltd., STAPLEFORD, NOTTS.

Build your Tanks of flanged sectional  
**IRON PLATE**  
 With unskilled labour—watertight tanks of any size and shape.  
 Standard Cast Iron Tank Plates are machined dead true, are light and strong. Specially packed for export. May we send you booklet S.T. 99?  
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We are always pleased to intercede readers to suppliers of any article. If we can help you just drop us a line.



PASSENGERS FOR EAST AFRICA

The s.s. "Leconte de Lisle," which leaves Marseilles today, January 6, for East Africa, carries the following passengers for:

- Mombasa**
  - Miss M. E. Ozanne
  - Mr. Robson
  - Mr. Svenson
  - Mr. C. S. Teschemaker
  - Mr. H. G. Wagg
- Zanzibar**
  - Mr. G. M. Foster
  - Miss B. M. Hart
  - The Rev. J. L. Maddox
- Mauritius**
  - Mr. A. E. J'Anney
  - Major Fred Turney

The s.s. "Dunluce Castle," which left London on December 30 and Plymouth on the following day, travelling to the Cape, carries for:

- Beira**
  - Miss M. Butterfield
  - Mr. J. Carey
  - Rev. P. A. Courtmore
  - Capt. F. J. Tabor Frost
  - Mr. Tabor Frost
  - Mr. J. Haldeh
- Mozambique**
  - Mr. G. H. W. Kitson
  - Mr. G. F. Philip
  - Mr. Philip
  - Mr. C. W. S. Seed
  - Miss Seed
  - Master Seed

HOW TO SOLVE THE LABOUR PROBLEM

(Continued from page 461)

My second point is that the Native has gradually been uplifted from his state of savagery, away from his paint and feathers and skins. The more we can expedite that improvement the better will it be for the labour supply of this Colony. In my personal view paint and feathers and skins should be discounted and the Native ought to be taught to live a better condition of life.

We are spending to-day in East Africa very large sums of money on necessary and desirable railway development and port development. In my judgment the governing factor in coming honestly that expenditure is the rapidity of the progress of the Native. Whether that Native is working on his own account or as an employee, taking East Africa as a whole, the governing factor in connection with any justification for this large expenditure of money is the rapidity of the progress of the Native as a producer. East Africa will not be developed without the definite aid and skilled supervision of Europeans, but you must have the Natives of this country behind you in order to get the mass production which will justify that large capital expenditure.

EAST AFRICAN STEAMSHIP MOVEMENTS

BRITISH-INDIA

"Matiana" left Aden, homewards, January 2.  
"Mulbera" left Marseilles for East and South Africa, January 1.

"Modaba" left Dar-es-Salaam for further East and South African ports, December 31.

CLAN ELLERMAN-HARRISON

"Clan Macaulay" left Aden for East Africa, December 29.

"Counsellor" left Suez for East Africa, December 31.

HOLLAND-AFRICA

"Springtoren" arrived Hamburg, homewards, December 20.

"Ryperkerk" left Cape Town, homewards, December 16.

"Ages" arrived Mombasa, for further East and South African ports, December 15.

"Redfontein" passed Port for East and South African ports, January 1.

"Fontein" arrived Antwerp for East and South African ports, December 17.

"Salabangka" arrived Rotterdam, homewards, December 19.

"Nykerk" left Marseilles, homewards, December 16.

"Bilderdijk" left Port Sudan, homewards, December 10.

"Java" left Mozambique for British East African ports, December 15.

"Meliskerk" arrived Durban for East Africa, December 17.

"Billion" passed Siam for South and East Africa, December 20.

"Beemskerk" arrived Antwerp for South and East Africa, December 20.

AFRICAN MARITIME

"Aviateur Roland Garros" left Port Said, homewards, December 31.

CLAN CASTLE

"Dromore Castle" arrived Port Said for East Africa, January 2.

"Dunluce Castle" left Plymouth for Beira, December 3.

"Durham Castle" left Ascension, homewards, January 1.

"Garr Castle" left Ascension for Beira, December 31.

"Grantully Castle" arrived London, January 3.

"Guldford Castle" left Beira, homewards, January 1.

"Llanstephan Castle" arrived Algoa Bay, homewards, January 1.

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**100% EFFICIENCY**

The "Avery" No. 282 is the outcome of a determination to make regardless of cost a Platform Type of Machine, surpassing all others in its sensitiveness and accuracy, and to retain those qualities under the most severe usage.

It has proved to be the last word in Platform Machine development, and a weighing instrument that gives its user's 100% efficiency.

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The 282

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