

Norway & America & the company have
given guarantees as to the disposal
of the ore. Ships of the Norrmen
line, the "Kongor" have been
used for these shipments.

In this connection it may be pointed
out that Mr. Edmund Davis, who organizes
these shipments is the man who
advised the purchase of the Nyasa
Consolidated Co's shares by Germany in
conjunction with Mr. Vryk. He is
alleged to be a German Jew & wife,
a great friend of Hans Dernburg, late
German Colonial Secretary & of course
Atlantic Jew & no friend of England
are the Admiralty (Admiral Sted) ^{is to be kept}
acquainted with his record &
it may be assumed that he
is trusted in this connection?

He points as to the alleged carrying
of arms etc. by these vessels a line
was not all.

- (a) Got 2 Africa has reported that 2 ships
with ammunition have arrived to run
the blockade of S. E.
(b) Intercepted cables from Berlin show
that Philipp's at Berlin have been
trying to arrange with ships of a
Norwegian line to carry food & arms

to S. E. A. (probably Norway line) [34137 2 Apr.]

(3) Consul General Lorange, Marseilles has 158
reported rumours that Norwegian vessels
of the Norrmen line have called at
certain ports in S. E. A. with food-

stuffs & supplies - though he doesn't
much believe the rumour. [28549 4 Apr.]

(4) S. S. "Kongor" suspected of carrying
contraband of war & arms for S. E.
is being searched at Zanzibar [37105 5 Apr.]

Altogether it is clear that we
should be careful of how we
proceed as to this line. We
might send copy of this letter and
39530 to Admiralty ask for their
views as to this line & pointing
out the position with (1) as regards
shipment of arms as the Dares X

(2) as regards alleged carrying of
contraband. Copy of all corresp.
to go to 70.

Apr 28/15

W. H. 28.8.15

I do not see any occasion to say
anything about Mr. Edmund Davis

St. Raphael has a complete list of
to shipman to authorize to travel.
Two of them were authorized & done
officially. (See 52246/14) - The rest I think
of semi-official character from Adm't Place.
All well, if I remember rightly for
to transfer under Home Office -

[The Telford which took to last
authorized shipman is now
hung up at Marseilles.]

6/26/15

I wrote to Sir D. Farnham some days ago
asking if Admiralty had been the subject of the
Board of Trade's "Kongress". He said the matter was
being dealt with by "Naval High Command" but I
had no reply from them.

Write to J. B. to ask. - I think the tendency
shows that the firm is suspect. I note the
following in an intercepted letter from Heinrich
Reichard to Ottens: it occurs among items of
military intelligence -

"Wie nur der Vertreter der Thorsen Linie,
Herr Nalick, erzählt, haben die Engländer
von zwei Thorsen Dampfern bei der Durchfahrt
in Zangibar die beiden Motorboote requiriert die
ebenfalls zur Erbringung der 'Rufschiff' Befehl
gebraucht werden sollen."

This shows a complete communication between
the Thorsen representative & a German intelligence
agent & on the voyage to the north of Africa the
writing as proposed.

closer R. 239.15

Any further communication should be
sent to
THE ASSISTANT SECRETARY
MARINE DEPARTMENT.
And the following letter and number
should be quoted -

M. 22,497.

Telegraphic Address
BOARD OF TRADE, MARINE,
LONDON.

159

C O
39346

BOARD OF TRADE
MARINE DEPARTMENT
26 AUG 15

7, WHITEHALL GARDENS

LONDON, S.W.

25th August, 1915.

Sir,

I am directed by the Board of Trade to transmit here-
with, for the information of the Secretary of State and for
any observations he may wish to offer, a copy of corres-
pondence with the East African Steam Conference of the Union
Castle Mail Steamship Company concerning the operation of
the Norwegian "Thorsen" line of steamers.

The Board are not aware of any restrictions on the ship-
ment of Rhodesian Chrome Ore apart from restrictions which
are being put upon importations into Germany, and they do not
see that they can take any action in the matter.

I have the honour to be,

Sir,

Your obedient servant,

Ernest J. Prosser

The Under Secretary of State,
Colonial Office,
S. W.

(Copy) C. 21,392.

39346

160

5, Leadenhall Buildings,
(Second Floor),
Gracechurch Street,
London, E. C.

28th June, 1915.

The Assistant Secretary,
Commercial Department,
Board of Trade,
Whitehall,
S. W.

Sir,

I am instructed to bring to your notice the fact that the Scandinavian East Africa Line, of which Mr. Thor Thoresen Jr. of Christiania is the owner, is making strenuous efforts to be admitted into the homeward trade from British and Portuguese East Africa to the United Kingdom and France, which is now being carried on by the British Lines comprised in the East African Steamship Conference namely :- the Union-Castle Line, the British India Line, the Clan Line, the Ellerman Line and the Harrison Line. Prior to the war the above Lines were working under an arrangement with the Deutsche Ost-Afrika Linie of Hamburg, and in January, 1914, an agreement was concluded between the latter Line and Messrs. Thoresen in regard to the East African Trade, whereby the Thoresen Line was limited in its operations to the trade to and from East Africa and the ports of Norway, Sweden, Denmark, Finland and Russia. This agreement was made subject to the approval of the British Lines, which was ultimately obtained and the British Lines have no wish that this arrangement should be altered.

With the Deutsche Ost-Afrika Linie out of the trade, the Thoresen Line possibly feel there should be an opening for their Steamers in the East African Trade. The British Lines are of opinion that this effort of the Thoresen Line to obtain an extended field in the East African Trade may

be prompted by some desire to keep in touch with this business for the ultimate benefit of the German Line should they in the future be in a position to come back into the trade, although the Thoresen Line indicate that their desire is simply to extend their own business.

I have therefore been instructed to put the facts before the Board of Trade.

I enclose for your information copy of a letter which Mr. Thor Thoresen has addressed to his London Office and which has been passed on to the Union-Castle Line, with whom the London representative has had several interviews. I am to add that so long as the Thoresen Line confines its operations to the trade to or from Scandinavian Ports, the British Lines offer no objection, and it is only on the question of this Line coming into the British Colonial Trade with the United Kingdom and France that they seek an expression from the Government here.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) A. G. PHILLIPSON.

Secretary, East African Steam Conference.

(Copy) C. 21, 392.

C. O.
39346

163

5, Leadenhall Buildings,
(Second Floor),
Gracechurch Street,
London, E. C.

28th June, 1915.

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Commercial Department,
Board of Trade,
Whitehall,
S. W.

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&

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) A. G. PHILLIPSON.

Secretary, East African Steam Conference

Christiania,

29th May, 1915,

Messrs. Thor Thoresen Jr. (U.K.) Ltd.
London

Dear Sirs,

Union-Castle & Conference Lines.

In reference to your letter of 20th of May which I have carefully read, you may inform Mr. Abbott that I have really no particular intentions in regard to the trade to or from East Africa but besides trying to maintain the service to the satisfaction of the merchants, it is of course with the view of making the trade remunerative for me. I have not the slightest intention to frame the Germans as an example for me to follow. In regard to future developments of my business, I think that the Union-Castle and the other Conference lines now kindly should recollect various applications I have made to them for amicable connection with them and I again beg to point out that I have never applied to the Germans, but that they referred me to them at the time.

I have been trying to complete my boats in Madagascar for France, as I used to do formerly, but unfortunately the trade from this French colony does not seem to have been as before the war commenced. Anyhow, contemplated dealings in regard to shipments were entirely upset in two various instances when I sent steamers for such freight.

With the substantial parcels of freight I have been carrying to the Scandinavian countries since the war broke out, I did not think that I should have injured the trade from East Africa for any of the other Lines, particularly during the months passed, when I understand there has been a great scarcity of tonnage on the Coast.

I have, as you know, done everything in my power to strictly keep the rates fixed by the Conference Lines in

order

order that I should do no harm in regard to cutting their quotations, and altogether I cannot see how the Conference Lines should have any objections to my existence in the trade as long as I do take all the considerations which I have done so far.

In short you may tell Mr. Abbott that I expect them to tolerate my existence in the trade, and I should of course very much like to have a clear understanding with them in regard to completing my boats if required for French or British ports, about which they should have to express themselves, if there are any special points they want me to attend to besides the rates.

I do not expect that the Union-Castle or their colleagues under the present prevailing circumstances could make an agreement for any fixed length of time, but that I should be content with such an agreement to be in force as long as circumstances are like what they are now.

After the war there may be so many points to consider in one way or the other that I do not think it practical to make any stipulations or suggestions just now.

I do not really know very much more to say to enlighten Mr. Abbott and those who on his account request about information, though I may add that I am now, as I have been before very desirous of continuing working this business in harmony with the British Conference Lines, and anything reasonable they will ask me to comply with, I will at my best ability do, but they must not forget that I cannot come beyond, what is a living for my steamers employed in the trade, and if they force me to it, I must of course find my own business as the last alternative to get a living out of it. I think you may, with good reason, inform them that I am well satisfied as to the development of

this Line of mine, which I have now run for nearly three years. Sailings are becoming more regular and frequent which is essential on account of the shippers' requirements as to regularity, and if the Union-Castle and their colleagues just would allow me some more time, I should not at all be surprised, if I could work up a sufficient large business to satisfy my requirements, whereby perhaps I would be able to avoid to come into any freight carrying, where Union-Castle and their colleagues would like me to be out of.

Mr. Abbott perhaps will also know that I am presently having the s/s "Svanfon" on the Coast. I sent her out principally for the trade to and from Madagascar, but for reasons above explained, I met Mr. Thoms' wishes by sending her to the East African Coast. I have no great ambitions in regard to adopt the Germans' Coasting service but merely to find a payable employment for the steamer in question, and I hope she will prove to do well both now and in the future.

This boat, as you probably will be aware, used to run between this country and German / Baltic ports, but at the commencement of the war I withdrew her and suspended the service as I wished to make my position quite clear in regard to my British interests, and I understand that this position taken by me has been well approved of by other British connections.

I am sure she will harm nobody by her present trading and if Union-Castle wish me to use her in any special way or to consider any interests they may have in regard to the Coasting, I should be very pleased to know in order to go into the matter.

You might let me know your opinion, whether you think

think Union-Castle are treating me quite fairly in regard to their various advices of the ruling rates from East Africa homewards. You will understand that I am in a very nasty position towards the various shippers per s/s "Norfos" and s/s "Granfos" homewards. In order to comply with what I thought would be the right thing, I stipulated to the East Africa Agency, that if they were not quite sure of actual homeward rates, they should insert in the Bill of Lading that the approved Conference rate ruling at the time, should be the one to apply under the respective Bill of Lading.

As both shippers and I myself agreed on this stipulation I thought it should not be so very difficult, but I regret to say, that it has really turned out very, very awkward.

Likely, all concerned, also the Union-Castle, will soon be more than tired of all the requests put forward in order to ascertain the actual rate at the time, but I must have the right rates for my final settlement with shippers referred to. Just to-day I have a telegram from Paris, Consul-General Thams's opinion on the rates, and if the Union-Castle have told him during his stay in London that the rates during latter part February and March from Portuguese East Africa were those which applied before the war commenced with adding 33.1/3% surcharge, then it is quite a different information than what you have given me that Union-Castle have communicated to you in writing. For Consul General Thams or any other shipper I quite realize it means considerable to have the lower rate, but the Union-Castle and the other Conference Lines will certainly well understand that it is of some importance for me as well

get

get the higher rate, particularly with all the expenses and difficulties I am encountering, and the more so as I have really based my stipulations in order to do not harm in regard to cutting the rates.

I am writing separately in reference to the communications I have from Paris and Mr. Thams present position to the freights' encashment, and may ask you kindly to take it up with the Union-Castle, who of course easily will understand, how difficult I am placed when they do not give the same quotations.

Yours faithfully,

(Sgd.) THOR THORESEN.

M 22,497.

Board of Trade,
(Marine Department),
7, Whitehall Gardens,
London, S.W.
10th July, 1915.

(Copy) M. 17,674.

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Sir,

With reference to your letter of June 28th concerning the desire of the Scandinavian-East Africa Line to be admitted into the homeward trade from East Africa to the United Kingdom and France, I am directed by the Board of Trade to state that they do not understand in what way it is suggested that they can intervene in the matter.

I am,

Sir,

Your obedient servant,

(Sgt.) ERNEST G. LOGGRIDGE.

The Secretary,
East African Steam Conference,
25, Leadenhall Buildings,
(Second Floor),
Gracechurch Street,
E.C.

3 & 4, Fenchurch Street,
London, E.C.
19th August, 1915.

CONFIDENTIAL AND URGENT

The Assistant Secretary,
Board of Trade,
(Marine Department)
7, Whitehall Gardens,
London, S.W.

Sir,

We beg to refer to the letter which the Secretary of the East African Steam Conference addressed to your Department 28th June last in relation to the Norwegian steamers (Thoresen Line) extending their operations in the trade East Africa to Europe.

On different occasions we have also addressed the Director, Trade Division, Admiralty, on the subject of Rhodesian Ore shipments made by these steamers for Norway, in view of the possibility of an enemy destination.

As mentioned in the letter of 28th June, above referred to, the British Lines were of opinion that the proposed extended operations of the Thoresen Line might be connected with some desire of occupying a place in the trade for the ultimate benefit of German Steamship interests, which have been driven out in consequence of the War.

The Norwegian Line were under agreement with the Deutsch Ost-Afrika-Linie, which precluded the Thoresen Line from engaging in the East African trade, except as between Scandinavian and East African Ports north of Beira, but since the War commenced we know that there have been consultations in Hamburg between the Thoresen Line and the D. G. A. Line, and we have strong reasons for supposing that the trade is in effect being nursed for the German interests during the War.

The suspicions

The suspicions entertained in the respect referred to have been strongly emphasized by what has just occurred in connection with negotiations which for some time past we have been engaged upon with the Rhodesia Chrome Mines, Ltd., in relation to a ten years' contract for the conveyance of Rhodesian Chrome Ore from Beira to Norway. The terms of this contract were practically agreed upon, but to our surprise we have just learned that other arrangements have been made, presumably with the Thoresen Line, who we are aware were making efforts in the direction of securing this contract.

Looking to the importance of this development to British interests, we lose no time in bringing the matter to the notice of the Board of Trade. Should this contract be made with Norwegian steamers, it might, in the first place, afford a very valuable nucleus upon which hostile interests might build up regular services after the War to the prejudice of British Steamship Lines. We have also been given to understand that British Government and British Armament Works are closely identified with the Norwegian proposition for which this Ore is required, and it seems very essential that the carrying of the Ore should not be allowed to pass into suspicious hands. We may mention here that only recently the Thoresen Line s.s. "Trolldfos" loaded some Chrome Ore at Beira for Trondhjem, for the shipment of which Ore it was proposed to use the D. O. A. Line tugs and lighters, which intention, however, was prevented by the refusal of the Beira & Mashonaland Railway to deliver the Ore to the D.O.A. Line plant, with the result that it was handled by the British concern, the Beira Boating Co. This D. O. A. Line plant was in use at Beira for their own and general purposes up to the time of the War, but since then, the D. O. A. Line steamers having ceased running, it has been largely out of use.

C
70343

If the inimical purposes which we consider to be involved in the proposed arrangement under which the conveyance of the large quantities of Ore under the intended contract would pass into the hands of Norwegian interests, mixed up, as we suspect these interests may be, with enemy interests, are to be counteracted, it is needful that steps should be very promptly taken, as we believe that, although the contract has not yet been signed, it may be concluded at any time.

We trust accordingly that the Government may see their way to take immediate measures to ensure that the carrying of this Ore from Rhodesia should be secured to British Ships, either by arranging that Licenses to export the Ore shall only be granted for export in British vessels, or by making any other stipulations which may lie in their power, all the more so if it should be the case that the Ore is being conveyed to Norway in the direction of furthering British war purposes.

We are,

Sir,

Your obedient servants,

THE UNION CASTLE MAIL STEAMSHIP COMPANY, LIMITED.

(sgd.) William Walker,

Secretary.

B of T. 39346

S. Africa

S. Africa 171

High Comm.

PARAPHRASE

TELEGRAM. The Secretary of State for the Colonies
to the British Resident at Zanzibar.
(Sent 2.40 p.m. 3rd September, 1915)

September 3rd. Has the S.S. "Kongsfoss" been
searched and if so with what result? See my cypher
telegram of August 12th.

BONAR LAW.

Resident / 37108 /

Zanzibar

Port. S. Africa.

to this line of
steamers ~~known~~ in
two connections: (1)
the shipment of
clothes etc from
Rhodesia to Norway
and to America & (2)
the alleged introduction
of arms and ammunition
into German East
Africa.

3 Her Lordships
are aware of the
position as regards
the shipment of
clothes etc from
Rhodesia under

licence, as conveyed.

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on this subject has
been ~~regularly~~ proceeding
for some time

4 As regards the
alleged introduction
of arms and
ammunition into
German East Africa
by ships of this
line, I am to

request you to
draw their Lordships
attention to the
letter from this Dept.

(37105) of August 14th as
to the proposal to

Examine the cargo
of the S.S. "Kongsfær"
at Freetown and
to the latter from
the Dept. of July 28th (34437)
enclosing summaries
of intercepted letters
from Messrs Phillips
at Sierra Leone of
which reference is made
to possible shipments
(to German East Africa)
by steamers of the
Thorsen Line. It is
understood that the
S. Africa has recently

DRAFT.

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telegraphed that
reports have reached
him that two
ships carrying
ammunition have
continued to run the
blockade of the
coast of
German East Africa.
H. W. Consul General
at Lorenzo Marques
has also reported
that rumors are
current that Norwegian
vessels of the
Thorsen Line have
called at enclaves

ports in German East
Africa with food.

ships and supplies,

although he does not

personally attach much

importance to these

statements.

5. In this case

seemed to point up

the matter

It is further

observed that in

an intercepted letter

of July 14th from

at Beira

to

at Hamburg the following

passage occurs among

items of military

intelligence:

"Wie mir der 175

Vertreter der Thoresen

linie, Herr Matvik,

erzählte, haben die

Engländer von zwei

Thoresen Dampfern

bis der Durchfahrt

in Gangbar die

beiden Motorboote

"requirirt" die ebenfalls

zur Erzwingung der

"Rückfahrt" Einsatz

gebräucht werden sollen.

Die Passage wird

appeal to show at

any safe communication

between a Thoresen

representative and a
German intelligence
agent.

6 Mr B.L. would be
glad if the L.C. of
the Admiralty would
give these facts their
consideration & if
they would furnish him
with their views with
a view as to the answers
which should be returned
to the two letters
of which copies are
enclosed but also
generally as to
the light in which
they consider that the
Norwegian line should be
regarded.

HENRY LAMBERT,
Under Secretary of State.

B.D.P. 39346 T. ap.
S. ap. H. Comm.

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6 Sept. 1915

DRAFT

The S.S. 45.

Foreign Office

The L.C. W.O.

2/9/15

Mr B.L. 4/9/15

Mr S. 4/9/15

4 drafts.

Sept. 1915
ad 26
if case with
all enclosures

A copy of the
letter with its
enclosures is being
sent to the Foreign
Office.

first

Sir,
[Letter ref. to you]

(35367) letter No 100705/1915

of July 31/15, I am

etc to transmit to
you, for the info of

Sir S. 4/9/15 a copy
of a letter with its

enclosures which has
been addressed to the

Admiralty with regard
to the 'Thor Thorsen'

line of Steamers
on the East Coast of

Africa.

B of T. 39346 C. Eapica



S. Africa to Comm.

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6 Sept. 1915

DRAFT.

The Assistant Secretary
Marine Dept.
Board of Trade

Yours 3/9/15

has been by (as yet)

W. S. Kiddes 4/9/15

for consen

4 dfts

Sir,

I am etc to adv. re
of your ltr (No M.
22 497) of August 25th

with regard to the

Norwegian "Morse"

line of Steamers on
the East Coast of Africa

2 The Lords Comm^r

of the Admiralty are

at present considering
various ^(connected with)
the questions of

Steamship line & a

frigate comm^r will be

addressed to you in

reply of 10th