

DOMESTIC



E. AFRICA
No. 30556

CLASS
20556

Name of Individual

(Subject)

Taylor A. Smith

Steamer Service with United Kingdom

1908

Means for meeting out difficulties & suggesting cooperation of London port. in manner indicated.

Last previous Paper

no. 20523

(Minutes)

Point made: when we have met the
refrain from L.S. port when R. Wright, the
whole matter had better be brought before
the C.C.

at once
K. G. R.
29/8

JR SA

For J.O. 20523

Next subsequent Paper

34484 (not required)



Memorandum to the Secretary of State
for the Colonies
by Mr. A. Taylor, M.P.

Recd 21 August 1905

STEAMSHIP SERVICE TO BRITISH EAST AFRICA.

The establishment of a regular line of steamers sailing from the United Kingdom direct to Mombasa, Zanzibar, etc., and loading homewards at those ports direct for the United Kingdom and for Continental ports at intervals of say four weeks, presents great difficulties. The outward cargo from this country to British East Africa is estimated not to exceed at the outside 3,000 tons per month, including Government material, and the homeward trade from British East Africa would appear to be altogether in an embryonic condition. The total cargo shipped from Mombasa last year by all steamers to all ports in the world is given in [Cd. 3720-21] as 31,114 tons only. It is obvious from these figures that British East African trade to and from the United Kingdom cannot by itself in its present state, support or even nearly support a direct out and home service.

The German East African steamers load from sometimes as many as 4 or 5 Continental ports such as Hamburg, Rotterdam, Lisbon, Marseilles and Naples, and gather cargo not only for Mombasa and Zanzibar but also for German East African ports and as far down south as Delagoa Bay and Durban. It might, of course, be possible to establish a competing line from England covering Lisbon and the Mediterranean ports outward and German and Portuguese East African ports homeward, but to start such a service right away with suitable boats would involve great outlay

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and risk and it is difficult to say what yearly sum in the way of subsidy would induce a prudent shipowner to undertake it, in view of the extent to which the Germans have already covered the ground. The easiest method of supplying the deficiency in outward cargo, and the line of least resistance would appear to be to lead monthly steamers outwards from the United Kingdom for British East Africa, taking cargo for Port Soudan and Suakim, ports en route, as is now done by such steamers as are despatched at irregular intervals to British East Africa. There is a considerable amount of cargo for these ports in addition to Government material, which latter (apart from such bulk cargoes as justify the chartering of special boats) is estimated at about 10,000 tons over the next year.

If a monthly service of steamers were guaranteed, the whole of the Crown Agents' shipments to British East Africa at a fixed reasonable rate of freight, and were also guaranteed the whole of the regular Government shipments for Port Soudan and Suakim at a fixed reasonable rate of freight by the ^{Sudan} Egyptian Government, shipowners offering to establish such a line would have some security against the cut-throat competition which the line already trading to British East Africa in a spasmodic way might ^{not} ~~merely~~ in order to frustrate the scheme.

The Egyptian Government apparently desire a regular service to Port Soudan and Suakim, though in this respect they are, of course, better served than British East

Africa, and are a great deal more independent, yet it might suit them to combine with the Crown Agents to secure it in the way suggested.

This combination might insure a fairly reasonable outward freight earnings for a line of steamers to British East Africa. The gap in homeward cargo, which is very serious indeed, would have to be met in other ways.

100. Kennedy

Write by air. I will write to
yesterday in memo.

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Colonel Seely

B

I have been to the F.O. for Sir
Gorst's address: they tell me
that they have sent the memo
& have just received a reply
from Sir Gorst & Sir R Wingate.

In view of this I hope I was
right & not to send another
copy of the memo to Sir
Gorst. F.O. tell me that a

Colonial Office,
Downing Street, S.W.

Mr. Nixon

Your letter and the enclosed
Memorandum which is
admirably clear has reference
to Mr. ~~Winstanley~~ Taylor's efforts
to run a regular line of steamers
to East Africa.

Please send the letter and
memo. to Sir E. Gossett (F.O.) with
news where he is (Washington
if he can't do so) and as to let
us have his or Sir E. Gossett's
opinion.

H. S. 18. 1908

I have replied to Taylor

reply is being sent to Mr. R.
Taylor but that it will take
some time because both Sir E.
Gossett & Sir R. Wingate will
have to pass it. The F.O.
suggest that you might like
to write privately to Mr. Taylor
saying that the matter has
not been overlooked & that a
reply will be sent to him.

H.C.W.K.
19. 8. 08.