



E. AFRICA
No. 37994

C. O.
37994
26 1905

Foreign
1905
25 Oct

(Subject.)

Aden & Zanzibar Mail Packet Service

In copy despatch from H.M. Agent at Zanzibar
advocating an application in behalf of departing from Aden
and Zanzibar of the mail steamer of the B.S.M. Co. to
work starting with the P.O.B. should be that of Zanzibar
could be advised

Apply to the S.A. Post Office
at Zanzibar for details
of the service
which is to be
operated

at
B.S.M.
26/10

Postage Paper

40396



C.O. 37324

FOREIGN OFFICE, 26

October 25th, 1906.

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Sir:-

I am directed by the Marquess of Lansdowne to transmit herewith to be laid before the Secretary of State for the Colonies a copy of a despatch from His Majesty's Agent at Zanzibar advocating an alteration in the dates of departure from Aden and Zanzibar of the mail-steamers of the British India Steam Navigation Company, in order to avoid their clashing with those of the German East Africa Line.

I am to state that His Lordship would be glad if it could be found possible to adopt Mr. Cave's suggestions in the matter.

A similar letter has been addressed to the Post Office.

I am,

Sir,

Your most obedient,

humble servant,

J. H. [Signature]

Under Secretary of State,
Colonial Office.

22/2/07

Register No.

637

C. O.
57934
26 OCT 1905

ZANZIBAR.

September 23rd. 1905.

My Lord:-

It has been brought to my knowledge that the Secretary of the General Post Office has recently been approached by the Postmaster General at Mombasa with a view to effecting an alteration in the dates on which the mail steamers of the British India Steam Navigation Company are scheduled to leave Aden for Mombasa and Zanzibar, and I believe that His Majesty's Principal Secretary of State for the Colonies will shortly be moved by His Majesty's Commissioner for the British East Africa Protectorate to support Mr. Gosling's proposals.

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The grounds on which it is desired to alter the existing arrangements are that the dates on which the main line steamers of the German East Africa Line and the British India Company's vessels leave Aden, each at intervals

of

Marquess of Lansdowne, K.G.,

Secy. &c. &c.

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of four weeks, are practically coincident; that, although the English boats start the earlier, the mails are often held back for the German steamers, which arrive before that, consequently, comparatively little use is made of the subsidized English line, except for the conveyance of parcels and official mails.

returns which I have had prepared in the Zanzibar there would appear to be good reason for supporting the interests of this protectorate, the suggestion has been put forward on behalf of East Africa. Out of three hundred and ten European mail bags which were shipped from Aden to Zanzibar during the latter half of the year, only forty-six, or less than fifteen per cent, were carried by the steamers of the British India Company, and eighty-five were conveyed in the German main line, and that, during the same period, not one mail bag left the port for Aden by an English steamer, as against eighty-six entrusted to foreign vessels. In these figures no account has been taken of mails to and from India, and European mails despatched via Djibouti.

I have the honour to inclose herewith a statement showing the dates on which the British India mail boats and those of the German main line are scheduled to leave Aden for Zanzibar, and Zanzibar for Aden, respectively, during the course of this year, from which it will be seen that the German vessels, although starting three or four days later, are in every case timed to reach their destination either on the same date as, or in advance of, their English competitors.

A few years ago the German East Africa Line was approached by the British India Company with a view to arranging their time tables so as not to interfere with one another, but the negotiations led to no result. Under these circumstances the only solution of the difficulty would seem to be for the vessels of the subsidized English line to start their voyages either a week earlier or a week later (so as to still connect with the Peninsular and Oriental mail boats at Aden, and at the same time not to clash with the "intermediate" steamers of the German line), and of these two alternatives the latter would, I think, be the more advantageous to this Protectorate. I am not aware of any serious

objection

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objection to the alteration, and I venture to hope, there-
at Your Lordship will be so good as to move the
er General for its adoption in the mail contract

I have, &c.,

(Signed) Basil S. Cave.

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