

EAST AFR. PROT.  
 No. 22999

G. D.  
 22999  
 Rec 26 JAN 06

No. 276  
 1906  
 25 May  
 last previous Paper.

(Subject)

S. S. Juba

Thinks sh<sup>d</sup>. be retained a subsidised service might do as well but doubts if it would cost less & remarks as to necessity of a regular coastal service

(Minutes)

Mr. Read

I do not remember 1905, as this wanted with effect but I have looked at it & find that the substance of what was said was in exactly given in the 1st. par. of the Comm. rep.

The mention of the fee in my report was suggested by me as I was struck by the great excess of the expenditure over the earnings of the Juba (£3250 for 1906-7) and also the recent heavy costs of repairs to the vessel (some £4400)

1906  
 25 May  
 1472 +  
 992 5c

last subsequent Paper

The Comr. points out that the  
purchase price of Govt. Securities  
& goods by the Juba must be  
set off against the cost of running  
her.

I shall like to ask what is the  
approximate value of these securities  
and also whether the same might  
not be more economically conducted  
if the ship were transferred to  
the Railway Dept.

W. B. 28/6

No. 1212  
as per proposal

4. 2. 10

28/6

W. B. June '18  
at work

C. O.  
22999

Rec'd  
26 JUN 06

Commissioner's Office,

Nairobi,

5:6

May 25th 1906.

EAST AFRICA PROTECTORATE.

No. 276.

My Lord,

*L. C.*  
*9989*

I observe that in paragraph 6 of Your Lordship's despatch No. 173 of March 30th I am requested to report as to how far the substitute for the S.S. "Juba" proved adequate for the needs of the service, and whether I consider that the needs of the Government and the public would not be equally well served if the ship were sold and a subsidized service, involving less cost to the Government, substituted.

3. With regard to the first of these two points, I have the honour to state that the S.S. "Barava", which was lent by the Zanzibar Government to replace the Juba whilst this vessel was undergoing repairs in Bombay, was only

H.M. Principal Secretary of State

for the colonies,

Downing Street,

LONDON, S.W.

only a make-shift, and proved on this occasion, as previously when used for the same purpose, inadequate for the needs of the service. The small steamers belonging to the Zanzibar Government can only run along the coast at certain seasons of the year and would be unable to return to Zanzibar for several months were they to undertake a trip to the Northern ports of the Protectorate during the South West Monsoon. As the Zanzibar Government also like to tap the Italian ports of Mogadishu and Barava when their steamers ply between Mombasa and Kismayu, it has on more than one occasion occurred that on the return journey they have reached Malindi and Kilifi, the granary of East Africa, with a full cargo. When this has happened, it has been necessary for the merchants and planters to ship their produce by dhow or wait for another month, which has caused them serious loss.

3. The possibility of dispensing with the S.S. "Juba" was twice raised by the Foreign Office, once in Lord Lansdowne's despatch No.171 of March 1904, and again in despatch No.9 of January 13th 1905. Both my predecessors advocated the retention of the vessel (vide

Sir

40M  
 45  
 20/10/05

Sir C. Eliot's despatch No. 397 of June 12th 1904 and Sir D. Stewart's telegram No. 29 of January 22nd 1905), and I fully agree with them, though I think that the needs of the Government and the public might be equally well served if a subsidized service were substituted. I doubt, however, whether a subsidized service would involve less cost to the Government.

4. A regular coastal service is absolutely necessary, and were it to be abolished it would dwarf the coastal trade which we are now endeavoring to develop, besides interrupting communication with the coast ports. It is true that there is an increase every year in the number of vessels which call at Mombasa and occasionally, when inducement offers, at Lamu; but the ports of Vanga, Kilifi, Malindi, Kipini and Kisumu are, except for sailing vessels, almost entirely dependent on the S.S. "Juba" for intercourse with Mombasa. The trade on the coast is not yet sufficiently remunerative for a company to run a steamer unless subsidized, and if there were no steamer at all, Kisumu would be completely cut off from the outside world for six months in the year.

6. In the event of the present system being altered and the Juba sold, it will be necessary to largely increase the Transport Vote as all Government passenger and goods are carried free by this vessel. It will also be necessary, if any change is made, to give the Commissioner power to detain the substitute at any port in case he wishes to make or to order a tour of inspection of the coast ports.

I have the honour to be,

With the highest respect,

My Lord,

Your Lordship's most obedient,

humble servant,



Comm  
22999

DAP

DRAFT

DAP No 381

Comm

MINUTE.

- Mr. Lick <sup>32</sup>
- Mr. Tans <sup>6</sup>
- Mr. Andrews
- Mr. Cox
- Mr. Lucas
- Mr. Graham
- Sir M. O'Sullivan
- Mr. Churchill
- The Earl of Elgin

170230/8/1

May 3 July 1906

Sir

I have the honor to acknowledge the receipt of your despatch No. 276 of the 25<sup>th</sup> of May last relative to the Prot. Steamer "Julia", and with regard to the final para, to request you to inform me of the approximate amount of the increase in the Transport Vote, which

which would be  
result from the  
sale of the fuel  
and the necessity  
for making other  
arrangements for  
the transport of  
gas <sup>and</sup> ~~fuel~~ <sup>and</sup> ~~gas~~ <sup>and</sup> ~~gas~~ <sup>and</sup> ~~gas~~  
now carried free  
in this coal.

2. I should be glad  
to learn whether,  
in your opinion,  
these <sup>500 tons</sup> ~~500 tons~~ <sup>500 tons</sup> ~~500 tons~~  
referred to - or  
that might not be  
more economically  
conducted if the  
coal were transferred  
to and controlled by  
the Fueling Dept.

Yours



which were  
result from the  
sale of the Julia  
and the necessity  
for making other  
arrangements for  
the transport of  
Gov<sup>rs</sup> passengers & goods  
now carried free  
in this mail.

2 I should be glad  
to learn whether,  
in your opinion,  
these <sup>and other</sup> ~~business~~ ~~things~~  
referred to - go  
best might not be  
more economically  
conducted if  
mail were transferred  
to and controlled by  
the Railway Dept -  
- Yours