

EAST AFRICA

THE ONLY NEWSPAPER IN EUROPE DEVOTED
EXCLUSIVELY TO THE INTERESTS OF
THOSE LIVING, TRADING, HOLDING
PROPERTY OR OTHERWISE INTERESTED IN
EAST AND CENTRAL AFRICA.

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Usa Planters' Association

EAST AFRICA AS A MOTOR MARKET

ONCE a year it is of practice to review major manufacturing developments from the East African standpoint. With this year's report of the Motor Show at Olympia we publish figures demonstrating how attractive a market is offered by the territories with which *East Africa* is primarily concerned, and we trust that the statistics for Kenya, Uganda, Tanganyika and Nyasaland will prove valuable and stimulating to British motor manufacturers; returns for the two Rhodesias, the Sudan, Zanzibar and Portuguese East Africa are not yet to hand. The figures of British motor imports into the East African Dependencies do not make cheerful reading. In fact, if the customs returns of Kenya, Uganda and Tanganyika for the last three years, for instance, is a forcible reminder of the lamentably small proportion of the goods which the Colonial Government as yet imports from the United Kingdom. During 1929 the proportion of British motors entering those three territories was only 13.5% of the total, and of motor lorries and motor tractors 4%, though parts and accessories rose to 22% and tires and tubes to 21%.

It is well known that the small importation of motor cars, lorries, and tractors is still attributable in some measure to the War, during which British manufacturers concentrated entirely on national work, leaving their American competitors to entrenched themselves in the British Dominions and Colonies; but though East Africans have ever sympathised with those who have been handicapped by their patriotism, they naturally feel that two years after the Armistice they ought to be better catered for than the Mother Country. A common complaint among British importers of cars is that they are unduly and unfairly handicapped by the present horse-power tax in Great Britain, the

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incidence of which is certainly compelling the development of the small horse-power high-speed engines which is evident on the level, smooth roads of England, has created the general use of high-powered cars such as are produced by the American and English favoured in the Overseas Empire. A ray of hope is voiced in the to the British manufacturer, whom the Prime Minister toured Olympia with the Dominion Premiers, he referred to the horse-power tax, though promising nothing definite, but after his remarks "Let me know what you want, and I will do my best to help you," could have been considerably discounted is not surprising coming as it did from the head of a Government which appears determined to repeal the motor duty which has helped the motor trade so greatly without detriment to the public purse.

However, in spite of the tax, enterprising British manufacturers have been paying increased attention to the possibilities of Overseas Trade, and at the show there were some outstanding examples of the growing appreciation of Overseas psychology. Certain directors, export managers, and even salesmen did try to place themselves in the position of the overseas motorist in order to understand his point of view, and there were still some ardent admirers of the roadster who continued to picture East Africa as a suburb of London, and could not comprehend why their stentorian nickel plated cars, from £600 to £1000 did not appeal to East Africans, for those who did appreciate the situation, some were dimming their enthusiasm. They will, no doubt, find that "pitch" they will assuredly prove most business. The various Automotives meeting issue will, we believe, make a wide appeal to our readers next week we hope to publish the first of a short series of articles on motoring in East Africa by our special correspondent who recently made an extended tour in those Dependencies.

MAFFERS OF MOMENT

A law which the East African settlers desire to have will be given wide emphasis, and which cannot be too often emphasised is that NO ONE is a colonist as understood in the BAR IN THE STATES OF AMERICA and in SOUTH EAST AFRICA. Africa does not exist in East Africa.

It is very necessary that the British public should understand the situation as it is now, and is played upon by the ill-informed continental writers. There are many tribes in East Africa, and the tribesmen differ in appearance, culture, language, habits, and intelligence. Of many of these the people in East Africa are daily experience and intimate contact, six convinced that they are behind him in everything which constitutes distinction that the self between him and them is at present unbridgeable; but he, as such, does not enter into the problem. To take one example, the position which the Sultan of Abu Kogwa occupied in the eyes of the European in Uganda is prior positive of the absence of our bar.

Central Women's organisation claiming to have millions of members have issued a manifesto protesting against "England's RESENTMENT" to make Tanganyika GENERALITIES, Uganda, and Kenya under a HIGH COMMISSIONERSHIP, and protest that through such a political union the character of German East Africa as a mandated territory would be lost, thus flagrantly violating the covenant of the League of Nations. The manifesto was an appeal to the League to take care that Tanganyika remains a free Mandated Territory and does not become part of the British Empire. These repeated resolutions may be good Colonial propaganda in Germany, but a German spokesman has yet explained clearly how the Closer Union perforce by the Mandate is a violation of that document. Loose generalities will convince no unbiased person, and proofs of the German contention are never offered.

Is the Society for the Protection of Fauna of the Empire losing its grip, abandoning its original flush of enthusiasm, and though we THE FAUNA hesitate to suggest neglect, is SOCIETY ANOTHER? The questions are prompted by BIG GAME, the recent meeting of which the COMM. BLAUGHTER hinted was admitting that excessive slaughter of wildebeest, nyala, and zebra was going on in Zululand, pointed out that this action was partly the result of designs to increase the number of farms by the tensely, and had been approved by the Government of the Union of South Africa. Much as the Society deplored the slaughter, they did not feel justified in taking any action, as the measures had been undertaken under scientific advice. This invertebrate attitude is scarcely what we expect from a body which has given unequivocal evidence of having the protection of wild animals at heart. Apparently the Committee's statement provoked no discussion or protest whatever, though there is much that could be said about it. What scientists gave the advice? is a obvious question, and what grounds had they for advocating the drastic method of culling? We believe that many authorities, and among them the best informed on the question of disease, maintain

that the destruction of game is useless and even prejudicial to success. We hope to hear something from such authorities, and we know that steps are being taken to convince the Union Government that the policy of excessive slaughter is a blundering mistake. But is it now too late to save the Gulland fauna?

It is an inviolable task to animadvert on errors committed by contemporaries, or even

leaders liable in the name of their countries to make mistakes. Some of the latter do things more than execrable plunders have shown to be perpetrated by the *Boers' World*, which extorts for instruction of youth. Its statements delivered with an execrable air are no doubt accepted by the average reader as authoritative and are communicated such to the Hebrew pupils under their charge. The *Boers' World*, inspired by the smothered coronation of Negus Tafari, comes out with a full page attack on "The New King of Kings," and describing the realms of Tafari as "the coronation of King, King, and Emperor of Ethiopia is to be attended by the Prince of Wales and the Duke of Gloucester." The Ifatis are ours. After a short history of the country—which makes no mention of the Muhammadian invasion that came near to exterminating the Christian population altogether and is perhaps the most important event in Abyssinian history—the anonymous writer declares that "the chief town is Harrar, the terminus of the railway to Jibuti on the Gulf of Aden. Adis Ababa, the new fledge, although the capital is not a town at all, but a kind of royal encampment built by Menelik II on bare, grassy, slopes of 6,000 feet above the sea. Adis Ababa has a population of 60,000 and is the terminus of the railway, which does not touch Harrar at all!"

We have already commented on the demand of the Secretary of State that departmental reports from the colonies should be framed on uniform lines. Within limits that policy may do good, quite a number of the reports which come to us from East Africa are verbose, diffuse and badly arranged. The conditions and circumstances in the many British Colonies vary so enormously that even Downing Street, we imagine, must hesitate to order that all their reports should be cramped within a rigid official framework. We have seen the latest report of the Kenya Department of Education. In his introductory note the Director, Mr. H. S. Scott, protests that his report is drawn up as far as possible on the lines required, but it has not been possible to complete the tables in the manner prescribed. He believed that the information given in the tables covers the ground required, the position in Kenya is such that much of the information required under the different headings cannot be obtained because the schools are not yet organised on the basis indicated in the tables. As a matter of fact, the tables that are given fairly cover the foreground as the way of an departmental chief tortured by red tape, it has a very poignant effect—but as a piece of English it is scarcely worthy of a Director of Education.

THE MOTOR SHOW FROM THE EAST AFRICAN STANDPOINT

CHASPER ATTEMPT TO EXPORT TRADE.

TOWN IN THE STANDS.

By Captain H. C. Brusell

Editorial Secretary of "East Africa."

WHY do not more motor agents in East Africa arrange their leave to coincide with the Motor Show at Olympia? The salesmanship, showroom fittings and service East African motor distributors are, I am convinced, on my own knowledge, second to none, but a visit to Olympia would pay them, not only from the business and financial standpoints, but by establishing personal contact with manufacturers whose cars would be attractive to motorists in East Africa; or spoke to me, executives on different stands, but not come to report an East African distributor among his visitors.

Hanrap of the HIGH-POWER TAX.

American cars can unquestionably attribute a great deal of their popularity with East Africans to the fact that they were built in a country in which Colonial conditions apply over distances with the result that a car suitable for use in U.S.A. is usually equally suitable for use in Tropical Africa. English manufacturers, on the other hand, have not only been faced with the necessity of building special models, but have been restricted in their enterprise by the whole basis of motor taxation in this country, which is saddled with a tax of £1.50 per car for each horse-power unit of the car.

At last week, however, the Home Minister, when conducting a party of Dominion Premiers round the Show, hinted at a possible change in the method of taxation, saying that he had learnt that the present system of taxation did not encourage the British manufacturers to produce engined cars suitable for export. The trade is not unnaturally catching at straws; they hope will catch more than a straw. Many representatives stressed to me the difficulty of building small-engined cars to compete with American cars turned out in countries having similar or similar taxation difficulties.

GRASP AT OPPORTUNITY.

But British manufacturers have no place coming to bemoan their misfortune, and while Colonial trade is beyond their power to control, have bettered their attention more and more to the export business, and have had the satisfaction of seeing their models put up excellent performances under the worst of conditions. East Africans will remember that, when a ch.p. 100 h.p. tourer came from East London to demonstrate what British cars could do, and that a second-hand Morris bought in Cape Town for £25, was recently driven to Nairobi by a woman.

In some stands at the Show a very definite interest in export trade was noticeable. I was told that a world-known car now flies a biplane fan for cars applied to the topic; another provides an "over two and a half inches clearance" simply by moving off its pins; and yet another well-known manufacturer has turned out a four-wheeled vehicle for use in rough country, graphically represented on the stand by a number of rocks and stones, over which by the use of special springs, the chafers travel, maintaining the body level while the wheels are

in sorts of jags. Admirable for many parts of East Africa, but the price is £1,500.

Some of the salesmen I found well acquainted with the export side of their business, but in surprising number of others there was a lack of knowledge of geography and also a lack of interest in export business, for obvious reasons the stands were distinguished by the name of the manufacturer's firm, received no mention in this report. Why waste space on people who find it too much trouble to seek for overseas business?

One import salesmen asked if his company turned out as Colonial model, hesitated for several moments and then said timidly, indeed, gushingly: "Yes, for Colonial use we always fit extra springs." [sic] East Africa. Of course we have an agent in Johannesburg, was another repeated query. I heard more than once to my query, "Is whether they were represented in East Africa?"

TOOK PRESENTATIONS.

A director of one company whose car is known all over the world told me that his agent for Kenya, Uganda, and Tanganyika was in Kampala, and seemed to think that now, where he was to sit down and wait for orders, the arrangement may be perfectly satisfactory if the agent travels throughout the adjoining territories with adequate freedom. A journey about Uganda is likely to be very productive if that is not the case. On another stand I was told that the company had an agent in Cairo and one in Johannesburg, but nobody between us nor particularly make East Africa is a very good market. When will British exporters learn to study big maps? And do they not realise that a specialist newspaper such as "Betafrica" is always glad to help them in their sales problems?

The standard of motor salesmanship at Olympia and elsewhere fell. The motor salesman is usually pictured as a perfectly dressed, not infrequently overdressed, individual, adept at flinging open the door of an expensive limousine and slaming it with careless indifference. If that has changed for the better, most of the salesmen of the show compare unfavourably with motor salesmen in East Africa. They certainly showed a knowledge of the car, but modern salesmanship demands much more than that. Some were good, particularly a couple of Scotchmen whom one stood by, although I made it clear that I was seeking information for their benefit, studiously persevering in trying to sell me one of their cars. Every question put with the object of discovering something of interest to East Africans was answered with the suggestion that I would find the car useful in this country.

REFLEXES.

East Africa has, of course, thousands of new roads, sometimes some very old roads, and so providing their way along. But they are not as bad as some of the entries in the Show—in the historical exhibits. That little section demonstrates the tremendous improvements of recent years. The oldest exhibit, a Lanchester made in 1895, was fitted with Dunlop tires, had a single cylinder 4-h.p. engine with belt driving. The "star" four-car made in 1905 was fitted with two forward speeds, reverse, and was air, extra, at twelve gears, and was noted recommended fitting. The catalogue pointed out that it was "equally efficient in wet weather," and that its petrol consumption capacity "of about a hundred miles under good able conditions." It was priced at £80, guineas.

white, was in the market at a price of £150, and a leather bound at fifteen guineas.

The driver's seat was centrally over the engine in Austin's "Town" saloon; a Lovett "Straight Eight" model is unique in that the engine is under the floor, so that passengers ride in current models at prices up to £150, though lamps, hood and windscreen were extra. A 1913 Morris, the four-four gear produced by Sir William Morris, was quoted at £120, under £100, when it had travelled to Olympia under its own power, and can still do 40 miles. Another car by Lovett, a straight-eight model, made in 1905, and is still in use, is owned by its English owner.

What seems best value for money car in the Show for East Africa? The question cannot be answered for requirements vary so greatly.

Individual Exhibits.

Townships are sufficiently general in East Africa for a wide use of baby cars, and the price of many of these models can only be described as amazing. For £150 (English price) you can obtain a 4½-h.p. singer saloon, complete with four forward speeds, four doors, chromed plated external parts, luggage tray and with automatic feed from a six gallon tank at rear; its price in East Africa would be slightly above the English figure, but following for that it is a competitive amount. This company is not represented in East Africa. Neither is the Dowse Company, which produces 2,000 2½-litre 16-h.p. standard saloons, mounted on wire wheels, six windows, and the usual extras; this car is fitted with an ingenious arrangement whereby the back of the back seat can be pulled toward and luggage placed in a vacant space at the rear.

The Morris Minor and the Austin Seven are well known, their detailed description is unnecessary, both are represented in the exhibition, the latter by Messrs. A. Laws on behalf of which I believe have supplies of the latest "Baby Austin" which will accommodate four adults.

Any East African would have been pleased to visit the Morris stand at which I found a representative who spoke of Nairobi, Dar es Salaam and other East African towns as though he really knew what they ate. The company has shown its determination to cater for export by bringing the "Six Six" for use in the Colonies, and I met the young son of its representative, Mr. Sumner, in our hotel restaurant and learned by his own admission that "East Africa" Ltd., has been formed in Nairobi to handle the whole range of Morris cars, with Major Brown as manager. Adequate quantities of spares have been imported, and I was told that the car will be appointed who does not agree to carry an ample supply of spares. The prices are competitive, and every garage fitted with Dunlop tires.



THE MORRIS MODEL EIGHT CYLINDER VAN

Mr. Vauxhall's various models of The Standard models exhibited included a 1½-h.p. "Sedanette," a 2½-h.p. six cylinder "Singer" saloon, a 3½-h.p. "Singer" saloon, a 5½-h.p. "Sesame" saloon, a 12-h.p. "Humber" Hillman, "Commer" Roots' "coupe" is £125, and a concern working on rapid trials is due to peak on October 25th, improving Overland sales, and is determined to go from strength to strength.

Wolseley Motors (1927), Ltd., who supplied the cars used by the Prince of Wales during his second visit to East Africa, exhibited models ranging from their six cylinder Hornet saloon at £195 to a 2½-h.p. six cylinder landaulette at £62. The fact that the Prince of Wales and Wolseleys are satisfied with the satisfaction they have given over very bad country ought to be a very strong argument in Africa, but, quite frankly, the company's sales on the continent have been disappointing.

Whitneys Overland Crosses of Stockport, had their well-known "Whitney" models on show, one a 5½-h.p. six cylinder five passenger saloon, is priced on the home at £185, while another model in the same class in the rear of the front seat is hinged to fall flat, thus making a useful for sleeping purposes, works out £155 in the country. This firm is now represented in East Africa by Messrs. S. C. Tait and Co., of Lombasa, and the Vanwall Company, whose models ranged in price from £200 to £300, have recently produced a special car for export. It is of 20 h.p. with oil in Nairobi at under £600, and was recently described by "East Africa." Full particulars of this model can be obtained from the local agents, Motor Mart and Exchange, Ltd., Nairobi, and the usual dealers, Dar es Salaam.

Not many car manufacturers are in the happy position of being unable to cope with orders from the colonies, but a director of Trojan Ltd., told me that through their agents in Nairobi wants their "Trot" models, and the company is unable to comply. The "Trot," unique in many respects, claims to be the most hygienic car in the Show, its engine being placed behind the front seat. Other notable points are that the front cannot be folded and the rear cannot be crushed, as the engine being placed where luggage is normally carried, makes after the bonnet is available for suitcases, etc. The car's maximum speed is 45 m.p.h., its ground clearance can be increased by two and a half inches simply by the removal of eight nuts, and the price of the saloon in the country is £120.

Exhibited in East Africa

Practically all the big American cars which have made such a mark in East Africa during the past few years were exhibited, but as there was no show to East Africans at the Showrooms of Messrs. G. H. Lawson and Co., Ltd., in Nairobi, Mombasa, Mombret, and Kisumu, those of Motor Mart and Exchange in Nairobi, and the branches already mentioned, namely, Dar es Salaam, neoparts, the International Motor Mart, brief descriptions only are necessary.

The Chevrolet group exhibited a six-cylinder "Vauxhall" priced at £265 in the country, a standard model with one open door, £150, and a six-cylinder eight coupé at £225. The "Chevrolet" standard light chassis and De Soto models, a 2½-h.p. model, the former being priced at £120 in this country, while the De Soto cars included a six-cylinder, convertible coupe at £355. The agency for these cars in East Africa is held by Messrs. G. H. Lawson and Co., Ltd.

Dodge Brothers showed their saloon models, including their 20 h.p. eight-cylinder and 10½-h.p. six-cylinder range. The English price of the former starts from £2,100, while in the latter class there are two two-seater and four-seater spares at £350, and a landaulette which seats seven people.



THE MORRIS MODEL EIGHT CYLINDER SALOON

Concentrating on Empire Sales

Hillman and Humber, the world distributors for Messrs. Rootes' Ltd., of Dorking, Surrey, are evidently concentrating on their Empire sales, and many of their models on their respective stands. These cars have been built to stand the strain of even sand and mud from a good terrace surface to the track. In the hills they have been tested under conditions as bad as could be encountered in parts of East Africa. The exhibits included a Hillman Straight Eight, four-door "Weyman" coupé, which has a clearance of eight inches, and is priced in this country at £355; a Hillman Fourteen six cylinders light "Weyman" saloon, and the "Hill-



MORRIS 1½-LITRE SIX-CYLINDER TOURER.

Another company which is planning to expand its export trade is Clement Talbot. Ltd. Examples of the various Talbot cars at their stand several types of cylinder models were exhibited, the prices ranging from £605 to £1305. The "1½-litre 4-door" model has a ground clearance of 6 inches, sliding roof, electric light in the roof, and other modern accessories.

Tires, Chains, and Accesories.

One of the most prominent stands in the tire section was naturally that of the Dunlop Company, which can accommodate itself that so few, even though 50% of the cars shown at Olympia were fitted with Dunlop tires. Skidding is so often encountered on East African tracks, called roads, of course, that our motorists readers ought to welcome the Fort Dunlop tire which has an extra stabilizing rim to prevent skidding. These tires are so well able to stand up to the rough conditions of East Africa that it is encouraging, but not surprising, to know of the roadways they have made in those territories.

Another company which is determined to increase its business in the East African market, and which has given special attention to this question of skidding, is the India Tyre and Rubber Co. (Great Britain), Ltd., of Inglewood, at whose stand I was told that an extra heavy layer of rubber is placed between the tread and the side shoulder to make the grip safe against tread separation. In this country the manufacturers have adopted a unique departure in insuring their cars or commercial vehicles for six months prior to buying vehicles for twelve months. One of their representatives recently found East Africa and Messrs. Motors, Ltd., of Nairobi, have been appointed sole distributors.

Chains are so seldom used in England that one manufacturer who literally anticipated when I mentioned that the motorists of East Africa would dream of proceeding on a journey without chains, "Africa these days," very seriously, said, "are usually placed on the wheels, while a pair of black cotton gloves, some other equally un-

pleasant piece of road has been encountered, and the job will then suddenly be lighted, as the motorist can negotiate with certainty in the emergency." Chains manufactured by the Whitton and Son, Ltd., which can be tested without loss of time, proof, and will not rust, are also available. And the retail price in the country for each chain is one florin, as each chain is accessible, appeared to be reasonably well made in Africa.

Consolidated Pneumatic Tool Co. of LTD., of 12, Finsbury, E.C.V. 1, whose air compressors, gas, well known in East Africa, had some special garage equipment, comprising tools for repairing cars among their exhibits. Paint spray pistols and accessories were also shown, as well as fittings to adapt standard air tools to serve tools to purposes such as cleaning and regressing cylinders and valves. Air compressors for operating paint spray, tire inflation and pneumatic tools were likewise exhibited.

The Ingersoll-Rand Co. Ltd., exhibited a special compressor suitable for use in work as car washing and drying, and the head and body tools were likewise exhibited.

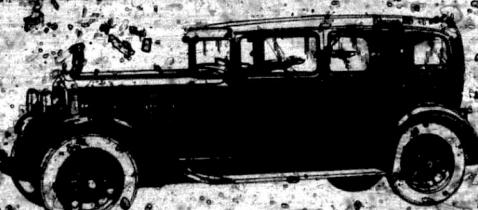
The Shell Company's Enterprise.

Bearing in mind the excellent distribution arrangements they have in East Africa, I was interested to see the shell dispensary at their stand, and was able to give some news of the progress being made in the erection of the handsome building his company is erecting in Nairobi. The artist's drawing indicated that it will be a real addition to other architectural amenities of the Kenyan capital. One feature of the building will be an upper floor where visitors can accommodate cars of visitors and so, while inside the building, will be a spacious reception hall, likely to be the organization in the territories, suffice it to say that their familiar red pump can be seen in many villages "at the blue." On my tour I found their petrol and oil particularly suited to the climate.

The Shell Company has also devoted much thought to cater to the requirements of local flying, for which they supply a special aviation spirit. Here too I can speak from personal experience, for in my flight with Miss Campbell Black from Nairobi to Mombasa an advance warning was guaranteed that petrol would be awaiting us at the next aerodrome. On two occasions we had telephoned to the next Shell depot for petrol to be awaiting us, and on arriving over the village, we found that we had made such excellent progress that we could proceed to the next landing ground without coming down. On each occasion the local branch manager, acting on his authority, distinguished promptly to the next aerodrome, telling them there were to expect us and to have supplies ready.

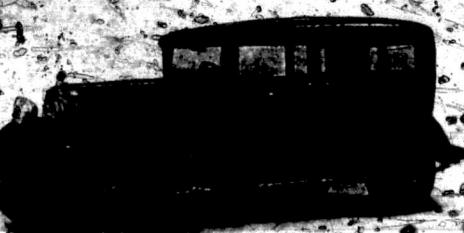
I understand that Mr. McRae, holder of the East African general manager of the company, will transfer his head-quarters from Mombasa to Nairobi on completion of the new building. Mr. Rusley spent some time in Simla before going to East Africa, some three years ago.

An subscriber desiring further information regarding any exhibit at the Motor Show is requested to come to my booth in East Africa.



One of the Wolseley Cars used in East Africa by the Prince of Wales.

The Morris 1½-litre specially for use in the Overseas Empire (right).



OPENINGS IN THE MOTOR TRADE.

WITH BRITISH PROPRIETORS PLEASE NOTE.

What seems one more together in the Customs' returns of Kenya, Uganda and Tanganyika for 1929, writes Mr. Garton, English member, Secretary of the Royal East Africa Automobile Association, "is the lamentable small amount of goods that the motor trade imports from England. In motor cars it is 13%, in the total of motor lorries 4%, in motor tractors 2%, in parts and accessories 2%, and in tyres and tubes 24%. There is some increase for the small importation of cars, motor lorries and tractors as manufactured so far in the date but few English vehicles still can compete in price and load carrying capacity with American competition, but this does not apply to tires and tubes as British material and manufacture are second to none whilst prices are similar to competition."

Quite apart from this, however, in these hard times, when only 12% of the East African motor trade imports come from England—i.e., only one shilling out of every eight is spent for the purchase of English goods—it is really for everyone to buy British, whenever they can.

The only bright spot is motor cycles, of which 90% are imported from England but even this shows a drop of 15% over last year and the whole business does not amount to £18,000.

Another interesting figure is the one of petrol. The increase in round figures goes from 900,000 gallons in 1926 to 1,100,000 gallons in 1929, and shows better than anything else the tremendous strides which mechanical transport is making in East Africa.

Taking the three territories together, the following statistics are given:

MOTOR CARS.

	1926	1928	1927
Total value £	130,316	211,622	104,750
Number of vehicles	2,083	3,050	1,810
Percentage supplied by			
England	13%	11%	16%
U.S.A.	30.5%	51.1%	48%
Canada	43%	37%	31%
Continent	12%	4%	3%

MOTOR LORRIES.

	1926	1928	1927
Total value £	30,257	57,146	101,601
Number of vehicles	1,024	1,418	1,077
Percentage supplied by			
England	8%	2%	4%
U.S.A.	52%	47%	59%
Canada	20%	53%	42%
Continent	10%	13%	3%

MOTOR TRACTORS.

	1926	1928	1927
Total value £	116,883	128,446	103,493
Number of vehicles	3,166	3,371	2,727
Percentage supplied by			
England	12%	2%	4%
U.S.A.	55%	80%	59%
Canada	6%	5%	23%
Continent	54%	3%	14%

MOTOR CYCLES.

	1926	1928	1927
Total value £	17,533	22,002	20,022
Number of vehicles	455	566	683
Percentage supplied by			
England	90%	92%	85%
U.S.A.	4%	4%	5%
Canada	2%	2%	0%
Continent	8%	4%	5%

MOTOR PARTS AND ACCESSORIES.

	1926	1928	1927
Total value £	107,037	172,851	114,761
Percentage supplied by			
England	22%	25%	20%
U.S.A.	65%	64%	50%
Canada	9%	6%	10%
Continent	4%	4%	6%

TAXES AND TARIFFS.

	1926	1928	1927
Total number	1,763	2,075	1,753
Percentage supplied by			
England	27%	27%	28%
U.S.A.	41%	41%	38%
Canada	15%	15%	15%
Continent	10%	10%	10%

NYASALAND'S MOTOR REGISTRATIONS.

Half her motor cars are British-made.

The Chief Police Commissioner of Nyasaland has just issued his statistics of motor vehicle registrations in the Protectorate at the end of 1929. They show a total of 616 motor cars, an increase of 21 over the previous figures; 182 lorries, an increase of 31 during the year; 98 trailers; and 1,187 motor cycles, an increase of 28. Vehicles owned by the Government are not included in the above figures.

Nyasaland sets a splendid example to the rest of East Africa, for whereas the percentage of British cars last year was 44%, American 30%, Italian 19%, and German 7%, this year the percentage of British cars has risen to 49.35% of the total percentage of the trade. America claims 32%, Italy 13%, and France 6%. Of Nyasaland's lorries 20% are British, 6% American, and 11% Italian. The percentage of British motor cycles has increased slightly to 92%, while the American percentage has fallen to 6%.

The following tables are of interest in showing the growth of motor transport in Nyasaland.

	Cars and Lories	Trailers	Motor Cycles
1923	142	1	308
1924	300	12	547
1925	446	1	821
1926	704	2	1,058
1927	1,014	10	1,052
1928	1,000	10	1,173
1929	1,000	10	1,173

Nyasaland, with a total of 616 registrations to 1,187 Europeans, 182 lorries, 98 trailers, and 1,187 Asiatics, has thus one motor vehicle per 81 Europeans, or 46 Asiatics, or 101 if 26 Europeans and Asiatics be taken together.

Christmas Mails for East Africa.

LETTERS intended for Christmas delivery in Kenya, Uganda, Tanganyika and Zanzibar should be posted at the C.P.O., London, before noon on November 26, while Christmas parcels for these countries should be posted at London before November 24 or a day or two earlier in the country.

Letters for Northern Rhodesia and Nyasaland should be posted before the morning of Nov. 28, while parcels for the said territories should have been delivered to the postal authorities in London before October 31. The route is via Beira, Mozambique, or Cape Town.

THE MEN WHO CAME ASHORE

TRIBUTE TO THE PIONEERS OF AFRICA.

By the Rev. Edwin W. Smith.

NATURE seems to have made up her mind to keep the white man out of Africa. But the white man has defied Nature. Across the widest part of the continent she spread a great desert, and for thousands of years it blocked approach to the interior. Now the white man flies over it and drives his motorcars across its sands at the rate of forty miles an hour.

Adventure creeps around the coast a barrier of high mountains and fever-infested lowlands, like rivers that flow down to the sea over great falls. They shall never pass! Nature seemed to say. But the white man has pushed his railways past the barriers. Nature spread about his stations and filled the land with evil flies and worms which carry diseases. She fainted down under the scorching rays of the sun. In short, she did her best of her worst. And the white man accepted the challenge! Of all his adventures the opening of Africa is one of the most amazing. Whether he triumphed or beat the white man in the long run remains to be seen; but he has won the first round. Let us count over rapidly some of the milestones that mark the white man's progress in Africa. How slowly at first, how rapidly in recent years!

Roman Centurions of Fascedo

Three thousand four hundred years ago the Egyptians were sailing fleets down the Red Sea to somnolent Ethiopia and Greeks founded settlements along the southern coast, and the Carthaginian general, Hamilcar, who had a fleet of sixty ships explored the west coast as far south as Sierra Leone. A century before Hanno one of the Phoenicians sent ships to find out what lay in the unknown ocean beyond. On their return three years later the mariners reported one detail which reproduces the Greek historian's refusal to believe but which gives to us that they did actually sail round Africa: they said that, on turning northwards they saw the sun set on the right hand. But this voyage was not a success. It was passed before another ship founded the southern extremity of Africa; and the coastline was not known accurately till just over a hundred years ago when Captain Owen of the Royal Navy surveyed it. The ancient marines were ashore, of course but they did not go far into the interior.

So far as you stand on the Kasr-el-Nil bridge at Cairo and see that mighty stream of the Nile flowing past your imagination fails to its sources far away in the south. Thousands of years ago people were asking: Where does this water come from? Persians and Greeks and Romans tried to find out but failed. Two Roman centurions made their way up the Nile as far as Ashdod, where, centuries later, Kitchener had his little consultation with the French. All that was known, or was guessed, about the interior of Africa was put upon a map by Herodotus in 480 B.C. He showed the Nile flowing through two lakes he put in the Mountains of Moors. How he found out, Ruwenzori, he called the "Nile in the south" the great source, his map "the interior of unknown land". This unknown land remained till almost yesterday.

We must now leap over these years. The modern history of Africa began in 1471 when the Portuguese captured Ceuta on the northern coast of Morocco. Prince Henry was the hero of the day who, as his mother, let us remember, was English. He sent out his navigators and in small ships they gallantly pushed their way further and further down the African coast. They found the mouth of the Congo and explored it till they

reached Lake Tanganyika. Then Barthélémy Diaz rounded the Cape, and in 1497 Vasco da Gama accomplished one of the greatest voyages in the story of the sea, as sailed from Portugal round South Africa to India. During the next fifty years ships of England, France, Holland, Portugal, of most of the African countries, made their arrangements. Then these powers declined and other nations—our own included—steamed on the scene.

They did not come to explore—they did not come to find colonies—they came chiefly to trade. Their trading ships ranged the shores for the first part of the sea traded in spices and gold, and principally in black men and women. To-day our "commerce" reveals, against the thought that England should ever have engaged in that infamous traffic, were indeed leaders in it. We are still suffering for the sins of our fathers. It has been said that, what with Europeans and Arabs, the slave trade cost Africa a hundred million lives. Almost all over Africa to-day we cry, "For labour! labour! labour!" What would we not give to have the progeny of those hundred millions produced along new channels and purchased at fair goods!

Towards the North.

Let us take another look over the years. I have an official copy of the map of Africa as it was then. The Boers had founded the Colony, did not extend beyond the Orange River. The Boers had begun their trek into the lands that are now the Orange Free State and the Transvaal. It is not correct to say they found "empty country". Many Native tribes were living there.

Moreover, it is quite misleading to say that in the supposed race for South Africa European got there before the Africans beat them by a century or more. This is not a matter of opinion but of historic record. The Bantu tribes form the bulk of the population of South Africa at least a full century now—anchoring us do not know before the Dutch landed at Table Bay in 1652. Any suggestion that white men have a prior claim because the black men were later invaders will not bear a moment's examination.

In 1845, then, the white man's movement towards the north had begun; but the man before me shows the interior a blank. Between Cape Colony and the Sudan stretched a vast inland territory of which the civilised world knew nothing. Johannesburg, Bulawayo, Blantyre, Nairobi, Lusitobala—their centres of European enterprise were not dreamt of in 1845.

In the north exploration had begun some time before this. A Scot named James Bruce had in 1768 explored inland Abyssinia and had traced the Blue Nile down to its junction with the White Nile at Khartoum. In the other extremity of the Sudan Mungo Park set out in 1795 to discover the Niger. He could not read without a difficulty record of that adventure.

He travelled on horseback. He only two African servants to help him. He became lost, was captured by Moorish chief, escaped, was so burning sunburned, hot winds blew, took with no food, often no water, on and on until a year after starting he comes to the majestic stream glittering in the morning sun, as broad as the Thames at Westminster, and flowing eastwards. Sixty and eight, Mungo Park made his way back, and a few years later returned to trace the course of the Niger to the sea. Over forty Europeans accompanied him; most of whom died on the way. With our survivors and the Africans, he boldly launched out on the river, but all perished except the African.

This work was taken up by others. Oudney, Clapperton and D'Urban struck across the desert from Egypt and discovered Lake Chad. Clapperton's servant, Richard Lander, with his brother John, finally traced the Niger to the sea. That was in 1826. In a few years ago, thus, this one great secret was revealed from the Dark Continent.

Up the Middle Nile.

Then in 1888 began the great game of travelling Middle Africa. Three missionaries started it. Two of them were Germans, Kraatz and Rebmann; the third a Scot, David Livingstone. While travelling in the interior Rebmann and Kraatz caught sight of the two great mountains, Kilimanjaro and Kenya, crowned with everlasting snow. When he reported this to England they were astonished at "Snow in the equator! a impossible!" said the pundits. They also said they had heard of a huge lake farther in the interior. Was there then something in what the early geographers surmised?

The British Government sent Burton and Speke to verify the story. In June, 1889, they left the coast opposite Zanzibar and followed the slave route which brought them to Lake Tanganyika. Oberammergau

Spke made a rapid march north from Uganda and saw another great lake which he named Victoria Nyanza. When he announced in England that he had discovered the source of the Nile many people disbelieved the story. At the same instant, there returned to Africa to prove it, Dr. Livingstone, the Nile-hunting hero of its visit to Egypt. This was a mighty meeting and played Spke among the foremost of explorers. In the Sudan they met Sakalau Baker and his wife Lucy, wife who had come out to look for him. They had marched southward and after tremendous adventures reached another of the great lakes—Albert Nyanza.

LIVINGSTONE'S JOURNEY.

Meanwhile great things had happened in the south. In the year that Krapf saw Mount Kenya for the first time, that restless young Scot, David Livingstone, who had already been nine years in South Africa, set out across the Kalahari Desert accompanied by two gallant porters, Oswell and Murray. They travelled with wagons drawn by oxen, and after struggling through the deep ditches in almost waterless land, they reached Lake Ngami. This was the beginning of Livingstone's wonderful career as an explorer. In 1855 he pushed up from the south to the Zambezi, descending it for a distance and struck across to the west coast. Retracing his steps, he descended the Zambezi, discovered the Victoria Falls, and made his way out to the east coast. I knew an old African who accompanied him on one of his great journeys.

Subsequently, Livingstone continued his explorations to see if he could find a highway for commerce and Christianity. He discovered Lake Malawi and other lakes, and reached a point on the Upper Congo. For years he roamed alone, observing and noting things in his careful way, making friends with the Natives, and seeing with judgment and eyes the horrors of the slave-trade. Until at last, worn out with fatigue and disease, he died at Chitambo in May, 1865. He left a name to go with among the Africans. Livingstone did more than any other man to direct the attention of the civilised world to tropical Africa. He inspired men and women to carry on the good work he had begun.

MR. STANLEY.

One of the many who resolved to follow was Henry Morton Stanley. He had led an expedition to search out and succour Livingstone, and now, fresh from attending Livingstone's funeral in Westminster Abbey, he started on his "African" across Africa. It lasted 99 days, and in many respects was the most momentous journey ever undertaken in Africa. First, he travelled from Zanzibar to Victoria Nyanza, which he circumnavigated. He spent some time in Uganda, and sent from there the letter which brought out the first missionsaries and led ultimately to the establishment of the British Protectorate. Then he went on to Lake Bangwanyi and circumnavigated it, and finally reached Lake Nyasa on the Congo, the point from which Livingstone had had to turn back.

Stanley was backed by a strong force of 150 men and ample supplies, and for him there was no turning back. He launched canoes on the Congo and paddled off into the unknown. It was a pretty desperate adventure, for savage tribes tried to bar the way; two and thirty natives were fought with them, the only alternative to Stanley's submission being to "submit to be killed and eaten." Disease and lack of food plagued him all with them. But Stanley hacked his way through every obstacle, and in August, 1877—fifty-three years ago—the ragged and famine-stricken survivors emerged from the mouth of the Congo. A few years later Stanley led other expeditions to Africa, but this was his greatest. The last outstanding mystery of the Dark Continent was now solved.

THE IMMORTAL "PAZAI."

In this rapid survey I have mentioned only a few of the chief explorers. Scores of others—men and women too—ought to be named. The price in human life has been a heavy one. Many left their bones in Africa—others escaped even pain, only to meet violent death elsewhere. Thanks to their courage and endurance, the continent was opened up. They revealed to an astonished world that Africa is not the waste howling wilderness that many people imagined it to be, but, on the contrary, a land incalculably rich in natural resources and peopled by magnificent, virile folk. Prodigious results have followed. The already far-spread empires of the Congo and of the Powers of Europe began a scramble for territory, and now, for well on to two, almost the whole continent has been snatched from the white man's hands.

RECOLLECTIONS OF THE EARLY DAYS.

LORD LUCARD AND SIR HENRY MACKINNON LOOK BACK.
ADDRESSES TO THE BOYNTON GEOGRAPHICAL SOCIETY.

THREE interesting East African papers were read before the Boynton Geographical Society, the early days being given by Lord Lucard and Sir H. H. Mackinnon, and a more lengthy study of East Africa past and present by Mr. E. S. Beaufort. The texts of the addresses are摘要 printed by the Society. Meantime we give the following abbreviated reports.

WHEN UNTENENYA WAS FIRST CONQUERED.

The Rt. Hon. Sir H. H. Mackinnon said in the course of an address on his journey to Mount Kenya in 1868:— "Col. Ollier the famous Alpine guide, who recently died, was a great guide, a fine shot, and a fine man physically and mentally. He served his apprenticeship in Indian travel in my expedition to Mount Kenya. When he and his master, Joseph Broome, had come to Marseilles they saw the sea for the first time, having never previously left their native town in Savoy except for their military service in a garrison town."

"My friend Campbell Haubourg, now a well-known planter in Kenya-Colony, had joined with me in the party of the expedition. He was a first-class shot and an admirable photographer. In addition we had two collectors, Sanderson and Gurnburn. Thus we were six men and our goods were carried on the heads of 1,200 natives, half of whom were stark naked. Part of the country we had to traverse was famine stricken and had been disturbed by events connected with the Emin Pasha episode in Uganda. The temper of the Natives was suspicious and dangerous. It took us three weeks with an average advance of five or six miles a day before we arrived on the plateau of Laikipia at the western foot of Kenya Mountain. I mess over our adventures on the road, and our first attempt and failure to climb the peak, and Haubourg's journey round the peak taking photographs, and the repeated threat of starvation which in the end compelled us to send a maula across an unknown country, the greater part of our force under the command of Haubourg. I stayed behind to make a final attempt on the mella, which admitted of time fixed by the supplies which remained to us."

"Almost exactly at noon on September 13 we set foot on the summit. We made a slow ascent, and I was the chief cause of this. Beyond a spoonful of soup at midday, I had nothing to eat for nearly thirty-six hours, except a few meat lozenges and an occasional bite of Kola biscuit. Starvation seemed the only remedy for the terrible heat, but it was our first attempt. The remedy succeeded admirably during the ascent, but naturally had to be paid for during the late hours."

CHILGOKETTA'S SCENE.

The light effects were wonderful that evening. On the hanging glacier we had suddenly been enveloped in the cloud, which shielded us from the equatorial sun, but at sunset we came again into the clear air on the top of the southern 'tooth.' All the eastern horizon was glorious, with a deep purple belt rising like a wall from the end of the landscape. Three hours later, as we trudged home over the Lewis Glacier, the great features of the mountain stood out though boldly sketched in black and white crayons. The upper end of the glacier rose in snowy billows to the point of Lenana on the one hand and on the other skirted the foot of the cliff by which we had descended, now black in the shadow cast by the moon. Below was the white expanse of the cloud roof, flowing dreamily beside the solid outlines of the ice. Most striking of all were the sheens and jets black in the pinnacle of the Lion's Tooth.

(Continued on next page.)

The explorers great and small could never have done their work but for the loyalty and endurance of the Africans who guided and accompanied them. We do well to praise famous men but let us not forget the services of these humble specimens—the immortal "darkies" the porters. They deserve a full volume in a history-book to themselves. White and black have cooperated in Africa in co-operation. May they continue to work together for the good of humanity!

The midnight scene as we stopped by the camp fire I shall never forget. The sound of the Nairobi torrent swelling suddenly from time to time at the crests of the hills, and even the occasional hoot of an owl made a break in the silence of the great peak standing brown and white in the glare of the setting moon. The Pleiades twinkled over the crevices of the Lewis Glacier, but over head the stars in the black vault were steady and without twinkling. Only a few miles to the broad floor of a deep valley, shut in by steep slopes to north and south. To the west was a mass of granite blocks and tree groundsel. To the east were the ridges which lead to the north-east the Lewis Glacier, and the peak.

The evenings, the most wonderful of them all, were spent monosyllabically warming our hands and feet at the fire amidst mysterious shadows of the tree groundsel and the white mist of the creeping groundsel. Our thoughts and our words were divided between our conquest and the red cind of Nambishape of Kafu. At present the scene around became dimly into our dreams, compelling worship. Then, as the fire died out and my last new child, the bark of a leopard ranging the hillside opposite reminded us of the weary rise of the morrow and with a drink of the cold water from our camp spring we rolled ourselves up in our blankets without undressing for warmth could not be more at command.

"We arrived at Nairobi with our stores reduced to half a pound of tea, in the hands of a man of express train who, it is said, should enter into Arthur's station with white-hot bars in his furnace the next morning if fuel consumed."

LORD LUGARD REACHES RUWEZORI.

The first expedition from Uganda to Mount Ruwenzori was the subject of an address by Lord Lugard, who said:

In December, 1890, I crossed Uganda with the instructions to conclude a treaty with the Abakas "Mwanzo" before Dr. Karl Peters, who had started some time previously up the Tana River, or Emin Pasha, who had come through German East Africa, should have arrived. The treaty was concluded and signed, notwithstanding difficulty, but the signature between the Roman Catholic and Protestant parties grew greater and greater.

Outrages became more frequent; the country was on the verge of civil war. The Muhammadan faction, worsted by the Christians, had taken refuge in Uganda, from which they were raiding Uganda with increasing boldness. Hoping to avert civil war between the Christians I persuaded them to unite against the common enemy.

After defeating the Muhammadans I turned to attempt to subdue the Sudanese tribes who had been abandoned by Stanley at the south end of the Albert Lake and to enlist some of them in order to maintain the peace in Uganda.

"On August 12 I selected a site for a stockade (Fort Edward) on a spur of Ruwenzori, called Kabukuru, and at last at early sunrise we got our first full sight of some half-dozen snow-capped peaks above the clouds which, as Stanley says, enveloped the summit for three hundred days in the year. Stanley devotes a long chapter in his 'Darkest Africa' to the wonderful beauty and majesty of this mountain, saying that no European would see it again for very many years, since only a powerful army could approach it from the direction of Uganda. However, I was camped at its foot within two years of when he left it."

"I restored my rightful king of the people and continued my journey. A few days later we passed the lovely crater lakes of Vijoingo and descended a precipitous escarpment of about 12,000 feet to the level of the Albert Lake. Shortly afterwards we crossed the Semliki, which was here a broad and deep river. A large army arrived just too late to attack before we crossed, but having the river between themselves and us they let off a prodigious amount of ammunition at us."

The African at his best.

"I was steering entirely by compass, and we were involved in great difficulties at one time marching through swamp, sometimes waist-deep, forcing our way through dense pathless vegetation, and later climbing the steep escarpment of the Kavalli range. Day after day

the rearguard under Grant reached camp only at sunset, having started at daylight. Grant was simply splendid. I have never in my world experience had a more loyal and more indefatigable comrade. The Swahili porters were amazing. The fearless strength and endurance they displayed seemed incredible, fighting their way through swamps or up an 18-foot cliff with a 70-lb. load on their heads, and though I was ruthless in punishing misfits from the village we passed through, there was no sign of grumbling or discontent. It is in such circumstances that the African is at his best, and he is unsurpassed."

"I brought the whole of the Sudanese back with me. As they crossed the Semliki Grant counted 8,200 men, women, and children. We returned by a more easterly route, along which we built five strong forts and garrisoned them with Sudanese to protect the people of Toro from the tyranny of the Wanyoro."

MR. L. S. B. LEAKEY'S PAPER.

Mr. L. S. B. Leakey, speaking of East Africa past and present, said, *inter alia*:

"Man has long been living in Eastern Africa for as long a time or longer than he has in Europe. Today the native race differs in every possible respect from the races of Europe, but the farther back we go into the prehistoric epochs the more we find a close resemblance between the peoples of East Africa and Europe. The prehistoric stage is intimately connected with climatic changes."

"Thanks to the Great Rift Valley, within which are many convenient lake basins which have either no outlet or only an outlet at a great height, the evidence of these fluctuations of climate is very clearly recorded in the form of fluctuating lake deposits and land surfaces, and with these salts, and upon the old land surfaces are the fossils of prehistoric man, as well sometimes as his bones. As far as our evidence goes, each pluvial period, and even each minor wet phase, is marked by a definite culture of man."

"So far most of the investigations have been carried out within the Rift Valley at an altitude of between 5,000 and 3,000 feet, and here we do find that as desiccation sets in the culture of the time disappears. But it must not be forgotten that East Africa is peculiarly favoured geographically in that it has every range of altitude from sea-level to 18,000 feet, and it is reasonable to expect that soon after the Rift Valley areas had been affected by the gradual desiccation as to be uninhabitable, the high country would continue to have sufficient rainfall for game and man to live, and so we may presume that they simply migrated to the high country, where to continue their development until the climate in the Rift Valley once more became suitable."

"The culture sequence of East Africa, when it is compared with that of Europe, throws some interesting light upon human geography. The same general sequence occurs in both areas, but the latter seems to have been very much earlier in East Africa than in Europe. When we say the early homo sapiens inhabitants of East Africa were non-Negroid we do not mean all of them colour, but to physical characters, for with only skeletons to judge from we cannot say if they were black, brown, or white in skin colour. There are those who argue that they must have been black or dark brown because of the latitude, but this argument is, I think, not a valid one."

The Habitability of East Africa.

"About 1000 B.C. the rainfall was much greater than to-day, so that big areas which are today practically waterless during a large part of the year had an abundant rainfall and a big, and flourishing population. The evidence is to be found in many forms—camp sites, wells, etc., art to be found in places where to-day there is no water, even in the deep wells."

"One of the best examples perhaps of the difference in habitability in East Africa between the period of about 1000 B.C. and the present day may be found in a study of the sites round the town of Nakuru. In the Neolithic period there was a big settlement living near the edge of the lake shore of the time some six feet above the present high-water level and about two miles away. Today that site is many miles from the nearest natural fresh water, and the settlers who have farms there now depend for their water supply on rainwater caught in tanks and upon water from wells and from artificial water furrows from the hills many miles away. There is ample evidence in the fish remains found that Lake Nakuru in Neolithic times had fish, and we may also presume that their water supply was the lake itself. Today Lake Nakuru at its

SETTLER DELEGATION IN LONDON.

Lord Delamere closes the R.R.C.

Special to "The Times"

For obvious reasons we have refrained from public reference to the differences which have unhappily existed on the subject of Tanganyika's representation on the East African Settler Delegation now in London. Our silence was dictated solely by the desire to assist the mediatory efforts which have been made on this side during the last three weeks, and we are very glad to announce that those efforts have now proved successful. The R.R.C. having been closed as a result of the action of Lord Delamere, chairman of the Delegation, in sending a written invitation to Messrs. J. H. Beamish and Jerome de Mothe to assist the other East African delegates in their task.

East Africa's Interests

This closes an interesting episode which, in favourable use of itself, to Tanganyika's best interests, was made much more serious by the circumstances. Even though the matter was not fully closed, the recalled protests were addressed to East Africa asking not merely for publication in our pages of the full facts of the purely domestic trouble, but for their circulation to the English Press. Bearing in mind that such action would have been highly injurious to the use of the Territory, we refrained from such publication, which would certainly have been seized upon by East African enemies in this country, who would have used it as a stick with which to belabour the Delegation. To chronicle the details of the split would be needless, but we congratulate all concerned on having composed their differences.

Strange statements have reached us from various quarters, and we therefore think about the barest justice to record that since they arrived in London Messrs. Beamish and Mr. de Mothe have shown the greatest energy, discretion and a willingness to advise, to be guided by the best interests of East Africa. Far from seeking the limelight as some of their critics had suggested in advance, they have been willing to efface themselves. They have travelled at their own expense, have been most diligent, no, we know, have succeeded in influencing most important opinion.

Native Author's Views

In a letter to *Time and Tide*, Mr. T. J. O'Shea, one of the members of the Kenya delegation now in London, writes:

"To anyone familiar with the facts, it must be obvious that the moral and intellectual progress of the Native, almost entirely irrespective of developing his capacity to absorb an alien culture,

"I never heard it seriously argued by educated opinion that the Natives have natural difficulties in absorbing an alien culture experience and knowledge of the Arts do, however, seriously doubt whether the Native is capable of developing intellectually to our level. That there is much to be said for their point of view, I believe, that it is yet possible to be dogmatic on the subject. I deny, but a definite conclusion is necessary to the pressing problems of Native Culture, I doubt. And it seems to me that our wonderful achievements in mental science still fall far short of providing an answer. I prefer to keep an open mind."

admiring the rhetoric of Dr. Ley's concluding sentences, but cannot regard them as other than an unfair summary of the case. It is, of course, to his credit that with one view of the civilised world he has endeavoured to East Africa must be safeguarded. Many of our actions of which he complains, and many of our opinions, stand at which he inveighs, are done and held honestly in the belief that they are necessary to the safety and welfare of that civilisation, and therefore not injurious to the Native whose interests are also at stake in the preservation of that civilisation.

"But Dr. Ley does us an injustice when he says that we wish to preserve ourselves as a 'Barbarian' race.

SEE EAST AFRICA IN
GETHIN'S LUXURIOUS 7 SEATED CARS

TOURS ARRANGED TO ALL
PLACES OF BEAUTY AND INTEREST
AND TO THE GAME AREAS.

PROUDMAN

P. GETHIN,
Box 89, NAIROBI, Kenya Colony.
TELEGRAMS: GETHIN NAIROBI

are by determined to keep to ourselves the privileges
accorded upon us by that condition. "Nothing of the
Native will be gained on those privileges to the
Native," and will continue to do so at a rate governed
solely by his capacity to appreciate and utilize them. Our
discrepancy with Lord Olivier is due to the wisdom of his
view that they should, as it were, be bundled up in a
basket and slung at the unfortunate Native's head in his
negligence and undoing.

Replies were received from Lord Olivier, Dr.
Edmund Leys, Mr. McGregor Ross, and Mr. J. F.
Harrison, M.P., the last-named while

still openly do we understand especially when asking
for something to which others do not our cause appear
as "moderates" in his letter Mr. Leys, O.S.C.,
the Kenya Settlers' Delegation, goes like this: "I am sorry
to say, How intemperate is to agree with the 'modest' Dr.
Leys as to the ultimate desirability of this, that or the
other, while regarding the immediate practical necessity
of acting in exactly the opposite spirit."

He calls this "compromised." But not all his sweet
reasonableness can disguise the fact that compromise
between the view of Dr. Leys (and the British Govern-
ment) and that of the Kenya settlers is impossible. The
issue is perfectly simple. Admitted that "blown
democracy" in Kenya or anywhere else in Africa is out
of the question at the moment. Are the interests of
Africans to be wholly entrusted meantime to their
pleases? Are the settlers primarily concerned with the
question of a cheap labour supply? The best custodians
of civilisation? Colour and civilisation, party, is it
expedient to hand over the political destinies of a subject

class to their masters? Mr. O'Shea's point that the Native is likely to derive
more benefit by removing the fruits of democratic govern-
ment administered by us who understand and can utilise
the machinery of democracy is charmingly ingenuous.
But he carefully avoids any reference to the economic
relationships of the two main governors and the governed
in this case. And it is precisely that economic relationship
which is the basic fact in the situation."

Advertising Public Meetings.

Among forthcoming arrangements of the dele-
gates are the following:

Nov. 5.—Attendance at a luncheon of the National
Union of Empire representatives attending the
Imperial Conference. Lord Delamere is expected to
speak.

Nov. 6.—Meeting of the Royal Institute of Inter-
national Affairs. Lord Delamere to speak.

Nov. 7.—Mr. MacLellan Wilson to attend Dinner
of Worshipful Company of Charringers.

Nov. 8.—Lady Elgin to speak and Mr. MacLellan
Wilson to address.

Nov. 9.—Mr. MacLellan Wilson to address meeting at Christ Church, Gipsy Hill.

Sir Alan Badley enters the lists.

Sir Alan Badley conducted a strongly worded
article in *The Morning Post*:

"To the white settlers of East Africa, I would say—
Owing to the creation of an awkward partnership,
federate away from the Colonial Office and prevent its
making a further magnificent contribution to Imperial
succession! With full respect, choose full responsible Government
as your goal. Gird yourselves with contradiction,
weaken moderation and ambition, and let submission
disguise or otherwise. Place duty first. Safety first did
not make the British Empire, and safety first will not
make Africa."

"To the English people I say—The window is open.
Take a view of East Africa with its illimitable wealth and
great possibilities of development, and do not let future
generations say time was a tragedy. Lost oppor-

tunity is lost opportunity, and better
and is instrumental in spending many
happy hours in the bush here in Northern
Nigeria, which could otherwise be tedious.

From a settler since the first issue.

DELEGATES RETURNING TO EAST AFRICA.

All expected to leave next month.

East Africa is able to state that the Kenya and
Panganyika settler delegates now in London have
decided not to remain for the appointment of the
Local Parliamentary Committee, but to return
within the next few weeks.

We have reason to believe that Lord Delamere,
the Hon. T. C. Shear, and Captain Vivian Ward
will leave for Kenya by the "Langibby Castle,"
probably joining her at Co-boa about November 1,
and that Mr. MacLellan Wilson and Mr. A. A.
Menken will follow by the "Modasa," leaving
Marseilles about November 29.

WHO ARE THE "AUTHORITIES"?

What Manchester might discuss.

The *Manchester Guardian* concluded a recent
leading article on East Africa with the words:
Lord Delamere has again declared strongly for the
principle of "segregation," which is no longer
written "applicable to South Africa" but which it is still not
safe to adopt in East Africa. If, for instance, the
Native Reserves were separated from the rest of Kenya,
they could be administered as a Protectorate and the high
lands which have already been so largely settled by Euro-
pean immigrants would then form a separate Colony. A
solution of this kind has authoritatively been urged
on East Africa itself, as well as in this Country. It involves
not an extension but a departure from the Government's
scheme. Lord Delamere might well think its advantages
from the point of view of the Native, who could reasonably
demand a larger measure of self-government in the colony
if the Native Reserves were separately administered. If
the more moderate of settler opinion could escape from
the notion that there is a place in this colony to degrade
them and抢走 their rights, they could bring
their special experience to the task of evolving a settle-
ment which would be as satisfactory to themselves as to
informed opinion in this country.

Which is much more kindly in tone than the
Manchester Guardian has usually been in the past.
The separate administration of the Reserves has
been "authoritatively urged in East Africa itself"
it seems to us. Will our contemporaries quote its
authenticities? It would be most interesting to
know who they are.

SIR WALTER LAUGERDIA HINDE.

An appreciation by an old friend.

In all his East African travels he was never better
known than as the P.C. Mombasa.
Generous, fair, hospitable, to a degree, the P.C.
and his wife, too lady-like, were certainly landmarks in
the progress of East Africa. Young officers joining the
Services were never allowed to proceed up
country to face whatever might be their fortune
without kind words of advice and encouragement
from the P.C., who often furnished from his own
store essential articles without which they had
arrived in the country.

The P.C. filled the high office of His Majesty's
representative at the Coast with the greatest dignity
and at the same time was refreshingly all classes of
the vast community on the island with sincere
affection. He supported local, even foreign, enter-
turies to all forms of sport and social service.

The death of *Burnia* Hinde, the P.C., will bring
a sad ending to the hearts of many of the older
residents of East Africa wherever they may be to
day.



TRADE BUYERS—

Make your arrangements now to visit

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FEBRUARY 16TH—27TH, 1931.

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every aspect of the British Cotton Textile Industries from the raw material to finished fabric, will be represented at the BRITISH COTTON TEXTILES EXHIBITION, WHITE CITY, LONDON, FEBRUARY 16TH—21ST, 1931, organised by the British Cotton Association under the auspices of His Majesty's Government as a section of the BRITISH INDUSTRIES FAIR.

The most comprehensive exhibition of Artificial Silk Fabrics will be shown in the Organised "EXHIBITION OF BRITISH ARTIFICIAL SILK, COTTON & RAYON" held in Hall 1, London, on Feb. 16TH—21ST, 1931, as part of the BRITISH INDUSTRIES FAIR.

For further information apply to THE BRITISH SECTION, COUNCIL OF TRADE COMMISSIONER, & THE DEPARTMENT OF OVERSEAS TRADE, 15, QUEEN'S GATE, LONDON, ENGLAND.
THE SECRETARY, CHAMBER OF COMMERCE, BIRMINGHAM, ENGLAND.

NARROW ESCAPE FROM A BUFFALO.

Mr. F. G. Banks's Remarkable Adventure.

Scribner's East Africa.

In the next column appears a caricature of Mr. F. G. Banks, the well-known East African elephant hunter, a brief epitome of whose career is there appended. His experiences would fill a volume, and two may here be given first, while I regard as the most narrow escape from death, the secondly, the story of his first planting venture.

"Some twenty years ago, when in the Eastern Region of Uganda after elephant, his boys had been short of meat for several days and he had promised them that he would skin them or nothing." Some four hours passed and at nine o'clock in the evening he came upon a herd of buffalo, and to reward his hunting, he singled one out, crept close to it in the bush, and fired his gun. It was cracked, so he forced it down a dark gully the noise of which had not completely died down when

Mr. F. G. Banks's Gun-bearer's Pluck.

came a plucky Native gun-bearer who started after the buffalo but had scarcely entered the gully when the beast charged him at a few yards range. From his hip he took a pointed knife, rangong it fitting it in the chest, but was too slow. He almost the same instant and leaped astride the beast. Knowing that to be thrown meant immediate death, he grasped the overhanging branches and tried to draw himself up, but his legs still hung down, and he could see and feel the enraged beast so close to him. While the animal was thus engaged, Mrs. Banks's gun-bearer, who had thrown himself behind a tree, crept up, retrieved his master's fallen rifle, and, planting it within an inch of the beast's side, fired and killed it.

When the white man dropped from his place in the bushes, it was to find blood spurting from both legs. He hobbled to a stream a few yards away, and there tried to staunch the gushes until, several hours later, his porters arrived and carried him on his camp bed. Next day he met another European who did his best to doctor him, but for twelve days the wounds were treated with nothing but peroxide of mercury and camphor. Fortunately, both the limbs and his life were saved, though even until this year he has suffered recurring trouble. It was a truly miraculous escape.

When 300 out of 350 Died.

His first planting venture in Uganda was at Entebbe, on the shores of Lake Victoria Nyanza. To day the locality would not be thought suitable for the growing of arabica coffee, but then it was so considered and Mr. Banks made a start. For a time all went well, and then, when the great sleeping sickness outbreak swept through the country, 300 of the 350 Natives tenants living on his land died within two years. Medical science had not yet discovered that the scourge was carried by the tsetse fly.

Our Weekly Contributors.

The author of the article on "The Great War" has appeared in this weekly series of "Brigadier General G. D. Rhodes," Mr. D. J. Farquharson, Major H. Anderson, Major H. Noel Daniell, Captain H. P. Sturges, Dr. W. Small, Mr. J. Campbell Blackie, Mr. G. S. Naishcott, Mr. J. Harrison, Mr. Henry Tutton, Capt. Lord Delamere, Mr. J. J. V. N. de Moleys, A. P. Miles, and Mr. T. J. O'Connor.

The artist's original sketches of animals are sometimes as large as the printed reproduction, and for sale at cost price. Applications may be made to the Secretary, "East Africa," 91, Great Russell Street, London, W.C.1.

EAST AFRICA'S

WHO'S WHO

Mr. F. Grant Banks.



Scribner's East Africa.

Mr. F. G. Banks refuses to consider deafness an affliction; he claims it as a blessing, since for thirty years it has prevented him from knowing the whereabouts of elephants until he can see them. And as he has hunted most of that time in long grass and thick bush, and as, owing to a dream of tasks, he has no right to his opinion. Throughout Uganda he is known as "Deaf Banks" in tribute to his optimism and his prowess.

Born in England, he was educated in New Zealand and first at Christ's College, Christchurch, and later at the Canterbury Agricultural College, where Lord Lugard's "Rise of our East African Empire" was published and excited his imagination. At the age of twenty he landed at Mombasa at the end of 1895, the first steamer the Uganda Railway had not yet been laid. Having served through the Uganda Railway of 1899 and the Uganda Rebellion, he was appointed a Game Commissioner in Kampala by Sir Harry Johnston, but, eighteen months later, resigning and for many years divided his activities between elephant hunting, planting, and transport work with the British South Africa Company.

Having been asked by Sir Robert Coryndon to part in an elephant raiding party in Uganda, Mr. Banks suggested the formation of an independent branch of the Game Department, which he was invited to join as a Game Ranger, in that capacity he has duty to shoot garden raiders and fifty or more years are thus added to his tally. Of his many narrow escapes the most miraculous being his escape from a

PERSONALIA

Mrs. F. O. Wilson is on her way back to Kenya.

Mrs. and Mrs. E. Blaize Smith are on their way back to Kenya.

Mr. J. G. Stockland is acting as Deputy Director of Surveys, Uganda.

Dr. E. W. Barkitt leaves Marseilles to-morrow on his return to Nairobi.

Major J. H. Caddick, the Kericho tea planter, left last week on his return to Kenya.

Mr. and Mrs. R. W. Taylor are on their way back to Mombasa, en route for Dar es Salaam.

In Bristol Mr. W. J. Hamilton Whyte gave a lantern lecture last week on East Africa.

Mr. R. Blackie, of the Public Works Department, Uganda, has been transferred to Fort Portal from Jinja.

Mr. T. B. Gunn, Registrar of the High Court in Uganda, has returned to the Protectorate from leave.

Mr. A. C. Braggs, of the Kampala office of Messrs. Hunter and Co., is at present on holiday in India.

Mr. P. S. Dalal has been appointed a temporary Unofficial Member of the Legislative Council of Uganda.

Mr. A. M. Campbell, manager of the Mombasa office of the Union-Castle Line, recently visited Uganda.

Mr. Peter Dewar, 22, of Cheshire, was recently married in Richmond to Miss V. M. Purgold, of Parkgate, Cheshire.

Mrs. Helen Sheer, who left London on October 4 on a flight to Nairobi, arrived at her destination last week.

Mr. P. E. Foster, of the Kenya Provincial Administration, has been appointed District Officer at Kajiado.

Mr. and Mrs. Tac Kubo are on their way back to Uganda. They will probably be returning to Mubende.

Mr. J. D. Rankin, son of the British Resident in Zanzibar, is shortly entering the Uganda Administrative Service.

Mr. W. S. Simmons, of the Geological Department of Uganda, is on his way back to the Protectorate from leave.

Mr. F. D. L. Pittman, who has been Assistant Auditor in Tanganyika for the past five years, arrived home on leave.

Mr. W. B. Minford, of the Tanganyika Education Department, has been posted to Malangala on his return from leave.

Mr. G. W. W. Held, of the Provincial Administration in Tanganyika, has been transferred from Dar es Salaam to Musoma.

Mr. J. P. Purnell-Edwards, of the Public Works Department in Kenya, leaves Marseilles to-morrow on his return to Kisumu from leave.

Major R. D. K. Curling has resigned from the chairmanship of Comformitacos (Darke and Co.) (1939) Limited, and also from the board.

Her many friends will be glad to learn that Lady (Frederick) Jackson is making good progress after a serious operation which she has just undergone.

Mr. D. B. Mahony, who has served in the Veterinary Department of Tanganyika for the past nine years, recently returned to the Territory from leave.

Mr. J. B. W. Anderson, B.A., LL.B., is taking a special course of studies at Oxford before going on to Northern Rhodesia to join the Administration Service.

Mr. A. Legat, for years past the Nairobi manager of the National Bank of India, leaves Marseilles to-morrow for Kenya, accompanied by Miss Legat.

Messrs. J. H. Garforth and R. F. Stewell have been appointed Superintendents of Education in Tanganyika and have been posted to Dar es Salaam and Arusha respectively.

Lieutenant-Colonel P. Weir, O.B.E., Principal of the Education Department of Kenya, has arrived home on leave. During his last tour Colonel Weir was stationed at Kericho.

Mr. R. M. Dayes, District Agricultural Officer in Tanganyika, has been posted to Muhandi on his first appointment to the Territory. For the past ten years he has served in Ceylon.

Captain H. R. Beardsell of Moi Ward, has been appointed by the Independent Overseas Command of the Legion of Frontiersmen to be Organising Officer in Uganda for the unit.

Major J. S. Edwards, O., who was awarded the C.M.G. in the recent Honours List, was decorated with the insignia of the Order at a recent session of the Uganda Legislative Council.

His many friends will be glad to hear that Earl Blixton has been able to leave the nursing home for his residence at Newtimber, Sussex. He has made excellent progress since the amputation of his leg.

Eric Wilkinson, who arrived home last week after a brief visit to Northern Rhodesia, states that Northern Rhodesia has been greatly stirred by the Government's White Paper on Native Policy in Kenya.

EAST AFRICA

The Hon. B. S. Johnstone, Financial Committee Member in Zanzibar, and Mr. C. F. Batt, Private Secretary to H.H. the Sultan of Zanzibar, were recently invested by H.E. the British Resident with the Q.B.E.

Mr. "Ted" Richardson, who has been manager of Messrs. Galley & Roberts' branch in Kampala for the past few years, has now been transferred to their Dar es Salaam office. Mr. McIntyre, of the Jura branch, is in charge at Kampala.

The East African delegates to the centenary celebrations of the Royal Geographical Society were Mr. H. B. Thomas, from the Survey Department of Uganda, and Mr. R. T. Hoekes, of the Survey Department of Northern Rhodesia.

Mr. A. de V. Wade, who for the past two years has been in the Native Affairs Department, and recently represented Kenya at the Colonial Office Conference, is on his way back to the Colony in which he has served for the past eighteen years.

Mr. T. Hawking of Njoro, who had returned to Kenya from a holiday at home, first went to East Africa in 1904 and soon took up land near Thika. In 1908 he joined the staff of the Forestry Department, and on retiring on pension in 1922 decided to set up a store at Njoro.

Mr. J. H. Christison, B.E., Senior Assistant Treasurer in Tanganyika, recently arrived back in the Territory from leave. Mr. Christison served in the Gold Coast from 1901 to 1903 and has been in Tanganyika for the past eleven years. He served in the K.A.R. during the War.

Mr. S. Marston, of the Treasury Department, Uganda, expects to return to Nairobi next month. His first appointment to Kenya in 1919 was promoted to Major in the Treasury in Uganda eight years later. He is a member of the Railway Advisory Council of Kenya and Uganda.

Brigadier-General Sir James Gumbu Hikim, C.B., D.S.O., whose death at the age of seventy-one is announced, served in the operations against the Mahdist in 1887-88. As brevet major in the Dongola Expedition, took part in the battles of Atbara and Omdurman, and in 1899 was Governor of the Dongola Province of the Sudan.

Mr. F. A. Stockdale, Agricultural Adviser to the Secretary of State for the Colonies, is shortly due in East Africa, in order to be present at the conference of Directors of Agriculture at Amani, Tanganyika Territory. Mr. Stockdale has had long experience in Colonial agriculture, and at one time was Director of Agriculture in Ceylon and Mauritius.

Mr. F. Barr, superintendent of the East African branches of the Standard Bank of South Africa, G. C. M., the popular manager of their Nairobi office, and Mr. J. C. Good, who for many years was manager of the Nairobi branch, were among the representatives of the Bank present on the occasion of the official opening of their new building in Nairobi.

Mr. I. C. Abraham, of the Nyasaland Adminis-tration, in his service, visited from Cape Town to Blantyre on returning to the Protectorate from leave, accompanied by his wife. He covered the distance in seventeen days, including two days spent in Cape Town, one in Johannesburg, one at Zimbabwe and two in Salisbury. The cost amounted to £500, including the first-class passage, petrol, oil and sightseeing expenses.

Mr. G. P. Storer, Clerk to the Legislative Council of Tanganyika, leaves Marseilles to-morrow on his return to Dar es Salaam. Before his appointment to Tanganyika ten years ago, Mr. Storer had served in Kenya for five years, first as Assistant District Commissioner and later as Assistant secretary. During his leave he has seen the new Tanganyika Handbook through the press.

Sir H. R. Kitterman, Governor of British Somaliland, has arrived in Addis Ababa to attend the coronation of the Emperor of Ethiopia. He was accompanied by Lieutenant-Colonel Sir Edward Symes, British Resident in Aden. Other visitors who are on their way include Major A. T. Cheeseman and Lady Cheeseman, and Baroness Renshaw, eldest daughter of the late Lord Curzon.

Dr. A. W. Hill, Director of the Royal Botanic Gardens, Kew, left England last week for the Cape in order to visit East Africa, which he will reach about the middle of November. In arrangement with the East African Governments he will visit each of the territories, and will attend the conference of Directors of Agriculture to be held at Amani on the 1st of January. Dr. Hill expects to leave East Africa again in March.

Mr. C. T. D. Beales, of Messrs. Beales and Smithson, is now Clerk to the Nairobi District Council, in succession to Major Charles Gaitskell, who gave notice six months ago that pressure of work made it impossible for him to continue to discharge the duties of the appointment. The Council has now engaged a Clerk, and a District Road Engineer to replace Major Gaitskell. Captain R. Bruce Smith is the new Engineer.

Mr. J. H. Tread, who died in London in a few days for Pontefract, has been informed by card that his horse "Galloway," which won the Partition Stakes in Nairobi and the Corkmilk Handicap, has now won the Duke of York Plate in Nairobi. "Galloway" is a Happy Warrior out of "Fashan," and a half-brother of "Dark Horizon," which won the Lutonshire this year, and half-brother of "Sister Nine." "Galloway" is entered for the Cambridge Stakes and has won several races this season.

Commander and Mrs. F. G. Jenkins left last week on their return to Kisumu, accompanied by their two children. Commander Jenkins has now been in East Africa for twenty-five years, of which time his been spent on the Lake Victoria and other marine services of the Kenya and Uganda Railways. As Superintendent of the Railways Marine he takes a keen pride in the ships operated by the Railways. As one of the senior members of the service, he spends much of his time in East Africa, and Uganda in particular, must be looked

BRIDGING THE ZAMBEZI RIVER

Particulars of the Work.

In *Times* papers we have found news of its issue in an account of the Zambezi Bridge, an article which is illustrated by numerous photographs and diagrams giving the first detailed technical particulars of the bridge to come into railway. Much of the matter is obviously of more interest to the transport technician than to the ordinary reader in Africa, but we quote the following passages:

"A concession for building a bridge over the Zambezi, granted by the Portuguese Government to the British Central Africa Company under contracts dated June 22, 1912, and October 23, 1912, provides for the building and working of a bridge, and gives 'connections with the Central African Railway system to the north and with the Trans-Zambezi Railway system to the south.' The concession lasts for ninety-nine years, after which the bridge reverts to the Portuguese Government."

The site chosen by the consulting engineers for the bridge is between Murrara on the left bank and Soa on the right bank, about 25 miles upstream from Murray, the present terminus of the Trans-Zambezi Railway. The railway approaches to this site are better than to any other, as the river is confined between a high-backed bank, the river bed being a permanent, navigable channel, which is 120 ft. wide. The width of the river at its point of junction with the railway is about 5,000 ft., but at high flood the total width from bank to bank is little over 2,000 ft., there being two islands. The new connexion to the north with the Central Africa Railway will be at Bawé, 31 miles from the bridge. At this end the abandonment of 24 miles of the existing railway begins at Bawé and Chindio, which is washed out during flood seasons. On the south side the rail connexion to the Trans-Zambezi Railway terminates at Murrara, which would be about 28 miles long. The line from Murrara to Bawé would be about 24 miles.

The Lower Zambezi Bridge will consist of 2,589 ft. in of viaduct, 33 main spans and 64 approach spans, the aggregate total overall length being 11,050 ft. or thus ranking as the longest railway bridge in the world. By the length of the bridge has to be understood continuous length over a river which has the same continuous width of waterway.

The viaduct will be level throughout, and expansion connections are to be provided between the main spans and the trestles and between the south trestles and the supporting brackets. The main spans will be of the through type with an arched floor, supported by concrete piers built in concrete piles founded on the bed of the river or on mass concrete piles founded on the bed of the river banks. The central concrete pier of each main span will be 202 ft. high, and each pier can will be provided with one steel bearing. Nineteen of the main spans will be in pairs, the remaining fourteen main spans being on the levels.

There is to be a footway on the upstream side of the bridge extending from the river bank to that end the main spans nearest the left bank of the river. Access to footway and walkway will be by means of a few steps leading up the slope of the opposite bank."

As East Africa has already announced the contracts for the building and equipment of the bridge have been placed with the Cleveland Bridge & Engineering Co., Limited, of Darlington, the aggregate value of the contracts being no less than £1,434,337. The work will be started at a very early date and is estimated to occupy four years.

NYASALAND AND MR. WIGGLESWORTH

Awaiting His Reply to our Challenge.

In a two-column leading article *The Nyasaland Times* supports very strongly our recent criticisms of Mr. Alfred Wigglesworth, with particular reference to his belated and futile attempts to prevent the building of the Zambezi Bridge. Our Nyasaland contemporaries having quoted much our specific challenges to Mr. Wiggleworth—which "will give extreme satisfaction" continue:

"Now we are not particularly interested in the general man's *house-holds* as a champion of the British Empire, but we do not admire his new subtleties of reasoning in airing his propaganda at home. To the best of our knowledge he possesses no interests, pecuniary or otherwise in Nyasaland, and has sustained interest in our affairs in that part of the Nyasaland Protectorate as a matter of conscience. But there is more to it than that that Mr. Wigglesworth is not a disinterested party. Some nine or ten months since when he uttered a singular Press-adjuration, he disclosed the underlying motive. Mr. Wigglesworth is extremely anxious to see the Empire get a connexion with our bridge, hence to *ensure* the building of a railway to traverse southern Tanganyika and find a coastal outlet at Dar es Salaam or some other Tanganyika port. (Italics are those of our contemporary.)"

"There was nothing wrong with his scheme for such a railway. "We do not doubt that such a transport system is desirable and even necessary. But when its advocate employs specious arguments in an attempt to demonstrate that such a line would be the natural outlet for Nyasaland's produce, he is not convincing, nor even agreeable, but merely ludicrous."

"We shall wait with interest his reply to the challenge put forth by *East Africain* regard to his qualifications as a champion of Empire trade unity in general and as an opponent of the Zambezi Bridge construction in particular."

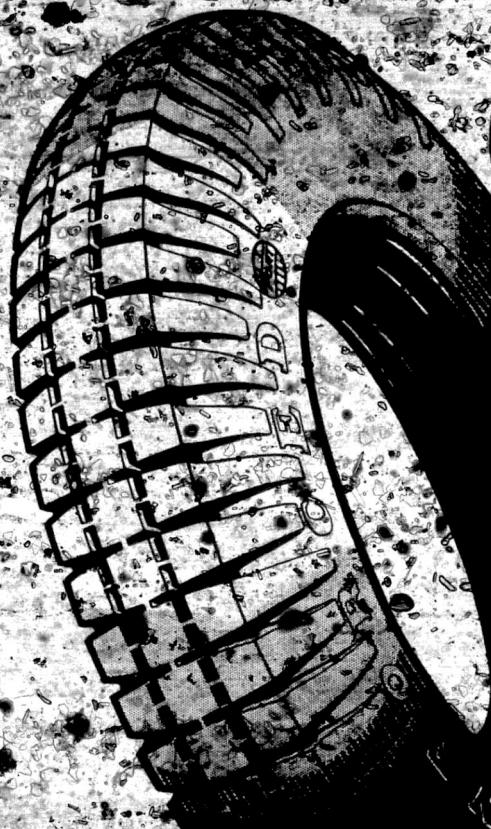
Also we too still await with interest Mr. Wigglesworth's reply to our reiterated challenge. It almost seems that, having made his reckless outburst into print, he has now decided to maintain silence.

BROADCAST TALKS ON AFRICA.

- Every Friday 11.15 December 19.
- Broadcast talks on Africa at 11.15 broadcast every Friday until December 19. The speakers and their subjects are as follows:
- Oct. 18 "The Missionary Losses in Africa," by Dr. Donald Fassett.
 - Nov. 1 "Africa's Girls' School," by Major Hanns Fischer.
 - Nov. 1 "Black and White: Two Civilisations Meet," by Mrs. Paxton.
 - Nov. 2 "The Settler Looks at Africa," by Sir Robert Williams.
 - Nov. 3 "African Transport To-day and To-morrow," by Sir Robert Williams.
 - Dec. 12 "Africa and the World Market," by the Rt. Hon. W. G. Ormsby-Gore, M.P.
 - Dec. 19 "The 'Question-Mark' of Africa," by the Marquess of Lothian.



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LETTERS TO THE EDITOR.

BRITISH MOTORS IN EAST AFRICA

Views of a Tanganyika Reader.

Editor, *The Standard East Africa*

The statistics given in your issue of August 7 regarding the importation of cars, trucks, and other motor vehicles into Kenya, Uganda and Tanganyika are illuminating. Unfortunately they show clearly how small a part is played by British manufacturers in supplying our requirements.

The reason is not hard to find and may be put down to two factors—cost and service.

Cost. Sales of cars in East Africa are governed in very large degree—some are almost entirely by initial cost; quality being a very secondary consideration. There are two main reasons for this: (a) it has been found from experience that the performance and life of a high-priced, good quality car or truck on these roads is very little superior to that of those in the lowest price category. (b) A very great proportion of the transport business out here—particularly in Tanganyika and Uganda—is in the hands of Indians who are perfectly content that their trucks last out two seasons, and who fully realise the folly of placing a high-priced article in the hands of a Native driver.

Though the above remarks apply chiefly to motor lorries to a great extent they are applicable also to cars. A car out here is a vital necessity, not a luxury. Many Europeans whose incomes would prohibicte the running of a car at home are forced by circumstances to own one in Africa, for it takes the place of bus, train, tram, underground, taxi, and delivery van. One does not require or ask for a car with such standard fittings as real leather upholstery, eight-day clocks, centralised lubrication, electric wipers, driving mirrors, nickel plating, or any other superfluous refinements liable to increase the initial cost. Given a plain sturdy chassis I can do the rest.

Service. This is undoubtedly a most vital point to be considered when contemplating the purchase of a car or truck. In the case of most British cars in East Africa, service is non-existent, or where service is claimed to be given it is of such a nature that the reputation of the firm concerned is more likely to suffer than otherwise.

The East African car market is well worth hustling—but great efforts will have to be made if a reasonable proportion is to be won by Great Britain. Nor can we console ourselves to any great extent with the fact that an increasing percentage of the total imports is claimed by one of our Dominions, Canada, for that is easily explained. In the past Government officials, when making use of the facilities granted by the Colonial Office for the purchase of cars, were quite rightly compelled to buy British. These facilities have since been extended to include cars produced in the Empire, and it is no exaggeration to say that already 60% of official owners—in Tanganyika, at any rate—are using one of two U.S.A. models shipped from Canadian factories. To what extent Canadian models I do not know, and should imagine that the point would be of interest to many of your readers.

There is nothing in all of us would like better than to buy British, but under the present circumstances it would all too often be an insult to our intelligence to do so. As long as British manufacturers are content to rely for sales on an appeal to sentiment or patriotism alone they can never hope to attain their rightful position in the

markets of the Empire. In place of the present slogan I should recommend that to substitute and to practise—“Sell British.” You could buy and buy continually.

Morozoro.

Tanganyika Territory.

Patriotist.

BABOONS DO NOT PLACE SENTRIES

But they have an advance guard.

To the Editors of "East Africa."

SIR—I have just been reading with interest an article in your issue of July 31 on the subject of baboons and sentries.

I have been plagued by baboons for the last five years, and after trying every means of getting rid of them that have ever been invented, I've given up as a bad job.

From my own experience I should say baboons do not have sentries, but I am fairly convinced that when they are on the move in search of trouble—my mate—they generally have an advanced guard which scouts out the lie of the land before the main troupe advances. My own pet baboons can see a rifle a mile away, but if they see me without one they retreat leisurely and in good order, with a rearguard to see that nothing unpleasant develops. It may only be curiosity on the part of some of the younger things, but I strongly suspect as they know me so well now, that they are watching to see if I produce a rifle from behind my back.

On one occasion I crept up to within ten yards of a troupe feeding in the bush and shot three of them before they realised what had happened to them, which has led me to believe that baboons when about their lawful occasions definitely do not have sentries; on the other hand, when they are bent on some illegitimate enterprise—and they always know it!—are quite certain they have an advance or rearguard.

Another point I am perfectly convinced of is that they are capable of organised vindictiveness.

On one occasion I had a drive, shot about a dozen and put their heads up on stakes round a small maize field I had just planted. Two days later, on a Sunday morning, when there was nobody about, I happened to stroll down to this *sambu* about 12 o'clock. I found about a hundred baboons and when I had chased them off discovered they had pulled up every single maize plant in that eight acre plot. They had not been feeding, they had just uprooted the whole *kaboole* out of sheer cussedness. The point was that never before or since have I seen collected *baboons* the four or five different troupes that inhabit the farm.

Baboons will stand for a good deal in the way of poison or lead, but display your grisly trophies and you're fit.

Makumi.

Yours faithfully,

Kenya Colony.

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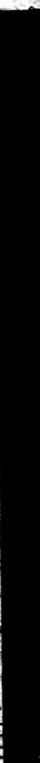
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Min. width per yard, 14Satin in shades of Grey
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The "Caterpillar" Tractor does this difficult task easily and cheaply, too. For its broad, stout tracks give traction to conquer soft, damp soil or loose sand—no wasteful slip, no costly delay from miring. A full load every trip. One man operates both tractor and revolving scraper—moves huge yardages every day without lost motion.

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EAST AFRICA

MR. C. RODEN BUXTON IN GENEVA.

His Comments on our Correspondence.

To the Editor of East Africa.

Sir.—Will you kindly excuse what was evidently a misunderstanding in my notes on Matters of Moment on October 10.

Writing of my speeches in the Sixth Committee of the League of Nations Assembly you state that the news reports in *The Standard* and *Press* that had advocated the extension of the Slaveholding system and their tones of surprise you remark: "It is difficult to find in the actual words, as published in the printed reports, any statement in the Press reports. I am afraid I can take no responsibility for misstatements that may have been made in the Press or for any false deductions drawn from the Press reports. On the other hand I do take full responsibility for what I did say." Thanks to your printing of my speech in which I obliged to you, I am open for all to see what this was.

Again quoting some remarks I made in answer to the Portuguese delegate at the end of the discussion, you state: "A minute ago I asked a question. The question on under discussion was the report drawn up by the rapporteur. The rapporteur is not the person who reports the species made. He is a member of the committee who draws up a report which is rather of the nature of a resolution."

The Committee was discussing whether it could agree with the usual words of the report. My intervention on this occasion was an elucidation in answer to the Portuguese delegate, and was emphasising that the question under discussion was the draft report I was making a statement of simply fact.

Yours faithfully,

CHARLES RODEN BUXTON.

House of Commons,
London, S.W. 1.

Reference to our Matters of Moment of October 10 shows that we were under no apprehension as to the precise statement made by Mr. Buxton whose letter we welcome, or as to the action of the rapporteur, in dealing with Article 21 of the Covenant of the League. Mr. Buxton states that the principle of trusteeship is of general application and must be extended to territories under the control of all States members of the League, whether mandatory powers or not. As for the rapporteur, we were quite aware that he does not report the speeches made in Committee, as is evident, makes a sort of sum of them, as drawn up a report which in the signature on Substitution as Mr. Buxton puts it. The method of substitution is the possibility of induction, so far as we made our point.

SLAUGHTER OF GAME IN TANGANYIKA.

Government Officials who are to blame.

To the Editor of East Africa.

Sir.—I read with interest Mr. Lovendus' letter on the slaughter of game in Tanganyika and also your leading article on the same subject. I myself have spent five years in Tanganyika, and have only recently left Recointry, and I can testify to the accuracy of several of the facts related by Mr. Lovendus.

The game is slaughtered by transport drivers on the Dodoma-Mtibwa-Kigoma road is common knowledge to most of those who have or who have travelled on that route, but I hasten to add that only of the transport drivers lead a very hard and unremunerative life so that one finds it hard to blame them for getting fresh meat and for saving themselves the cost of purchase for lack of a better

way to meet their needs. There is no doubt it personal needs. I have seen a government official commit far worse atrocities which is known away from his car and impish his last shot because there is no room for an eland which he shot shortly afterwards.

The setting of colobus monkey skins in the Tukuyu district is also a fact, though during the whole time I was in that district no Native ever came to me with skins for sale, but I know that is I do not care I could easily get them. In other words no hawking would take place if the European and Indians loyally backed up the game laws but it is unreasonable to expect them not to break the game laws, or the spirit of them, the Government policy is to allow the Native to kill as much game as he likes.

I remember an official of the Game Department telling me that he was sent with his wife to run in Natives for offences against the game laws as he could never get conviction in the Courts unless he could prove the accused had been a perpetual offender.

Each offence and remain sir,
Yours faithfully,
Colonial Ranger, Tanganyika.
London, W. 1.

FIRST BRITISH NEWSPAPER IN TANGANYIKA.

Editor given the credit.

To the Editor of East Africa.

Sir.—Under the heading "Two New Publications," you mention in your issue of July 31 that "Mr. S. A. Menkin established the first British newspaper in Tanganyika soon to be followed by *The Tanga Post*."

The distinction of being the first British newspaper to be established in Tanganyika belongs to *The Tanga Post*, whose first number appeared on September 6, 1910, while the *Der es Salam Times* made its first appearance on November 10 of the same year.

Yours faithfully,
S. A. MENKIN,
Tanganyika, Territory.

What Mr. S. A. Menkin modestly claims, from memory, is that he was the originator of the idea of a newspaper in Tanganyika and that he edited it through his office; the venture was financed by Messrs. Goodwin, Blooms, Alexander, Davis, J. Foscarini, and Kerslak. Mr. S. A. Menkin, who has been planting coffee near Mboma for several years past, has recently founded an interesting little local monthly, *The Tanga Review*, from which we have already issued more than one Ed. 1.

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EAST AFRICAN COFFEE
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If all East Africans at Home would do so, and get their relatives and friends to do likewise increased consumption must result, and East African Coffee Blenders would soon have a better market for their crops.

Published by the Nairobi Coffee Trading Company, Nairobi.

OCTOBER 30, 1930

EAST AFRICA



THE MAGIC SEVEN

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AN EAST AFRICAN AT THE DAIRY SHOW.

NOTES FOR EAST AFRICAN DAIRY FARMERS.
The Kenya Cooperative Creamery Competes.

East Africa

It is a mark of the spirit of co-operation that a concern had the enterprise to enter for the fifty cattle in the dairy show. She was held last week at the Agricultural Hall, Islington, under the auspices of the British Dairy Farmers' Association. In the class for cattle produced in the British Empire (Overseas) appeared one from the Kenya Co-operative Creamery, Nairobi, which entered, under the rule, one box (56 lb.) of salted butter to be judged for flavor, described as sweet, mild and nutty; texture, firm and grainy; and quality, which includes colour, salting, general appearance and packing.

Five Milkers.

Practically all the breeds of cattle imported into East Africa were represented by cows and heifers, only, of course, it being a dairy show. As regards are quite the minorities in Kenya judging by the grade bulls imported in recent years (1921 to 1926 to 1929), some of the best milk records of the breed may be of special interest. One Friesian, which took first and special prizes, was milked twice daily at the Show and gave 80 lbs. of milk a day, while she works out at 7.8 gallons. Another nine years old, gave only 9 trifles less. A typical Dairy Shorthorn recorded 2.5 gallons a day, after being four years and ten months. As making comparisons transmitted by the "live" milkings records of cows to be estimated the value of bulls are essential in estimating the value of bulls for breeding purposes when dairy interests are concerned, and the apparent anomaly of the term "a fine milking bull" is explained.

The meteoric rise to fame of the British Friesian breed has been one of the most notable features of twentieth century agriculture. The first 3,000-gallon cow in Europe was a British Friesian, which gave 3,550 gallons of milk in 365 days of lactation. Five British cows, all Friesians, have on occasions produced more than 1,000 lb. of butter in one year. Britain's champion milking cow, also a Friesian, has given 3,612 gallons of milk and 1,375 lb. of butter in the same period. Twice she has produced over 3,000 gallons in the year. Dairy farmers in East Africa are not yet in such record. When one thinks of the average production of the native cow, which may yield, perhaps, a quart of milk a day, the calf has had first innings, the contrast is remarkable. Yet must, however, not be forgotten that the percentage of fat in the best Native milk still sets an example to the British cows best bred what it is.

Lithioo - Red Shorthorns.

Every small tenant farmer or settler has probably more need of a "utility" animal, of one that will give a thousand gallons of milk annually, will produce a calf each year, which will, if a steer, make first-class beef, or, if a heifer, have the constitutions and ability to do the same as her dam, and which, as a cow, when finished her career, will fatten rapidly for the butcher. For all these qualities, attention must be drawn to the Lincolnshire Red Shorthorns, an ideal dual purpose breed, of which there are some fine examples at the dairy Show. Originating on the chalk flats of the East Coast of England these Red Shorthorns are extremely hardy, thrifty, fat and immune to disease. Little

time is required for the breed to have become established in East African farms, but it is already well known in Southern Rhodesia, where ordinary scrub cattle produce wonderful calves when mated with Lincoln Red bulls. They appear to have lost the qualities which have made, in particular, the Rhode Island Red the best fowl bird in East Africa.

Why do settlers neglect goats?

Then there were goats—Toggenburg, British Alpine, Anglo-Nubians, living well over a gallon of milk a day, and the richness of their milk well known, as is the animal's immunity to tuberculosis. They were being fed on what looked like hedge-sprays, but this, in fact, never has Europeans in East Africa seem to neglect goats, as valuable farm animals, and it is difficult to understand why. Natives keep millions of them, scrappy and dry though they are. The fat easily fed and gallon-producing breeds exhibited at the Show must surely tempt East African settlers at least to experiment with them.

WEALTH OF THE NATIVE CATTLE OWNER.

The "Unprivileged" Massai.

Here is the story of Kuya, a Masai elder who, after developing the wealth of a 100 in cattle of the business, sent his son off to Moshi to school. When he was told the "course would last two or three years and that fees would be from eighteen to thirty-five shillings a month, he produced notes and, much to the embarrassment of the local educational officer, offered to pay seven years fees in advance. Obviously, Kuya was not civilised enough to know that such arrangements as "done" in really civilised countries. But how many head master wish they were!

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CHARLES MESSENGER & CO.
243, EDGTON ROAD, LONDON, SW.

Camp and Cannibals.

True fate. The Society of the Friends of the Slave, recently aided by the British Sugar Farmers' Association, declare that other countries should not be allowed to import sugar from the cow with the longest tail. The longer the tail, he and we are more effective means of driving away the tsetse flies which were pestering us. The opinion of the Society is that it is as good as worth noting by judges of cattle in East Africa. The cultural shows for the cattle in East Africa, the cultural shows for the cattle in Great Britain, are far bigger than ours, and are given to cows at the treacherous fairs in Great Britain, in addition to mere driving one another, but the assurance of the "tail," which makes the fly which ought to be taken into consideration.

The Rule of the Roads in Africa.

It is a very topic of interest to motorists in Africa, a correspondent just finished from a tour in most parts of the world writes: "In Cairo the rule of the roads is Governmental; London keeps to its right. In Khartoum the law is British; you keep to the left. Now somewhere between those two towns there is the African highway. The regulations change, and often the situation is clearly indicated officially there is a good prospect of records smashing on the Cairo-Khartoum road. Serious though, drivers are becoming nearly more addicted to motor racing, and prettyreckless drives they can be, as anyone who has seen cotton bales on the Uganda highways can testify. It is, in addition to the natural harum-scarumness, Native drivers have Kalashnikov rifles when they pass oncoming traffic, life for the African motorist will be full of surprise. Change of gage on a railway is bad enough, a sudden alteration in the rule of the road worse." Please our correspondent to the facetious in his picture of traffic conditions and record smashers round the Cairo-Khartoum road. It has raised an interesting little point.

Those Tanganyika Roads.

An owner-driver, fresh from the Olympia Show, sends the following:

A Rolls-Royce was proceeding sedately along the Great West Road, a strange thing, by the way, for a Rolls-Royce to do, when the driver noticed the queer behaviour of a Micro-Midget Seven just ahead of him. Every now and then the tiny car sprang into the air all four wheels off the ground, but apparently the driver of the Midget noticed nothing unusual, for he did not halter, but went on merrily. Again and again the little car sprang off the road, until the Rolls-Royce man, overcome by curiosity, accelerated, passed the Midget, and signalled him to stop.

"I did," he explained innocently, "Sorry to interrupt, and all that, but I don't see what's deuced wrong with your car. It keeps jumping right off the road. Eh? What? Rummy, as you know what I mean? Can't stop, or anything, or something? Well, thanks to you, I've driven twice of the miniature car, without nothing wrong with it, but, I've got the biscuits."

Now that story continues as correspondent dryly points out how speedometers are in England by the splendour of the day, and how in Tanganyika such behaviour on the part of any car, big or small, would pass unnoticed. The explanation would make biscuits the pit-holes.

Grand Duke George Tenet in a Bridal Room.

Besides we refer to the following: "The Grand Duke George Tenet in a Bridal Room." The Duke, though nominally a Duke in Russia, has no subscribers, and so has known the country in which they live for many years past, thereby the years tell. His father, the Duke, was extremely careful to give his daughter, on marriage, to a young man of a tribe who has indeed an unmatchable pedigree, as a son, and the Duke's commentator states, so that the press and the public may be satisfied, that an exiled and excommunicated man, indeed, has been exiled and excommunicated, and creeps about the world, and broods over it, at least in the tail of one of his sons, and creeps over them, and thinks that the grand duke has indeed accomplished his difficult task. Both of these achievements have occurred repeatedly within the last forty years.

Now that East Africa and its affairs are in fact under the care of the administration, the British Empire, and its foreign dominion is likely to become more and more useful. It is a good thing that the people are using it, as a good thing that the world should be reminded of the condition of the country before the British took charge. Many men are still alive and some are still working in East Africa who knew Kenya and Uganda in the old days, but, as said, memories are short, and the present generation needs teaching. Sir Frederick Jackson, when asked in 1908, "Is it true that we all suffered in the teeth of our lives, when at a moment's notice here comes a man, without either gun or shield, and with the whole of his rows of teeth fully exposed, and ready to bite?" He quoted the words of one of Mowat's executioners.

So this pithy story, with British imagery, is something to the credit of the man, and of the British in East Africa.

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EAST AFRICA

October 20, 1931.

AIR SERVICE TO BEGIN ON NEW YEAR'S DAY

British Air Contract with Imperial Airways

A WHITE PAPER (Cmnd. 3000) dated October 10, 1931, on the England-South Africa Civil Air Transport Service was issued last week giving the principal provisions of the agreement concluded with Imperial Airways Ltd.

It provides for a regular weekly service in each direction, that the service of the northern part of the route between Kisumu and temporary settlements in Mombasa shall begin in January next, and that the through service over the whole route to South Africa shall be in operation by about April, 1932. The agreement is to run for five years, and if the regular weekly service is maintained the maximum subsidies payable will be on the following increasing scale—

Preliminary of gym Mwanza service (per month)	Rate per annum
First year	£160,000
Second year	£220,000
Third year	£280,000
Fourth year	£340,000
Fifth year	£400,000

Thus the total liability under the agreement is £900,000, and the £700,000 is recoverable from Government through whose territories the route will pass. The contribution of £200,000 from the United Kingdom will be in addition to the whole of the subsidy payable to the company under the England-India Agreement in respect of their transport between England and Egypt.

Regarding mails, the agreement provides that the rate of 1/- per oz. shall be arranged between the Postmaster-General and the company within the following maximums—

Between London and Khartoum	12s. 6d. per lb.
Between London and Uganda-Kenya and Tanganyika	17s. 6d.
Between London and the Rhodesias and South Africa	25s. 6d.

The rates actually arranged should enable letters to be carried for a small surcharge (over the ordinary postage charge of about 1/- per oz.) once between London and the East African Colonies and at about half price once between London and Cape Town.

KENYA AGRICULTURAL CREDIT

In his official bi-monthly authoritative statement from Kenya emphasises that the Agricultural Credit Advances to agriculture should not be regarded as a moratorium. The debtors to be affected are so few in number that the provision for a three years moratorium of 50% of their trade debts is relatively insignificant in relation to the magnitude of normal business turnover and activity. "In any commercial depression there must always be a number on the border line who in the course of events will break. The fact that some of these people are being assisted temporarily should accordingly not be exaggerated, as it has been in some quarters."

BETTER PROSPECTS IN KENYA

Land Bank Capital to be only £240,000.

The Acting Governor, Mr. H. Monck-Mason Moore, opening the Session of the Legislature on Thursday, intimated that the Secretary of State for Colonial Affairs had agreed to the passage of the Kenya Land Bank Bill through its remaining stages subject only to his seeing the Bill before final assent to it was given. He also stipulated that the capital of the bank should be limited to £240,000, to which he has already agreed. The news has caused great satisfaction throughout the Colony, the only regret being that the capital is not larger.

Lord Passfield's action brings to a satisfactory end a matter long delayed, and provides an answer to fears that recent political events threatened the future of white settlement. The Land Bank will probably be as useful in assisting Native agricultural development as in assisting white settlement.

Mr. Moore also intimated the intention of the Government to present shortly to the Legislature proposals for Federation by the Colonial Development Act.

The Budget for 1931 was laid before the Councils in view of the prospect of good crops, and believing that there must be an improvement in the world market value of primary products next year, the Government is budgeting for an increase in revenue of £54,000 over this year, estimates, partly from increased motor traffic. On the expenditure side the Government expects to save £50,000. There are no new services, probably no new appointments, and very few new works to be financed out of the revenue next year. One of the largest increases is £6,000 for education, all of which is for Indian Affairs Native services.

The Budget totals are: Estimated revenue, £1,162,233, which is £1,100,000 more than the actual revenue expected this year, and estimated expenditure, £1,104,043, £1,100,000 less.

RAISE FOR EAST AFRICAN BANKS

Sydney Henn, speaking at the annual meeting of the Anglo-South American Bank last week, said that he was very much impressed during his recent visit to East Africa with the similarity of conditions there and in South America. He came home with a sense of appreciation of the very fine way in which certain banks operating in East Africa carried out their very difficult mission both as regards clients and in the interests of their shareholders.

TRAGIC END OF AFRICAN PILOTS

It is proposed flight from Paris to Abyssinia to see the coronation of the Emperor, and then onwards to the Cape, ended tragically at Le Bourget on Friday last. Mr. Gilbert Lane, an American, and his companion Captain Nicolas Silverbaum, of the French Air Force, being aboard, when their heavily laden machine stalled and crashed almost immediately after taking the air.

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"EAST AFRICA'S INFORMATION BUREAU."

"East Africa's Information Bureau exists for the free service of subscribers and advertisers desiring the Editor's aid on 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 on such matters.

A new aerodrome is being constructed at Kitale.

Over 20,000 tons of steel will be required to complete the contract for the Zambezi Bridge.

It is estimated that the forthcoming coffee crop in Kenya will amount to about 13,000 tons.

Mr. E. R. McKee, a representative of the Goodrich Tire Co., is at present touring East Africa.

An Indian and a Somali have been murdered near Nairobi, in the Masai Reserve, by a band of young Kenya Masai.

The British South Africa Company has a new group of offices and bungalows under construction at Ndola, Northern Rhodesia.

Shipments of sisal from Java and Madura during June totalled 2,582 metric tons, compared with 2,875 tons during the corresponding month of 1929.

Imports into Uganda during the first six months of this year totalled ££1,252,868, compared with ££1,223,163 in the corresponding period of 1929.

Mr. A. E. Mirams, who some months ago visited Kampala on behalf of the Government in connexion with the new town planning scheme, has now issued his report.

Tanganyika's sisal exports during September totalled 4,605 tons, of which Belgium took 3,872, Holland 402, England 318, America 100, and Germany 99 tons.

A subscriber writes from Nukuru that the feeling among business men in the township is that the charges are too high to warrant considerable use of the new trunk telephone line to Nairobi.

It is officially stated that there is no truth in the rumours that the N'Changa and Bwana Mukwuba Copper Mining companies are being amalgamated with the Rhodesian Congo Border Company.

99% of the main producers and 82% of the wheat growers in Kenya are now members of the Kenya Farmers' Association according to a statement by Colonel L. C. Griffiths, Chairman of the Board of the Association.

The Jinja-Kampala extension of the Kenya and Uganda Railway is practically completed, and will be available for traffic immediately the Nile bridge is ready. Three new stations have been built between Kampala and Jinja and the journey between the two towns will take two and a half hours.

The American Metal Company has acquired 300,000 Ordinary shares in the Roan Antelope Copper Mining Company and 1,000,000 Ordinary shares in the Rhodesian Selection Trust in exchange for 350,000 shares of the Common Stock of the American Metal Company and \$80,000 in cash.

A decree just published in Tanganyika restricts the consumption of alcoholic beverages by Natives in the Colony. It prohibits the manufacture of plain or prepared spirits of alcohol, except for industrial, medicinal or pharmaceutical use, and of Kaffir drinks, and prohibits the sale to Natives of any alcoholic beverage other than Portuguese common wine containing up to 12% of alcohol.

"The Handbook of Tanganyika," issued by the Tanganyika Secretariat and prepared under the general editorship of Mr. Gerald F. Sayers, is about to be published by Messrs. Macmillan & Co. Ltd., at the price of 10s. The publishers state that the Handbook has been compiled not only to serve as a book of reference for those who reside in the Territory, but also to bring to the notice of the public Tanganyika's natural resources, its opportunities for settlement and as a market for the manufacturer, and its attractions for the sportsman. The book will be reviewed in an early issue of *EAST AFRICA*.

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MR. McDONALD'S "Coffee Book" is a priceless publication even to planters who know something about coffee." An Annual Subscription to "Coffee Growing, with Special Reference to East Africa," published by "East Africa," cost 21s. post free.

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OCTOBER 31, 1928.

EAST AFRICA

EAST AFRICAN PRODUCE REPORTS

The demand at last week's auctions was rather irregular. Good fine quality resulted in high prices, but lower grades were slow of sale.

A sizes 16s. od. to 19s. od.
B 17s. od. to 20s. od.
C 14s. od. to 17s. od.

Pearlberries London graded
First size 84s. od.
Second size 60s. od.
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Brown, mixed 30s. od.
London cleaned 6s. od.
Second sizes 58s. od.
Third size 60s. od.
Prunes 60s. od.

A sizes 16s. od.
B 17s. od.
C 14s. od.

London cleaned
First size 60s. od.
Second sizes 50s. od.
Third sizes 40s. od.
Raspberries 60s. od.
Kiwis 60s. od.

Mangos
London cleaned
First size 75s. od.
Second size 64s. od.

Third size 75s. od.
Pearlberries 60s. od.

Kiwis
London cleaned
First size 82s. od.
Second size 68s. od.

Third size 75s. od.
Raspberries 53s. od.

Fishberries
London cleaned
First sizes 60s. od.
Second sizes 50s. od.

Third sizes 37s. od.
Raspberries 60s. od.

Nyasa
London cleaned
First sizes 86s. od. to 90s. od.
Second sizes 65s. od. to 67s. od.

Third sizes 61s. od. 80s. od.

Peaches
Paris Peach 53s. od.

London stocks of East African fruits on October 1st totalled 37,035 cwt., compared with 32,545 bags on the corresponding date of last year.

NOTES ON PRODUCTION

Chillies—The market is more or less stationary. Higher price in 1928 was £17.5s. and £12.10s.

Chillies—Quiet and steady at £15. The comparative quotation in 1920 was 70s.

Cloves—Zanzibar are quoted at 18s. od.

Coffee—The price has improved slightly at £1.10s.

Coffee—Fair business in East Africa has been increasing in big tonnage from 1st to 31st October, according to quality.

Green Beans—Fair and high quality beans. The comparative quotation in 1920 was 19s. od. with 12s. 6d. and 12s. od., etc.

Gum—Some small business in East African has. East African has been quoted at 18s. od. The latest shipment January shipment is quoted at 20s. od. The comparative quotation in 1928 was 20s.

Sinimbi—White and/or yellow is generally at 18s. od. (The comparative quotations in 1920 and 1928 were 16s. 6d. and 16s. 6d. to 17s. 10s.)

Tea—Steadily quoted for good marks at Tanganyika and Kenya for November January shipments. The comparative quotations in 1920 and 1928 were 17s. 10s. and 17s. 10s.

Tea—Breakfast of Ceylon Darjeeling tea sold last week reached an average price of 18s. 6d.

NYASSA CONSOLIDATED ANNUAL REPORT

The principal asset of Nyassa Consolidated Ltd. is its interest in the Companhia do Nyassa consisting of 75,000 unpaid shares of £1 each, out of one million shares issued, and a debt, direct and indirect, of approximately £750,000, including interest, which has been accruing at 5% p.a. As our readers will know the Portuguese Government has closed the territories administered by the Companhia do Nyassa some months ago, this report now before us dates from a period of time when the Portuguese Government exercised a pre-emptive right which it must be considered still valid. The Companhia do Nyassa has now no business to carry on, except the continuation of its efforts to obtain a settlement of its claims from the Portuguese Government, the result of which took place in 1920. The consolidated financial statement for East Africa and Mozambique for the year showing a loss of approximately £1,000,000, but during the year ended September 30, 1928, the Company and Plantations made a net profit of £1,000, and is continuing to develop its coconut plantations. During the year to December 31, 1928, Nyassa Consolidated Ltd. made a net profit of £2,375 as compared with £2,100 in preceding years but the above profit is attributed to increased income from fruit supplies and resources which would naturally have been utilised in the company's development.

MOZAMBIQUE TERRITORY'S PROGRESS

THE annual report for 1928 of the Companhia do Sul de África which is presented to a general meeting of the shareholders tomorrow is accompanied by an informative and interesting annual economic and administrative report for the year. The total trade of the territory at 7,145,020 pounds gold shows an increase of 6% 50% since 1923, while the Port of Beira shows an increase of 2,898 since 1920. In the things of commerce shipped 2,000,000 catties of coffee unroasted, and 200,000 catties of tobacco, and 100,000 catties of cotton. Total coffee handled at port as transit, remarkable figures of 1,142,020 settlers, 600,000 Portuguese and 75,000 British while 1,801 concessions of land in townships 208 were made to Portuguese and 35 to British subjects. The non-native population of the company's territories at the end of 1928 totalled 1,716 whites, 2,116 Asiatics, and 1,460 half-breeds. The native population is returned at 3,921,000. This memorandum should be in the possession of every one interested in Portuguese East African development.

EAST AFRICAN MAIRS

Mails for Kenya, Uganda, Tanganyika, and Zanzibar close at the G.P.O. London, at 6 p.m. on October 30 per s.s. "Mauritius."

General Mails to Siam, Malaya, Ceylon, and
Sulawesi and India only via Victoria of India.

Mails for Nyasaland, the Rhodesias, and Portuguese East Africa close at the G.P.O. London, at 11.30 a.m. every Friday.

Forward mails from East Africa are expected on November 1st via the s.s. "Kaiser-i-Hind" and on November 5th via the s.s. "Malwa."

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PASSENGERS FOR EAST AFRICA.

The S.S. "Maido," which left London last week for East Africa, and is scheduled to leave Marseilles on October 15, carries the following passengers:

Mombasa	Ruanda
Mr. R. J. Brimblecombe	
Mr. H. E. Bassett	
Mr. F. W. Bellie	
Mr. A. B. Bird	
Dr. R. W. Burkitt	
Capt. & Mrs. G. J. Burton	
Mr. & Mrs. Mrs. Butcher	
Mr. J. Barrett	
Mrs. D. M. G. Burton	
Mr. V. H. Chaudhury	
Mr. & Mrs. R. Clifton	
Miss A. C. Collier	
Miss M. Cockman	
Mr. J. P. Gardick	
Miss G. G. Cree	
Mr. Arkwright	
Mr. V. Parker	
Mr. E. G. Parker	
Mr. E. E. Penfold	
Mr. & Mrs. P. Foubister	
Mr. & Mrs. G. S. Field	
Mr. F. Flavell	
Mr. & Mrs. J. P. Foubister	
Mr. & Mrs. Green	
Capt. L. Handley	
Mr. H. T. Hodges	
Miss M. Higham	
Misses D. Hendry	
Mr. & Mrs. H. M. Hyde	
Miss M. Hyde	
Comdr. & Mrs. F. M. Jenkins	
Mr. C. Jarvis	
Mr. & Mrs. W. S. King	
Mr. J. J. Kennedy	
Mr. R. S. Newbold	
Mr. & Mrs. N. Bla	
Mr. & Mrs. A. A. Legat	
Business Lieveldehn	
Mr. & Mrs. M. A. Mitchell	
Mr. & Mrs. R. G. Miller	
Mr. & Mrs. W. Mackenzie	
Mr. & Mrs. A. G. Stevenson	
Miss Weston	
Mr. P. Morison	
Capt. F. M. Malony	
Mr. & Mrs. P. P.	
Mr. & Mrs. Macfarlane	
Dr. Lucy Moloney	
Mrs. J. Martin	
Mrs. M. K. McMurtry	
Mr. & Mrs. G. McCandlish	
Dr. & Mrs. H. R. Neilson	
Mr. & Mrs. E. Norton	
Master North	
Miss North	
Mr. W. M. Owen	
Mr. & Mrs. W. O. Oliver	
Mr. & Mrs. A. V. Parsons	
Mr. & Mrs. S. Purnell	
Mr. & Mrs. J. S. Purnell	
Mrs. T. Preston	
Mr. H. R. Remond	
Mr. B. H. H. Ross	
Mr. & Mrs. K. M. Saker	
Join at Marseilles	

EAST AFRICAN STEAMSHIP MOVEMENTS.

BRITISH-INDIA

Montana arrived Mombasa Oct. 21.
Vulture arrived Mombasa homeward Oct. 23.
Malabar steamer "Ganges" for South Africa arrived Mombasa homeward Oct. 24.
Kashmir arrived Durban Oct. 25.
Karanda left Bombay for Durban Oct. 26.
Kangan left Mombasa for Bombay Oct. 27.
Khandala arrived Bombay Oct. 28.

HOLLAND-AFRICA

Springfontein arrived Algoa Bay for South and East Africa Oct. 23.
Springfontein left Rotterdam for South and East Africa Oct. 24.
De Zwaan arrived East London for further Cape ports Oct. 25.
Sumantra left Durban for Marques for East Africa Oct. 26.
Breda arrived Durban for Berlin Oct. 27.

MESSAGERIES MARITIMES

Général Duchesne left Panama homeward Oct. 23.
Conte de Toulouse left Majunga homeward, Oct. 26.
General Voronov arrived Marseilles Oct. 25.
Aviateur Roland Garros left Marseilles homeward Oct. 26.
Néhampton left Port Said outwards Oct. 23.

UNION CASTLE

Barbary Castle arrived Madras from Madagascar Oct. 23.
Dundas Castle left Algoa Bay for Berlin Oct. 26.
Dundas Castle left Cape Town homewards Oct. 22.
Dundas Castle left Teneriffe for Berlin Oct. 22.
Grafton Castle left Las Palmas for London Oct. 26.
Llandaff Castle left Port Sudan for East Africa Oct. 26.
Langbury Castle arrived London Oct. 23.
Sandgate Castle left Natal for Berlin Oct. 24.

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Shellal—Juba
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Sudan).

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Information may be obtained from the
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General Manager, Kenya and Uganda Railways and Harbours, Nairobi, Kenya.



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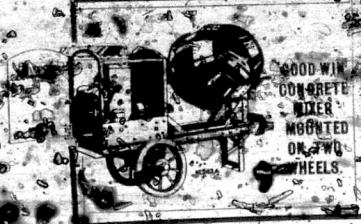
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Coffee machines	Planting implements	Trade marks
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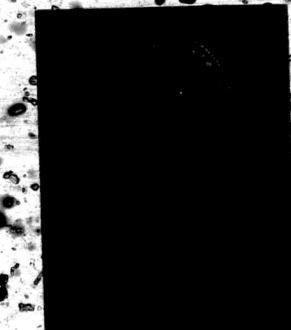
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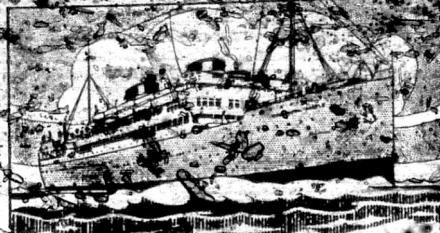
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THE RIMBLE OF ETHIOPIA

None of all the peoples of the British Empire can East Africans afford to be indifferent to the great and picturesque events which as Sunday culminated in the crowning of Haile Selassie I, Elect of God, King of Kings of Ethiopia. For a good two-thirds of its circumference the kingdom of the new Emperor marches with British territory—the Anglo-Egyptian Sudan, Kenya Colony, and British Somaliland—and the future of Ethiopia under the new régime cannot fail to be of vital importance to thousands of Natives under British rule who look to the Empire for protection and prosperity. That the Home Government is cognisant of the importance of the occasion is proved by the sending of one of our own Emperor's sons as Head of a Mission to attend the coronation, and in presence in Addis Ababa of Sir John Macmillan, Governor-General of the Sudan, of Sir Harold Kittermaster, Governor of British Somaliland, and of Sir Stewart Symons, Resident in Aden. Although we are not yet vouchsafed full details of the gifts carried by the Duke of Gloucester, we know that he presented Tafari Makonnen with a gold sceptre and the royal Victorian Chain, and the Royal Coat of arms with an ivory sceptre, while jewelled swords of elaborate workmanship and ancient Amharic manuscripts long treasured in England are reported to be among the presents. In all ten foreign Missions have been sent to Addis Ababa, each headed by a chargé d'affaires and all bringing treasure so that the Conqueror of Judah will be instructed in finding that no such universal "tribute" has been paid to his African monarch since the days of King Solomon. When we reflect on the worth of some

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Solomon, and they brought even man, his present vessels of silver, and vessels of gold, and garments and armour, and spicery, in sea and landes.

He will be a proud man, and his people scarcely less. "Tribute" will be the term applied to the gifts brought by the foreign embassies. The master is incisively martial, even. Ethiopia considers himself an invincible warrior, and is well armed. Rifle cartridges are common currency. From a military point of view, Ethiopia is likely to remain independent. Economically, the country is full of possibilities, but as a land for concessionaires it is not too promising; if we may judge from experience to date, business transactions are all in hand cash, and not long ago a European company had to charter sixty canoes to carry the silver Maria Theresa dollars to pay for coffee beans—and a small army to commandeer the carriers. During Professor Slavery, whatever may be the intentions (and they are good) of the new Emperor, will take a long time, certainly decades, to eradicate. The pernicious ruling race, will do no manual work; he is moreover a bold mountaineer, who hates coming down to the low country, and indeed goes sick in the valleys. Feudalism is the life of the country, and above all there is the Church, one of the oldest in existence. It owns a third of the land, and it is estimated that a quarter of the adult population are priests, monks or ascetics, proportion unimpaired since Byzantium was in its zenith in the tenth century. And such a Church is a most stabilizing factor, as a story shows.

Ethiopia presents a most fascinating oddity, what will be its future? What will result from the impact of modern civilisation on feudalism supported by pride of country, of race, of tradition, of native prowess, enterprise in a rusted and inaccessible land and backed by a powerful and reactionary church? Truly it is a riddle of the Sphinx.

MATTERS OF MOMENT

That East Africa was running a risk in losing South African support in her battle against the doctrine of "paramountcy" was one of the themes of a recent leading article in this journal, which emphasised that the request for acceptance of South African cooperation in argument must not be interpreted as implying South African endorsement of South Africa's Native policy. How necessary that warning was is strikingly illustrated by the speech of General Hertzog reported on page 42 of this issue. With his opposition to "paramountcy" East Africans are in general agreement, but his bracketing of "paramountcy" and "equal rights" will be endorsed by scarcely any of our readers. It will be agreed with the South African Premier that African should hold to the Rhodesian equal rights for all civilised men. Many people in this country who have noted General Hertzog's support of the justified protests of East African settlers against Native "paramountcy" may now be inclined to regard hisated South African Native policy as one and the same thing, and for that reason the speech of General Hertzog may best serve to cause at least as much harm as it does good. His declaration may act as a further warning to South Africa in general, and to the East African settler delegates at Lyons, in particular, against relying too implicitly upon South African influence. General Hertzog shows that he is most embarrassing all.

KENYA'S FRANK DIRECTOR OF EDUCATION Mr. H. S. Scott was appointed Director of Education in Kenya Colony in 1921. His first report, that of 1929, displays encouraging originality and breadth of view. What are the tasks, British or Native? do we mean by the education of the Native? Neither the missionaries nor other Europeans he declares have generally faced the question. The answer when given, has always been in terms of schools and types of institution; but he insists it is too much to hope that it may be otherwise. The question, one which requires a far deeper answer, Education when all is said, is not a matter of schools or types of institution. It goes far deeper and affects the activities of every department which administers the country in which the Native lives. Every step taken by the administrative officers to indicate the need for just administration, every visit of a medical officer to a Native Reserve, every interview spent by an agricultural or a forest officer—all these are more valuable, more highly educational for many of the Natives in their present state, than hours spent on the school benches. Finally he puts the matter in a nutshell: "The education officer (as at present understood) is the least valuable, the least necessary of the agencies which make for the education of the backward peoples." So provocative and so challenging a statement as is refreshing as it is unexpected. There is evidently nothing of the pedagogic muddle and dry-as-dust pedagogue about the new Director; and his frank declaration should stimulate discussion both lively and profitable to all concerned.

M. J. L. Horrabin Socialist M.P. for Brixton, borough in a black hour address at the Friends' House, Finsbury Road, on Tuesday last, for his talk the crude title of "Africa—Trustee or Slave Driver." It is a thousand pities that so noble a speaker can find no better outlet for his talents than misrepresenting his fellow countrymen in East Africa and pandering to the baser emotions of an ignorant and prejudiced audience. His remarks were instinct with invective and in many cases were demonstrably false, as when he said that practically all the best land had been given to the white man, and that the European had gone out without any intention of working. Challenged by Mr. de la Motte, Mr. Horrabin was at once put on the defensive, but was saved from exposure by the intervention of the chairman, though not before he had admitted that he had never been in Africa in his life, but was a "student" of the subject at home. Mr. de la Motte, though not allowed by the chair to press his defence of the white man in Africa, secured from Mr. Horrabin a promise to meet him at the House of Commons there to discuss the subject further.

Lord Kylsant made it necessary at Monday's general meeting of shareholders of Nyassa Consolidated, Ltd., to refer in strong terms to the action of the Portuguese Government in arbitrarily cancelling the charter of the Com-

panhia da Nyassa *East Africa* has commented in the past on the instance of confiscation of British owned property by the Portuguese Government, which is apparently prepared to sacrifice elementary ideals of fair dealing at the behest of its chauvinists, who have been conducting a hot campaign against non-Portuguese co-operation in developing the Portuguese Colonies. Our readers will be amazed to hear of the strange subterfuge by which the Portuguese Government now seeks to avoid the arbitration which the company is entitled to insist on to demand such equivocation on the part of the Government both unscrupulous and unwise, because British capital will note the former signs.

CORPORATE LOYALTY OF CAPITAL OWNERS Measures which have been, and are being taken by certain sisal estates in East Africa to reduce their costs of production are indicated elsewhere in this issue, and though the details apply particularly to sisal, they hold a lesson for all other communities. At the recent general meeting of the P.E.A. Fibre and Industrial Co., Ltd., the chairman explained that the directors and European staff had voluntarily accepted a reduction of 20 per cent. in fees and salaries, with the object of assisting the company to meet the present period of depression and yet maintain an active development programme. This instance of corporate loyalty deserves to be noted.

SIR EDWARD GRIGG'S GOVERNORSHIP

His TERM OF OFFICE FAIRLY REVIEWED

By the Editor of *East Africa*

No newly appointed Governor was ever sped more optimistically on his way to East Africa than was

Sir Edward Grigg, who left England in September, 1930. High hopes were entertained that his untried talents and his wide experience of the world and of public affairs would enable him to discharge with benefit

of East Africa, and with credit to himself, the various duties confronting him Governor of Kenya, a public servant since Lord

Buchanan went to Canada, had a greater or more dangerous opportunity," wrote one of the leading newspapers in this country and the entire Press joined in expressions of goodwill and confidence.

East Africa said:

"Sir Edward Grigg, the new Governor of Kenya carries with him not only the good wishes, but also the high hopes of an unusually wide circle of people by no means confined to those with close East African connexions. In the past the choice of a new East African Governor has almost always been of outstanding import and only to those immediately concerned."

Sir Edward's appointment has however created a new and keen interest in political, journalistic and social circles not normally preoccupied with East African questions.

It is indeed no exaggeration to say that the champions of certain groups which are well regarded, yet often resty in their examination and criticism of East African policy and practice, are half inclined to dismiss the public utterance until Sir Edward has had time to take the helm in Kenya and acquaint himself with the

realities of the situation. It would be difficult to instance a greater tribute to the confidence felt by these who know him in his ability and his determination to do the right thing.

But such a feeling should exist in critical quarters in this country, greatly to the advantage of Sir Edward, which in its turn expectantly awaits the arrival of its new Governor, for the Colony, which was frankly sceptical when the appointment was announced, has made up its mind that there is no hidden motive of which anyone has as yet seen. Edward Grigg's speech at the East African Dinner struck a note which was appreciated, and it is likely he will be welcomed by a number of official representatives whose co-operation he has already invited. His comparison of Kenya's settled with the sturdy stock of Old England was a happy and clear indication that the European community might look to him for "support." Of this the public shall avail themselves.

On behalf of all interested in the advancement of East Africa we would tender to Sir Edward and Lady Grigg best wishes for complete happiness and success in the new sphere to which they have been called, and let them ever rejoice that they have thrown their lot in East Africa."

THE GREATNESS OF HIS OPPORTUNITY.

That passage clearly indicates the greatness of the opportunity offered to the new Governor. The measure of his success or failure is the degree to which he has proved himself fit to be or worthy of grasping this opportunity. Now that he has returned to England at the completion of his term of office in the Colony, it fails us to undertake our task to assess his achievement. The task is indeed a laborious, pleasant, but task must be attempted. It is charged with scrupulous fairness, but with equal frankness.

It is stated at the outset that Sir Edward Grigg has left his mark upon Kenya in one unmistakable way, by his vision of the future and by his reiterated plea that the country should plan for the development of all possibilities and responsibilities. At the time of his arrival parochialism was so widespread that it would scarcely be an overstatement to say that it was a dominant characteristic, even of the men engaged in public life many of not most thought of Kenya as an isolated entity rather than part of an invisible British East Africa. Let us credit it to record that the new Governor began promptly to point to wider horizons, to a future strengthened by bolder conceptions and broader sympathies, and to plead for greater inter-territorial co-operation.

It was feared that as an ex-Liberal Member of Parliament he might be critical of European settlement, but having assured himself by a personal investigation on the spot, and probably no Governor of Kenya has travelled more within the Colony and Protectorate during his term of office, he stood forth as a staunch champion of strong white settlement. European settlement in suitable highland areas throughout East Africa brings great advantages over mere white administration, he declared publicly, and, addressing the first East African Governor's Conference, he expressed the hope that Kenya's policy of encouraging white settlement would prove congenitally attractive to other territories.

AN ADVOCATE OF STRONG WHITE SETTLEMENT.

He is a profound believer in the country which he considers ideal for the establishment of a stable and progressive white community, a stable and secure in this Colony can be achieved only if you have on the one hand an independent settler community based on cities which are practically free from the vagaries of African labour, and on the opposite pole Africans developing their own resources and in so far compelled to labour for European employers unless they choose. In those words he supported the Dual Policy introduced by his predecessor, the late Sir Robert Coryndon.

We believe that the desire to make more widely known the actual state of affairs in a such criticised country was largely responsible for successes Sir Edward Grigg's private members of the British Association who were attending the meetings of that body in Cape Town last summer to visit the highlands of Kenya as guests of His Government. Many leaders of thought in the Empire accept this far-sighted vision and, as a result of their stay in Kenya acquired sincere sympathy with its problems and its people. Their personal knowledge of the real facts is a potent force for Kenya's good.

Another matter which must be placed to the credit of the retiring Governor is his emphasis on the importance of better educational facilities and improved medical services. But he inherited, rather than initiated, the policy which during the last few years has made great improvements in providing for the education of European, Indian, Arab, and African children, and for the medical treatment of diseases, especially the long campaign against leprosy and smallpox, a campaign which, though costly, has paid heavy dividends.

THE ADVISOR'S REPORT.

Probably the most frequently reiterated charge against Sir Edward Grigg has been that of extravagance. He started badly by spending no less than £100,000 on his Government. This is a

Nairobi and Mombasa, an action that provoked a storm of protest; the settlers were then experiencing such difficult times that almost all of them were retrenching on their personal outgoings; and what they regarded as the prodigality of the Governor as his establishments at the public expense was therefore a cause of serious and general irritation. For years the very words "Government House" struck the settler and business communities which were still unmollified when, in October, 1929, the Kenyan Auditor's Report for 1927 made its very belated appearance; its months' late publication had been demanded, and at last officialdom had to give way. At once the reason for attempted suppression stood revealed. In East Africa, and there has never been more drastic criticism of any Governor by the official charged with the auditing of public accounts.

Sir Edward Grigg, it was stated, had persistently ignored for more than three years, enquiry regarding a payment of £1,500 in respect of a salary for some three months after his embarkation, and during the voyage to Kenya before taking over the Governorship for the first time; his predecessor, the Auditor pointed out, required the formal sanction of the Secretary of State, which had still not been received three years later. Another charge was that the Governor had failed to keep his promise that the amounts spent on furniture for the two gubernatorial houses should be shown separately from sums expended for furniture for other Government buildings. Why that promise was broken was clear. Of £15,484 expended in the year no less than £2,270 was in respect of furniture for the two gubernatorial residences.

REGIME OF HEAVY EXPENDITURE

This regime has been built up by unnecessarily heavy expenditure, particularly on unproductive schemes which have drained the resources of the country.

For instance, schools for European children have been built at Nairobi, Nakuru, Eldoret, Kisumu, at costs of £80,000 (estimated), £8,440, £40,500 and £22,500 respectively. The three new chartered institutions, which cost £101,500, have, according to the latest official report, only 66 scholars between them, so that no less than 15 per cent of annuities is spent on capital charges alone, apart altogether from the costs of depreciation, maintenance, salaries, proportion of departmental overheads, etc. There are these expensive schools, and, elsewhere in the world, good and cheap schools. But such expensive fees were clearly out of place in a young Colony, the present reproductive capacity of which is quite unable to bear such a heavy financial burden.

Had these been isolated cases they might have met with little public criticism, but they were regarded as but part of the Governor's considered policy, which was marked throughout by the employing of less expensive outside experts and commissions to diagnose difficulties. At first there was a position not to oppose the admission of well-known specialists, even though they might have had no East African experience, but when it was found that the remedies suggested by these authorities were sometimes merely piecemealed, they were increasingly frequent protests by the taxpayers. On several occasions the reports of the experts proved practically useless, the conditions not having been taken sufficiently into account in the framing of their recommendations. The general impression was that most of these experts merely facilitated in some physical what everyone already knew, and that the remedies they proposed were too often for steady financial or local conditions, or not for an advance

of the times. Experts were brought out to report on a wide range of subjects—agriculture, fisheries, irrigation, town planning, Government building and housing, local government, the Land Bank, malaria, and other matters. Little of the expenditure thus incurred appears to have justified itself, and the blame was laid chiefly to the charge of the Governor.

BREAKING WITH ESTABLISHED CUSTOM

With the object of securing a well-tried Empire administrator as his successor, the Legislative Council of Kenya had decided, on the death of Sir Robert Coryton, to increase the salary of the Governor from £5,000 to £8,500 per annum. Unfortunately, the man for whom the hopes of the colonists were set, and who had been understood to have accepted the appointment in principle, was recalled to more important office before the formal nomination from Kenya had been forwarded to him by the Secretary of State for the Colonies, with the result that Sir Edward Grigg found himself the first beneficiary of greatly increased emoluments intended for someone else. His salary was almost that of a Governor of one of the West Indian Colonies—the Government of Australia, Ontario, and South Africa receive £12,000 per annum—not of an African colony or Protectorate, and, perhaps influenced by that circumstance, from the outset he kept an establishment and staff entirely foreign to East African ideas.

As his predecessor had been personally popular with everyone, approachable by all, and simple in his tastes, the new dispensation was a most sudden and incommodious break with established custom. Sir Edward felt that, despite the genial bonhomie which the new Governor usually displayed, he was inaccessible to the general public and too much on his dignity—impressions which added to democratic a community which avowedly despised that. Sir Edward Grigg did not put aside the trappings of office, as Sir Robert Coryton had, found no difficulty in doing; the idea created that he above the sense of his own worth, and even the frequent parading in uniform, so determined to disown himself of any of

COMMERCIAL OPINION SIGHTED

Thus from the outset he set between himself and the country a barrier, of the existence of which he was probably unaware in the earlier stages of his tenure but as a consequence of which he was out of touch with many people who could have given him valuable information on public opinion; instead of following the practice of his predecessor of inviting the views of anyone he could be able to give him useful information, Sir Edward Grigg preferred to restrict his entourage to a small circle of people, by whom his actions were considered to be too much influenced. Money-men who had been in constant contact with the previous Governor and with the Acting Governor who had succeeded him, and whose opinions on public affairs were usually regarded as of value, have told us that they found the administrative atmosphere entirely changed. The different leaders of the public, particularly those of commerce, agriculture and industry, found themselves left out in the cold. At the time of the first visit to East Africa of the Prince of Wales, for instance, the President of the Mombasa Chamber of Commerce, who happened also to be that of the President of the Association of Chambers of Commerce of East Africa, was not invited to the Government House functions—a slur which the whole commercial community felt very deeply.

Quite lately too, the Associated Chambers of Commerce and the Mombasa and Nairobi Chambers have found it necessary to place on record their strong disapproval of the action of the Governor in ignoring the expressed views of commerce in the appointment of a member to the Inter-Colonial Railways Council.

INDECISION AND TACTLESSNESS.

Now all will say "Edward Grigg's critics" or the business leaders of Mombasa be readily forgotten; for he emphasized his indiscretion by seeking to conceal the accuracy of *East Africa*, which had reported his statement. It will be remembered that Sir Edward, as a Member of the Executive Council of the Joint East African Board stated there was a distinct tendency on the part of the Mombasa public always to back the commerce cause blindly against that of the Government. His attitude was certainly dangerous, especially when as not this but what happened, the Government was held up to ridicule. Maseboengeng in Mombasa in Nairobi for that matter seldom did any good before publishing this statement. Edward Grigg, as a matter of courtesy, submitted the draft to His Excellency, by whom it was duly returned. Nevertheless, to the astonishment of the public and of *East Africa*, Sir Edward returned it on his return to Mombasa to repudiate his "error." He has since evaded this responsibility by chiding him to deny that he had actually used the words attributed to him by us and that he had returned our draft with an expression of approval; we reminded him that we retained your typescript with his pencilled corrections and that we preserved our shorthand notes. No attempt was ever made by the Governor to accept our challenge, but *East Africa* received dozens of messages from well-known public men in the Colony, including members of the Legislative Council, expressing their view that we were entirely right, and the deep regret at the attitude of the Governor. For several months the incident remained but of the outstanding topics of discussion in East African circles. His Excellency's statements to the Joint East African Board, as to that his subsequent attempt to escape from them, were instances of that carelessness which increased considerably the difficulties of his office and militated against his success. Never was his tact so tact shorn more vividly than at the time of the first East African Governors' Conference, of which he presided, when he failed to print with a memorandum designed to prevent the completion of theabor Bill. However, it was a poorly conceived and badly executed manoeuvre intended to circumvent Sir Donald Cameron's reply, who both prompt and crushing. That Governors' Conference though outwardly successful, is known to be well informed to have been jeopardized by regrettable accidents.

INDECISION AND PROCRASITATION.

Indecision proved a serious handicap to Sir Edward Grigg. Soon after assuming office he began to advocate closer European settlement, a Land Bank, and the gazetting of the boundaries of the Native Reserves and to prepare schemes and Ordinances for the achievement of such objects. But year after year passed without tangible progress. In this closer settlement scheme, the Land Bank Bill, and the Native Lands Trust Bill, were all so loosely drafted as in some ways so obviously debatable that unavoidable criticism could both in the Colony and in Britain with the result that the Secretary of State had to set the measures back for reconsideration. Delay followed delay, and only now has sanction at long last been received for such

emasculated closer settlement and Land Bank schemes. It is folly to ignore the fact that the European settlers, after the Governor's various ill-tempered promises in his speeches in England, have given hundreds of intending and eligible settlers the impression that the Colony has not known its own mind. We know that Kenya holds great attractions for the right type of man, but the miscarriage of the closer settlement and connected schemes, of which the Governor has made so much noise in his addresses, has undoubtedly had almost the unfortunate effect in Great Britain.

Just as the English he encouraged of intensified white settlement and the government has been disappointed, so most of the hopes he raised in the hearts of the settlers in those less difficult months have been dashed to the ground. The Governor's reiterated expressions of sympathy with the settlers, who, after three years of no rains and one year of locust infestation, had the mortification this year of reaping bumper crops only to find unremunerative prices offered to the world market, had led to the expectation of temporary financial assistance to meet the situation. He makes a special demand of £1,000,000 for agricultural credits and of other Government provision, but the offers, when examined, were found to be hedged about with such provisos that the principal producers of the country have in reality received little if any.

Another great handicap was a tendency to procrastination, and in no particular was it more protracted than in the matter of measures in the Colonies reserved. Not only settlers had reached a state of real gravity was His Excellency persuaded to take the obvious course of holding *barazas* of chiefs, elders and tribesmen, although that manifestly *unconstitutional* procedure had previously been imposed upon him for two or three years previously. Had that timely advice been adopted with less delay, the country would have avoided many troublesome developments, the early effects of which, particularly on mission work, native education, and Native political ambitions, can still not be foreseen. That they will be serious is clear; that they could have been largely avoided or transmuted by less hasty action on the part of the Governor is undeniable.

TEAR UP.

In addressing his Legislative Council or a meeting of settlers, Sir Edward Grigg was at his best, for he is a good speaker, able to paint a glowing picture of the future, and skilled in the use of words; for instance, a country in which almost all the Europeans are service men and sportsmen, he may mention just military figures of speech and sometimes of the metaphors of the cricket field. But speeches are poor consolation unless the hopes they hold out are translated into action. We have heard it said that his addresses to his Legislative Council were really made to Fleet Street, a not unfair criticism, for Sir Edward Grigg took the course, most unusual among Colonial Governors, of having his speeches printed and circulated to the Press.

To sum up, it must be written that Sir Edward Grigg, successful as journalist and soldier and less so as Member of Parliament, has failed as Governor of Kenya to justify anything like his high hopes with which he came.

Why has he failed? We have endeavoured to show he possesses breadth of mind and imagination, gifts which would have been of inestimable value to Kenya in particular and East Africa in general if he had been associated with less tact than is demanded by the offer administering the government of Kenya, and by less fixity of purpose than is essential for the achievement of a programme, however well planned.

The man who has had the unique distinction of being secretary to the Prince of Wales, at Prime Minister, and the Rhodes Trust, and who had been told who would prove himself a strong personality, showed himself to have too pronounced a respect for the educated public opinion, too influenced by his own ideas, too far above the men about him, too reticent, too aloof, and, yes, contact with the opinion of those whose affairs he was administering too inclined to rate theses above facts.

In short, it will be remembered, that Africans, a politician, not a statesman, for his ready smile, rather than for work actually done, and for heavy, conclusive expenditure of his earned judgment, as especially necessary. Badly advised, he may from time to time have been good intentions, he unquestionably possessed, but our judgments must be founded on work done, and words or fine speeches. Lady Grigg, who when given the gift of his wife's welfare work, unfortunately did not succeed in winning the affection of Kenya,

GENERAL HERTZOG ON NATIVE POLICY.

PARAMOUNTY IMPOSSIBLE OF AMBIGUITY.

SOUTH AFRICAN INTEREST IN EAST AFRICAN DECISIONS.

At the dinner to the Dominion Deputies attend the Imperial Conference given in the Royal Hall of the House of Commons yesterday last by the United Kingdom branch of the Empire Parliamentary Association, General Hertzog, Home Minister of the Union of South Africa, said when proposing the toast of the Association—

CLOSED COUNCIL.

To me it is very clear that for the next hundred years there is going to be the great storehouse for the peoples of the industries of Western Europe, and that in Africa more than in any other continent will be centred the industrial and investment interest of this part of the globe. One cannot, therefore, help feeling that the utmost caution should be exercised in dealing with matters of policy in Africa likely to affect future interests. Not only the interests of the Empire, but also the interests of the members of the Federation, are liable to be prejudicially affected by hasty action. It was for this reason that a few weeks ago I censured my colleague of mine in South Africa when he had expressed the view that the British Government, when it comes to deal with matters of Native policy in Africa, should not, without consulting the Government of the Union, introduce any new principle or change of policy which might affect the position in Southern Africa.

"Exception has been taken to this attitude, as an interference in native affairs concerning Great Britain. I wish here to disclaim any intention, the least of what may be called interference, and I am sure you will accept my disclaimer. You would be doing no more than your duty if you disengaged any attempt to interfere, in the conduct of Native affairs, to your administration, no matter by whom. But what we ask is not that you should allow us to assist you in governing Southern Africa. That is your business. But what we do think we have a right to, is that, as one of your partners in a Commonwealth Federation, sharing with you in the possession of problems (sometimes real to us) common to South Eastern and Southern Africa, you and we should work hand in hand, supporting one another, so as how to proceed in our respective countries' problems, so that our policies shall be mutually helpful and not destructive of one another."

POLICY IN EAST AFRICA AND SOUTH AFRICA.

"The policy of the paramountcy of Native interests in Eastern Africa, for example, may be said to be a policy of clearing the British Government's slate. And so it would be. As facts could be summed up in Eastern Africa, it is a far nearer state of the affection and good-will of the white man than they imagine, and that nothing is so certain to deprive the Native of that affection and good-will as the idea which takes us back to the old-fashioned thought of being dominated by Native rule. They will look with equanimity upon the paramountcy policy and the equal rights doctrine."

In the hope that there may be some interchange between His Majesty's Government in Great Britain and the Ministry of Government in the Union, he said, he would add, "therefore, I desire to take this opportunity of briefly stressing here this evening a few points concerning the white man's position in the African aspect of this Federation to the Native. I feel that when these views are properly appreciated, the comments which I see from time to time, condemnatory of our Native policy in South Africa, will assume a more kindly character."

"The first point that I desire to emphasise is that South Africa is our motherland. If justice is done to the Native Africans and to the South African Native policy, this should never be forgotten. South Africa is, as it were, our motherland. The Europeans in South Africa are no mere temporary sojourners in a strange land; adventure, to explore what is unknown. Our beliefs and our ideals are equally abidingly implanted at the bottom of our hearts. South Africa is our motherland. We believe now that we as South Africa own a valid and honourable title to our motherland, as any nation in any country can do. We do not think, therefore, that we can be blamed if we insist upon our country and our civilisation being secured, unless, of course, if to that end we have to such measures as may be necessary. The third and last fact that I wish to stress, and upon which equally with the two political ideals mentioned above, practical unanimity in South Africa rests, is that the independence or supremacy of the white man's rule in South Africa is essential if he is to be the other's birthright of his civilisation."

TWO ESSENTIALS.

For South Africa, therefore, the Native problem is no other than the question how the white man shall, to the mutual advantage of both Native and European, ensure to himself his continuing existence, and has civilised him. I maintain that the safety of the State is the highest law, the law with which every man, white or black, and it is true that there can be no safety without existence, it is equally true that to the white man existence is worthless without civilisation. In South Africa, "Europe" is synonymous with civilisation; and the extinction of the white man must necessarily be the extinction of civilisation. Just as the extinction of civilisation must prove the extinction of the white man in South Africa. Therein, therefore, lies the satisfactory solution of the so-called Native problem, unless, indeed, it is to be essential that the white man's sole mission be to endow unto him, as he would well know, the white man towards the Native shall not be eliminated.

"Secondly, therefore, must the policy of the paramountcy of the Native, at, of his interests be immediately recalled, as impossible of verification where the white man has established his home in Africa has intended mainly for himself, but also for those who come after him, and their civilisation, the same fate must be shared by the white man. Admittedly, these good people are conscientious in prescribing as a remedy for all Native ills. Such policies will not only substitute Native rule for that of the white man; they will leave no vestige of good will with the white man for the Native, and with that there will not only disappear all genuine consideration for the well-being of the Native and for his advancement, but there will be introduced instead hostility between black and white."

"I do, however, earnestly entreat the friends of the Native to abstain from any action which may lead to such fatal results. If they can only be brought to feel that the Native in East Africa, and have no doubt, equally in Southern Rhodesia, is a far nearer state of the affection and good-will of the white man than they imagine, and that nothing is so certain to deprive the Native of that affection and good-will as the idea which takes us back to the old-fashioned thought of being dominated by Native rule, they will look with equanimity upon the paramountcy policy and the equal rights doctrine."

Speech Received in Silence.

The speech was received in silence, persons because there was a feeling that controversial topics should have been avoided. Among the 250 present were a few Conservatives.

SIR JAMES MAXWELL ON PARAMOUNTY.

Reassuring Statement on the White Paper.

An important statement by Sir James Maxwell, Governor of Northern Rhodesia, regarding the Memorandum on Native Policy in East Africa that was telegraphed from Livingstone, was made to the correspondent who reports—

"There has been a noteworthy development in connection with the movement for amalgamation with Southern Rhodesia, which arose after the publication of the Imperial Government's Memorandum on Native Policy in East Africa."

"After an interview which he accorded to the elected members of the Legislative Council, the Governor, Sir James Maxwell, authorised the statement that the Memorandum would not affect in any material detail the policy hitherto pursued by the Government of this territory, that during his term of office the interests of the European settlers would not, in the smallest degree, be affected adversely by the Memorandum, or its implications, and that, as his view 'there' was no need for any amendment which would detract the 'efficiency' regarding the economic development of the territory, or militate against the legitimate aspirations of the white settlers to a larger share in the management of their own affairs."

"This statement by the Governor is as likely to affect the proposal to amalgamate the two Rhodesias."

We await with interest the full text of the Governor's declaration for his views. If the above Press article correctly represents them, are diametrically opposed to those of the influential European community in his dependency.

RAILWAY PROPOSALS FOR TANGANYIKA

The Work of the Railway Commission.

An Interview with Sir Sydney Henn.

East Africa, which first announced the invitation to Sir Sydney Henn to act as independent Chairman of a Commission to consider railway proposals and problems in Tanganyika, and his acceptance of that invitation from the Governor of the Territory, is able to give the first authoritative account of the work accomplished by the Commission for the report-tabled from Dar es Salaam. The results were far from definite, and those published by the local Press have covered only part

of the grounds.

The report of the Commission is now being printed and will be reviewed by us subsequently, but meantime we can give the following particulars of the general trend of this important document.

Kilosa-Hakara Railway.

It was unanimously agreed that the building of a railway from Kilosa to Hakara is overdone. As our Tanganyika readers are aware, Hakara has become the centre of a growing Native rice industry along the valley of the Kilombero River, and a large motor lorry traffic between the river and Kilosa has developed. The Commission thought that heavy traffic would be forthcoming for a Kilosa-Hakara line. With these recommendations they couched a proposal for an early investigation into the problems of transport and irrigation in the Kitombero Valley. At present transport is almost entirely by dug-out canoes and is attended by considerable risk to both human lives and the produce transported. Investigation by a navigation expert—in say the Limpopo or from West African rivers—is advocated because the institution of river navigation services under Government auspices is thought desirable since private enterprise could hardly be expected to undertake such services without some form of concession.

Tanganyika with its Neighbouring Dependencies.

It was felt that official and unofficial opinion in Northern Rhodesia and Nyasaland ought to be invited before any definite decision were made by the Tanganyika Government in the matter of building a railway to the southern frontier, since these two neighbouring territories would obviously be vitally interested. To elucidate opinion in those Dependencies the formation of commissions analogous to that which has just sat in Tanganyika has much to commend it, particularly the appointment of independent chairman.

Bound up with this proposal is the need for reconsideration of the political boundaries of Northern Rhodesia and Nyasaland. Nyasaland has long been held to be too small and too early to bear the heavy cost of administration, and with the building of the Zambezi Bridge and the extension of her railways to Lake Nyassa the burden will grow heavier. Two suggestions have from time to time been debated in desultory fashion: that the Eastern half of North-Eastern Rhodesia should be merged in a Greater Nyasaland, or that Nyasaland should lose her identity by becoming part of Northern Rhodesia. The

difficulty of facing these issues when road and inland communications are being planned for the future is obvious.

Proposed Dodoma-Ubuna Railway.

The most controversial matter investigated was the proposal to build a railway southward from Dodoma to Iringa to Ubuna, and thence to the Northern Rhodesian boundary. Sir Sydney Henn and Mr Chitale, the Indian member, regarded the weight of evidence as definitely against the Colonial scheme, but the other seven members of the Commission advocated its construction and an application to the Imperial Government for financial assistance free of interest for a period of twenty years. The line from Dodoma to Soliwaya (Ubuna Junction) would be about 250 miles long, would pass almost entirely through what is regarded as a fertile country except in the immediate vicinity of Iringa itself, and Sir Sydney Henn's opinion there is no prospect of income covering expenses for very many years to come.

Theoretically he emphasises the attraction of the line is that it would provide part of the through Imperial route to Arusha, Mombasa and the headwaters of the Nile. But what Tanganyika needs is improved communications with the coast, not with the interior, traffic must flow eastwards to the ocean, not north and south. Controversy may rage round this question if the Southern Highlands Railway. In the Chairman's view, the most economic and reasonable means of extending adequate transport facilities for white settlers in the Iringa Province is by all-weather motor roads.

Link between Central and Tanganyika Railways.

It was agreed that physical connexion between the Central and Tanganyika Railways is highly desirable at as early a date as possible, and that the points of departure should be Kilosa or Kimamba and Korogwe or Mombasa respectively, though the General Manager of Railways favoured prolongation of the Nanyonyi-Singida Railway to Arusha. For thirty or forty miles north of Kimamba, and for about the same distance south of Korogwe, much plantation development work has been achieved, and as considerable traffic is there already offered by such estates and from neighbouring Native production, it was urged that the connecting line should be begun from both ends, and that even if sufficient funds for its completion are not yet available, thirty or forty miles northwards from Kilosa-Kimamba and southwards from Korogwe-Mombasa should be constructed as soon as possible.

The further resolutions of the Commission advocated an opportunity for private enterprise to participate in railway and road-building schemes, that adequate provision should be made for surveys prior to construction by specialists of wide experience, that better feeder roads are urgently required, that the investigations being made into road transport systems, including road trains, should be carefully and consistently watched, and finally, that the principle of uneconomic railway rates as a means of subsidising particular industries is undesirable.

From these particulars it is evident that the report itself will be a document of unusual interest, that some outspoken comments may be anticipated, and that controversy is likely to follow publication.

In her recent address Lady Eleanor Cole said that to look after the interests of Native women was one of the important objects of the East African Women's League.

MEDIAEVAL PAGEANTRY IN ETHIOPIA

How the King of Kings was Crowned.

BRITISH readers may follow with interest the progress of the Duke of Gloucester and his suite on their long and trying journey to Addis Ababa for the coronation of Tafari Makonnen, now Emperor of Ethiopia. The British Empire, it is felt, has been suitably represented on the face of strong communiton to other nations and has made an excellent impression where such an impression was highly desirable.

Besides the Duke and his immediate staff, there were present in Addis Ababa Sir John Maffey and Mr. H. A. MacMichael, Governor-General and Civil Secretary to the Sultan; Sir Harold Knutmaster, Governor of British Somaliland; Sir Stewart Sykes, British Resident at Aden; and—possibly most effective of all—in the absence of the Air Force, an Air Mission of three flying-boats under Squadron Leader Vasey. The machines, the heaviest yet seen in Ethiopia, arrived in precise "arrow-head" formation, and landed ceremonially to the music on the racecourse, where they were met by Sir Sydney Bartow, the British Minister. Considering the immense importance attached to aeroplanes by the new Emperor, the dispatch of these British machines was a happy thought.

* * * Addis Ababa *

The Duke seems to have had a memorable journey from the torrid heat of Jibouti to Addis Ababa. Contrary to precedent, the train ran by night, taking thirty-six hours for the journey instead of the usual sixty. He travelled, says one report, in a vestibule bay train with little white carriages that swayed and rocked over a serpentine line of ships laid down in heavy seas, tumbling steadily across miles of bare desert, taking deep dry river beds seemingly in mid-air, winding upwards in dizzy spirals around ever higher ridges, and at last reaching the pleasant tableland wherein Addis Ababa, "the New Flower," is built.

At Dira Daga the Duke was met by the Governor of Harrar, resplendent in a scarlet cloak embroidered with heavy lace. At Addis he was received by the King in person, accompanied by the Grand Prince. There are two palaces at the capital, and in one of these—that of the late Empress—now supplied with electric light and water, with modern conveniences, the Duke is housed. Ras Kassa, a cousin of the Emperor, being attached to his suite for the sake of visits. The rest of the British Mission is accommodated at the British Legation.

On the morning after his arrival, the Duke, with the whole staff of the Mission, was received by the Emperor and the Empress, who were joined by the principal Rases, and after an exchange of compliments the Duke decorated the Emperor with the insignia of the Royal Victorian Order and presented him with a sword scabbard, while to the Indian huzbands he gave a sword. Subsequently he received British subjects at the Legation, the Indians presenting a royal salute.

His stay has not been without its amusing incidents. A sudden strike by an unseasonable Hawaiian cook-lady annoyed by the incapacity of the local Native assistants, depriving His Royal Highness of breakfast one morning before he set out for a hunting expedition. We are left in the dark as to the fate of the recalcitrant lady. On leaving the hall after his audience of the Emperor, too, the Duke was handed a wrong headgear—he was in full Hussar uniform—but to prevent embarrassment he good-humouredly accepted the one handed to him.

The Coronation.

The coronation ritual began on Saturday night when the Emperor and Empress went to St. George's Cathedral to pray. The Emperor, clad in a simple white robe, kept vigil alone all that night, a procession strongly reminiscent of the vigil of the knights of chivalry, before they received their golden spurs. It was a most appropriate feature of the ceremonial. The King returned to the palace in the early morning, and wearing a white and silver cloak, set out for the cathedral in the viceregal coach formerly the State coach of the German Emperor, drawn by six cream Austrian horses. He was received by priests wearing gorgeous robes of velvet with capes and mitres.

The actual coronation ceremony was comparatively

short, lasting but two hours. At 11 a.m. the Emperor, dressed in his bunting, proceeded to seat himself on one of the two thrones which had been set up in the centre of a carpeted court. Seats were provided for the foreign missions and visitors, whose robes were striking contrast to the magnificent apparel of the Ethiopian nobles. Brilliant colours, jewelled awards,addresses of lowly men, ornamented with gold and even corsets which had been made in England—were features of the display.

The service of *Aman* was supported by eight priests, two clapped hands and triangles and sang. At 11 a.m. the Emperor was invested with the crimson robe of state, and as the service proceeded he received the oba, the spears, the sword and other emblems of majesty. Finally he was crowned with the "Crown of Solomon," a splendid piece of Chapman workmanship, studded with emeralds and rubies and rumoured to be worth £10,000. At once the assembly both inside and outside the building burst into acclamation; a salute was fired, and the band of H.M.S. *Effingham* played the Ethiopian National Anthem. The rice was offered.

At noon outside there was a religious service in the Cathedral proper—the coronation had taken place in a small building in the cathedral grounds, and the Emperor replaced his glittering coach to the Palace. At noon he received the congratulations of the Duke of Gloucester and of the foreign missions. Mounted on a tabouret the Royal Comptroller reviewed the foreign delegations. The rest of this week will be spent in official banquets, military reviews and sight-seeing, horse-races and dinners, ending with a farewell banquet by the Emperor's daughter on Sunday.

The Foreign Missions.

The foreign missions include one from Italy, headed by the Prince of Celano, France, under Marshal Franchet d'Esperey; Holland, in charge of Jonkheer De With; America, under Mr. H. M. Jacobs; Poland, headed by Count Dziedzicki; Egypt, with Mohamed Nassim Pasha; Norway, Sweden, Belgium and Turkey. Among the gifts they brought were a racing-plane from France, eight hundred bottles of vintage wine from Germany, talkie projectors from the United States, wireless sets and valves.

FORTHCOMING ENGAGEMENTS.

Nov. 6.—East African Delegation meets Committee of the Anti-Slavery and Aborigines Protection Society, 7 p.m.

East African Delegation meets Royal Institute of International Affairs, 5.30 p.m.

Nov. 8.—Farewell to Bishop of Central Tanganyika, Church House, Westminster, 3.30 p.m.

Nov. 8.—Dinner of Worshipful Company of Chandlers, attended by Mr. W. MacLellan Wilson.

Nov. 14.—Mr. W. MacLellan Wilson and Mr. A. A. Menkin to address the Royal Empire Society on "Native Policy in East Africa," 7 p.m.

Nov. 16.—British Empire Union Reception to East African Delegates at the Garden Club, Chesterfield Gardens, 3.30 p.m.

Nov. 22.—Lady Eleanor Coke and Mr. W. MacLellan Wilson to address Young Men's Club of the Overseas League, 3.30 p.m.

D.C.L.—Joint East African Board Meeting of the Executive Council, 7.30 p.m.

East African Dinner Club Annual general meeting, 7.30 p.m.

Our Weekly Caricatures.

Caricatures have appeared in this weekly series of Brigadier-General G. D. Rhodes, M.P., D.C.L., Major-General H. Anderson, Major H. Noel Davies, Captain H. P. Schwarze, Dr. W. Small, Mr. T. Campbell Black, Mr. C. A. S. Northcote, Mr. E. Hartmann, Mr. Harry Liden Clark, Lord Delamer, Mr. W. Nowell, Major J. T. Miles, Mr. C. Keay and Mr. G. Banks.

The artist's original sketches are approximately twice as large as the printed reproduction, and at a cost price. Applications may be made to The Secretary, East Africa, 161, Great Titchfield Street, London, W.1.

CHURCH WORK IN EAST AFRICA

Appeal for Gifts of Native Trifles.

EAST AFRICANS coming to England, who lay in stock, however small, of Native trifles, might very materially assist the work of the churches in their adopted country. *Vitapu*, Kavirendo baskets, wooden stools, burnt-wood utensils—trays, meal bowls, and so on—mats, bags of dikkik or other skins, and drums if possible, are, with East African trifles. The very best sellers at church bazaars, presented to those who organise church sales, they are both welcome and profitable. So we were told at the East African stalls at the Combined Sale for Missions Overseas which was held last week at the Central Hall, Westminster. As the overhead costs of the stalls are merely nominal—the rent of each stall was only ten shillings—sales are practically all profit.

The stall of the Diocese of Central Tanganyika, in charge of Lady Redmayne, Mrs. Chambers, and Miss J. B. Stacey, while Bishop Chambers was in and about, was coming old friends and making new ones—and advocating the cause of his imminence'sness. All the Native goods were sold out on the very first day, and it was good news to hear that the takings of the stall would be at least double the sum £160 realised last year. As Mrs. Chambers had hoped for £200, she exceeded her ambitions.

Bishop sets an example.

East African coffee was selling "like hot cakes," but the Bishop, a devotee of Tanganyika and known, as he said, that Tanganyika coffee growers were "up against it" deplored the fact that the coffee was labelled "Nairobi" coffee. He hoped that Tanganyika would soon have its own agency and advertise its own product. He has set an excellent example by publishing an illustrated art-paper brochure, "Africa Calling," alive with most effective photographs of the Natives of his diocese and a sketch of the Cathedral which he designs to build at Dodoma, at the modest cost of £1,500.

The Kenya Church Aid Association stall was run by Mrs. Hills, Mrs. McInish, Mrs. A. L. Heywood and Miss Skipton. Notables were the Native trays highly coloured, which are reputed to be replicas of the "charge" on which was carried the head of John the Baptist. Hero again Kenya coffee and Native goods were the best sellers.

Any readers of *East Africa* wishing to assist these Church enterprises should send their contributions to Miss H. B. Stacey, 44a Clive Court, Maida Vale, W.9, for the Central Tanganyika Diocese, and to Miss Skipton, Mount Shep, 26 Cleveland Road, Ealing, for the Kenya Church Aid Association. These will be gratefully received and promptly acknowledged.

BROADCAST TALKS ON AFRICA

Every Friday evening at 10 p.m.

Descriptive talks on Africa are to be broadcast at 7.25 p.m. on Fridays until December 10. The speakers and their subjects are as follows:—

- Nov. 7 "Africa Goes to School," by Major Hanns Fischer.
- Nov. 14 "Black and White: Two Civilisations Meet," by Mrs. Ruxton.
- Nov. 21 "The Settler Looks at Africa," by Sir Robert Williams.
- Nov. 28 "African Transport: To-day and To-morrow," by Sir Robert Williams.
- Dec. 5 "Trustees of Empire," by Mr. J. W. G. Ormsby-Gore, M.P.
- Dec. 12 "Africa and the World Bank," by the Marquess of Lothian.
- Dec. 19 "The Question-Marks of Africa," by the Marquess of Lothian.

Toto, the famous lion presented to the London Zoological Gardens by General Sir Edward Northey, died last week. Many of our readers will recall the presence of this good tempered animal at Government House, Nairobi, during Sir Edward's Governorship.

ANOTHER STORY OF MR. F. G. BANKS.

His Safari Marched by Massai.

Last week *East Africa* gave some interesting particulars of the career of Mr. F. G. Banks, the well-known East African elephant hunter, whose experience of the country goes back thirty-five years, and embraces the old hectic days of the Lado Enclave.

Many more good stories could be told of him and his adventures, and one which should not be omitted is that of his first *safari* up-country from Mombasa in 1895, when, of course, the whole of the journey to Victoria Nyanza had to be done afoot.

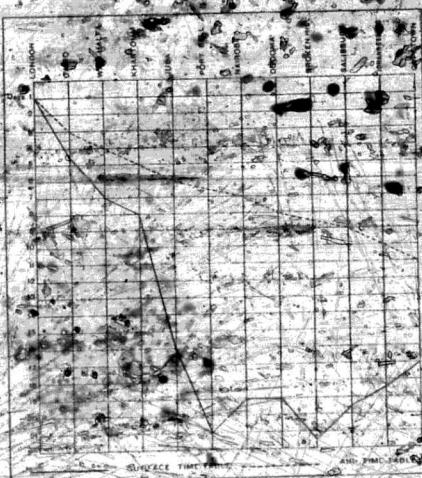
With two other Europeans and some seven hundred porters Mr. Banks was engaged in transporting stores from the coast to Uganda. One morning the three white men and their gun-bearers pushed ahead of the caravan to shoot meat, and, as game was plentiful in the neighbourhood, and their task was expected to take only a few minutes, Mr. Banks was wearing only a cloth cap.

Sunstroke.

As soon as it got light however instead of finding game, the little party discovered that it was being watched by an armed party of Massai, who kept pace with it at a little distance. Things looked bad, and the white men climbed a little *kopje* which gave them a clear view of the surrounding country. There for hours they were menaced, though not attacked. Away in the distance they could see another large party of Massai inspecting the big *safari*, and apparently undetermined whether to attack or not. At length both parties withdrew, seemingly decided that the loot would cost them too many lives to obtain.

By now it was almost midday, and it is not surprising that Mr. Banks was suffering from sunstroke. For there is not in the Athi Plains, there had been no shelter of any kind. The wonder is that he suffered no ill effects beyond increased temporary deafness.

THE EAST AFRICAN AIR SERVICE



By the courtesy of Imperial Airways and *Flight* we are able to publish this graph showing the comparative times taken to reach the chief points on the African airway to be opened in January (a) by air and (b) by land and water.

LETTERS TO THE EDITOR.

MR. E. W. SMITH'S BROADCAST TALK.

Comments from a correspondent on two points.

To the Editor of "East Africa."

SIR.—In common I am sure with all your many readers, I thoroughly enjoy the contributions from the Rev. E. W. Smith which you publish from time to time; but his F.B.C. talk reported in your issue of October 30 is more provocative than usual. May I comment on two points?

Mr. Smith said—

"To-day our conscience revolts against the thought that Englishmen should ever have engaged in it, in about [slave] traffic slaves indeed, slaves in it. We are still suffering for the sins of our fathers." It has been said that what with Europeans and Arabs the slave trade cost about a hundred million lives. Almost all over Africa to-day the cry is for labour—labour—labour. What would we not give to have the progeny of those hundred million slaves, ducers of our raw materials and purchasers of our goods?

I agree that our conscience revolts to-day against the slave trade but that revolt is a very recent product of the development of humanitarianism which is so gratifying a feature of modern civilisation. I fail to find even in the New Testament any denunciation of slavery or the slave trade as such, though slaves of all kinds and of many and various nations were a commonplace of the period. British slave-traders found in the Bible the strongest arguments for their business. Moreover, from the time of the earliest Egyptians, African Natives have been taken for slaves, and the stronger African tribes have themselves made slaves of their weaker brethren, as the Matabele did of the Mashona in our day. But that by the way.

Mr. Smith assumes that the progeny of the hundred million Africans who are alleged to have been taken away as slaves would to-day be available as labourers or buyers of goods. That assumption, I believe, is a complete fallacy. One factor which controls population is food supply, and there is no reason whatever to believe that the population of Africa would or could have been larger than it was when Europeans first came into contact with the Natives. The history of England proves that the population was practically stationary for many generations, and it was not until the food supply was substantially increased by such means as the introduction of the potato in the eighteenth century of root crops, such as turnips, in the seventeenth century, that the number of inhabitants rose. In our own time we have seen the same phenomenon—the invention of cold storage, which enabled food to be brought in sound condition from the ends of the earth, and of canning, by which food could be preserved for an indefinite time. These, and these alone, have made the present rapid increase of European populations possible. The African has never had such advantages.

The second factor is warfare, and Africa has always been the scene of inter-tribal raids and merciless extinction of the weak by the strong. Chaka, the Zulu monarch, is said to have been responsible for the killing of two million human beings, the millions slaughtered from the time of the Wazimba (sixteenth century) to the days of Cetewayo and Lobengula down to the present. Even in the nineteenth century it was a common occurrence for a hundred slaves to be sacrificed at one time to make a blood bath for a West African chief. Africa has been the scene of bloodshed throughout the centuries.

Mr. Smith further stated that—

"The Bantu were living on the coast of South Africa at least a full century before the Dutch landed in Table Bay in 1652."

That, I grant, is true, but it is a little misleading. The Dutch found what is now the Cape occupied by Hottentots, who are not Bantu, and it was not until Europeans trekked across the northeast that they came into contact with the true Bantu tribes who were themselves invading from the north. The Dutch, thus anticipated, the Bantu in the Cape itself, whatever may be said of them and the country beyond the Orange river.

I must apologise for the length of this letter, but as I said, Mr. Smith is provocative.

Bedford.

Yours faithfully,

ALFRED LEECHMAN.

THE EAST AFRICAN SETTLEMENT DELEGATION.

Mr. Beauchamp on the position.

To the Editor of "East Africa."

SIR.—Referring to the statement in your last issue regarding the settlement of the so-called "difference of opinion" in connexion with Tanganyika representation on the East African Delegation, I would like to make clear a point, your wording of which is apt to create a wrong impression. There has been no difference of opinion within the ranks of the Delegation itself.

Lord Delamere did not, as you suggest, invite Messrs. H. H. Beauchamp and Jerome de la Motte to assist the Delegation, but accepted the kind offer these gentlemen had made to him of their assistance to the Delegation.

Acting under instructions from the Executive Committee of the Tanganyika Congress of Associations, Lord Delamere could not accept Messrs. Beauchamp and de la Motte as members of the Delegation. But, since these gentlemen had arrived in London very shortly after passing their own expenses to help in the opposition to the Government's Native Policy Papers, and in order to avoid the overlapping of activities which had the same goal in view, Lord Delamere accepted the offer of their assistance "as opportunity offered." And I have pleasure in endorsing your comments that they have shown great enthusiasm and diligence in their activity.

At the same time they are not official members of the East African Delegation. According to instructions from both Kenya and Tanganyika, the Delegation is barred from co-opting members.

Yours faithfully,

A. A. MERKIN,

London, S.W.1.

Pan-African Delegate,
East African Delegation.

From the practical standpoint the first two paragraphs of our correspondent's letter appear to refer to a distinction without a difference. The great thing is that Lord Delamere, the chairman of the Kenya and Tanganyika Delegations, has closed the ranks by availing himself of the services of the two Tanganyikans whose position was somewhat doubtful. We are informed that Messrs. Beauchamp and de la Motte agreed to sign any reasonable letter drafted by the Delegation itself and that the document addressed to Lord Delamere, which they did sign, and the signature of which was that of Mr. Merkin, was having arrived from Tanganyika for the purpose of adding in the opposition to the European colonists of East Africa to the Imperial Government's White Paper, and in June last, to make the conditions in East Africa better known to the British public, we have the pleasure to offer our services and trust that you will accept us as the instruments of assisting in the Delegation's activities. The chairman's reply runs: "I thank you for the offer of your services conveyed in your letter of today, and will gladly avail myself of the assistance you offer if opportunity occurs."

E. E. A.

KENYA AND THE COLOUR QUESTION.

What Mr. O'Shea actually said:

To the Editor of "East Africa".

Sir.—In the otherwise admirable résumé of my address to the National Council Mr. Walker published in your issue of October 23, your reporter has failed to convey my meaning on one point. I did not say "There was no colour question." What I believed was that "People in Europe and everywhere are thinking of indifference from the natives as mere one of today. What less so, and in other ways the Natives are centuries behind us in their development."

Unfortunately I was unable to send you full correction in time for your last week's issue.

Yours faithfully,
J. J. O'SHEA
London, S.W.1.

Member of Kenya Settler Delegation

I would publish Mr. O'Shea's letter, but was sorry not to have coined issue whether if he had said correctly that there is no colour question in East Africa. Such a statement would we believe have been absolutely true if the term is used in South Africa and the U.S.A. We favoured to amplify our point in a Matter of Moment paragraph in our last issue, which had not been published when Mr. O'Shea's letter was written. Ed.

DIGGER NEWS FROM THE LUPA.

Movements of some of the prospectors.

To the Editor of "East Africa".

Sir.—Your issue of July 17 has only just reached me, but from the correspondence between Bill and Mr. Thomas I judge others also may be interested and I can, at least, answer most of the latter's questions.

The Lupa itself is almost deserted. Last wet season saw many diggers clustered about a little rich patch at the headwaters of the Itewa river usually called the "Tet." Though in total value it did not rival the "Itewa" concession area, yet so I was told, no one lost any money there—which is saying a lot; some people took hundreds of ounces of gold from the area of a single claim.

Later others were gathered round the junction of the Gomoka and the Maklongolo rivers. (The latter is known as the "Pork and Roast.") There were no spectacular strikes, but good returns were made.

Now to answer some inquiries. Bill Cummings is still roving so is Stewart. Cummins, but I did see a small peg of his lately. "Rope-solo" Jones has just finished off the Itewa-Lupa road, and the first forty got through a few days ago, though much of the northern end of the road is still swampy; he is now improving the Mbeya aerodrome, I believe. Stewart is on his "tour" Sergeant runs the salt works; Charlie Wood sleeps on the "Porc and Roast" Ibveridge still consistently digs on both reefs and rivers; Martin is I think, on the Lupa, and his "regiment" is swelling. Ridge with his well-fed camp are on the Mwagole, so is Jenkins. Tate and Lock are still sitting on their reef.

What are your interests?

If you tell us what they are we shall be happy to send you (gratis) our Catalogues and lists of Books dealing with the subjects in which you are interested. We have over 125,000 vols. (secondhand and new) on every conceivable subject in stock, including an immense number now out of print. Books sent on approval to any part of the world.

FOYLE'S

EMPIRE CROSS ROAD,
LONDON, ENGLAND

Good old Bishop is on the S.W. his old partner Davies still walks thirty miles a day looking for reefs—and finds them—earns thirty a day, mostly with gold in—the former company's Griffiths, Galahad, and D'Uva are also with the "com. spuds"; Meekes with his wife the Lupa's doctor and nurse has started a hotel at Mbeya. Nutting and Such are both away ill, but are hoping to return shortly. Denis Maher is on the Mandara plateau with several cases of prospector has been a fortnight on his way back from Mbeya to the Mawendo. There are many others about Mbeya who still do the what they do.

Hudson and Grantham of the Geological Survey are doing their second and third seasons respectively. Some spectacular has come from their work, though indeed the area from the S.W. to the Aravapalis is now mapped and they hope to complete up to the Luika this year.

The "company" have done much work round the S.E. mainly in Nutting's area which seems to lack reefs. The prospects appear very promising.

As to the alluvial there must remain many patches here and there, in the past little find still awaiting discovery, and though their number is diminishing as the gold zone on this side the scar becomes better known and defined, there will be payable propositions for some at least of the diggers for several years to come.

Yours faithfully,
J. O'SHEA
A. KNAPPER.

DINNER TO SIR JOSEPH BYRNE.

By East African Dinner Club.

Sir Joseph is able to announce that Sir Joseph Byrne, Governor Resident of Kenya and Lady Byrne will be entertained to dinner by the East African Dinner Club in Nairobi, January 14, at the Savoy Hotel. Further particulars will be published in due course.

The annual general meeting of the Dinner Club will be held at H. M. Eastern African Dependencies' Trade and Information Office, Cockspur Street, W.1, on Wednesday December 2, at 2.30 p.m.

East Africa learns with regret that Sir Edward Grigg and Mr. J. T. O'Shea were involved in a motor-car accident over the week-end when a car which Sir Edward was driving crashed into a wall. Mr. O'Shea was cut about the head and both were shaken, but we are pleased to state that their injuries are not serious. We congratulate both on their escape.

Message to the British Empire

ALWAYS DRINK
EAST AFRICAN COFFEE
FOR BREAKFAST

AND HELP YOUR OWN
PEOPLE IN THE COLONIES

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* East Africa in the Past *

CANON BROOMEFIELD ON "PARAMOUNTCY."

THAT part of the interests of the present controversy in regard to the meaning of the word "paramountcy" seems to be the fact that the formula does not convey the same meaning to everybody in the view of Canon G. W. Broomefield of Zamzani. He expressed an interesting article to the Nairobi *Standard*. He said:

"It is suggested that the word 'paramountcy' brings into play a conflict between the primary interests of the Native and the secondary and tertiary interests of the whites, and [1] that the secondary and tertiary interests of the whites give a certain relation between the secondary and tertiary interests of the whites. Nobody contests the supremacy of the primary white interests. Few, if any, would demand that the secondary interests of the Natives should be valued at the expense of the secondary interests of the whites. What is needed is nothing for both."

"But the fear in the minds of some of us is that the primary interests of the Native may sometimes be sacrificed to the secondary and tertiary interests of the whites. To the mind of the writer the question is: That Native interests should be paramount is really intended to exclude such possibility."

"That it is a possibility hardly needs demonstration, nor is it difficult to illustrate what we have in mind. Firstly, European commercial enterprise requires additional Native labour. Such labour is forthcoming at a price, however, that will tax its resources away from the villages there accumulations of natives living on their plantations. They do not use money in the ordinary course of their lives, but they must find money to pay the tax. There is only one way. They must leave their homes and go in instances to work for others. They are afraid to leave their wives with them, and therefore proper accommodation is then at the place where they find work. So they find themselves in the midst of new and exciting opportunities for a livelihood, which they have never had before, and they are caught away from their homes by social discipline. They deteriorate, both physically and morally. However, the European commercial enterprise has not all the labour it requires."

"In the second illustration, we will take it that the European wants to develop a particular piece of country as *present occupied* by Africans. It is good agricultural land, and the Natives are not making the best use of it. They are given another piece of country, which is better in the eyes of the Europeans, is equally abundant, but gives no titles to the Natives. If the Europeans develop it and make their profits, they do not understand how much it is their loss to the Africans."

"That land may well be occupied by the same people for generations. All their ancestors were buried there and their descendants will be buried there."

When it passed from their possession, the tribe began to look elsewhere. Social discipline was relaxed, and the foundation stone upon which now African progress mostly is based was destroyed.

"The above will show the kind of thing which is in my view is easier to be excluded by the claim that native interests should be paramount. The more vital interest should be all the uses of the land. The primary interests of the Native should not be subordinated by the secondary interests of the European."

Two permutations of the Wakamba are mentioned by Professor Julian Huxley in an article in *The Saturday Review*. He writes:

"Regarding their dental customs, the local custom was for all men to have their upper canines sharpened to a point, after the fashion of those kept in parts of the Congo and popularly supposed to denote cannibal propensity. As if this were not enough, they often extract their lower teeth, then take those of animals, sheep or hartebeest, file their ends sharp like the heads, and screw them into the mouth instead. When I first read of this in a popular book, I used to credit it as a simple fact. These artificial teeth can be made to protrude further than natural ones with points sharp so as to provide in a curious way the mouth an inhuman, diagonal, jagged-toothed look."

OUTWARD-BOUND BY A FRENCH SHIP

To which we may add what is written by the Messageries Stéphano-Chambord in their last outward voyage down Sir Percival Phillips refers in an article in *The Daily Mail* when comparing customs aboard French and British ships:

"Internally could hardly be compared with that made when the first Frenchwoman sat down beside me, wearing only a purple pyjama, and over her middle, it seemed too strange to be true, a pink shawl. And she smoothed her hair and cut herself another wedge of bread. Then came another in pink pyjamas, no dressing gown, and pink slippers, long bare, face, one Englishwoman, and so on. She looked enviously at the pink pyjamas. I wondered that she wore blue ones herself and thought she cost me less. Her husband asked a question with his eyes, and I replied that it was quite possible she might."

"Mere pyjamas at breakfast! The French woman seemed to conform, but incurred a penalty tomorrow."

Next day. Our Englishwoman was seen in the Olympe bay at breakfast time in blue pyjamas, but she appeared fifteen minutes later in a pink. When questioned, she blushed and said, "Perhaps I'm foolish." Her husband said she was keeping herself up.

Next day. Our Englishwoman appeared again in morning dress in a pink breakfast dress. Good morning. Where are the vitamins? She replies politely, and until the Red Sea, when it is hot."

This is an article which does not satisfy the curiosity of our English lady; the passenger he shows that four other couples travelled to Kenya by that boat. They were Mr. and Mrs. W. G. Moore, Mr. and Mrs. E. Moss, Mr. and Mrs. T. C. Keppel, and Mr. and Mrs. R. Y. Stones. They will know to whom Sir Percival refers."

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NOVEMBER 6, 1930.

EAST AFRICA

KENYA'S VIEW-POINT MISUNDERSTOOD

An editorial note in a recent issue of *Time* magazine reads:

"It is perhaps fortunate that the storm of protest against the Government White Paper on East African policy should have spared while the Imperial Conference is in session. The voice of Kenya in the Government capitals, the traditional British policy, the protests from Uganda, Rhodesia, Northern and Southern Rhodesia, represent before the South African system of segregation and its attendant discrimination. A delegation from Kenya has gone to Eng land and the missing of General Sir Hugh Gough, an expert in frontier defence, in the Kenyan lands was noted. It is led by Lord Delamere who for thirty years has been accumulating a large fortune in Kenya through successful acquisition of large estates being held for £100,000 a month. His personal values depend largely on an abundant supply of cheap Native labour, and the South African policy is being calculated to secure this than one of the principal standards of taxation has raised £5,000 for the roads in Kenya and is appealing for further funds to help to combat the Government policy and those who support it. He is conducting a most efficient press campaign, and we publish this week a letter from one of his members, Mr. C. S. A., a prominent Kenyan auctioneer, who is well qualified in every way to state the Delamere position."

Such words do not reflect the South African system, but they do reflect the Native side. Not mounted, 5 Lord Delamere, who like lesser men, may have had his successful land deals, has also a fine record of selfless public work to which no equal time reference can have been made.

DR. LEYS' ON THE PROBLEM.

Dr. Norman Leys makes a few plausible statements within the borders of his usual article, will be unlikely to appreciate. In the course of his contribution he says:

"One has to have first-hand dealings with uncivilised people to realise how law and how unenforced they are. How impossible it is for them to be accurate or to distinguish clearly between a rich and an Indian boy; how they always let you down when you try to help them."

And again:

"Strange as it may seem to us Socialists, whose great desire is to escape from capitalism into socialism, what these people ardently desire is to escape from tribalism to capitalism."

His recommendations read:

"We ought to ensure for them as much land as they can use, i.e. adequate markets and transport; we should transfer taxes from poor to rich, irrespective of race; we should open the electoral roll at present open only to Europeans, to all who are capable of judging the main political issues; and above all, we must see to it that African children get as good an education as European children get."

UGANDA, A TROPICAL GARDEN.

WRITING of the beauty of Uganda in *The World Today*, Mr. H. G. Johnson says:

"Uganda is a great State. The scenery is different, the climate is different, and the fauna is different from anything else where to be seen in the whole of Africa. It is a great tropical garden often described as the 'Pearl of Africa'. With a multitude of birds, interest and of beauty it surpasses any travel second to none in Africa, and it deserves unstinted eulogy from the most experienced travellers."

"The native quarters in Kampala are full of interest. First, we climb with our carriage containing the King's bodyguards, also the state of the Queen Mother by name. Next comes the Native 'mansue' or burly bodyguards of King Mutesa and his entourage, an example of which is King Mutesa and his entourage, a number of whom are said to be buried in a peculiar state to save the earth from seeing human victims too sacrificed to the tribal gods. Another interest is the enterprising which builds up the economy of the local Theodore. This fire lit when the King is enthroned, and is kept burning until his death. Human sacrifices were made at this fire."

EAST AFRICA

WHO'S WHO

6. M. W. MacLellan Wilson



Copyright East Africa

Mr. MacLellan Wilson went to Kenya in 1895 just after the country had been taken over by the Imperial Government from the Imperial British East Africa Company. One of the original founders of the Africa Inland Mission, he resigned early in 1895, and from 1895 to 1903 he was in Government service. At the end of 1902 he took a farm in Kikuyu which he still farms as a coffee plantation. In 1903 he edited the newspaper "The Ambi News", and between 1905 and 1910 was successively on the Advertiser, Leader and Standard writing the first and last named.

Ever since 1910 Mr. Wilson has taken an important part in the government of the Colony. In 1912 he became a Colonist's representative from Uganda, and he has on various occasions been President of the President of the Convention of Associations, the Coffee Planters' Union and other leading bodies.

For a number of years he served on the Legislative Council, and in 1921 he was elected to the Legislative and Executive Councils of the Colony, and held the former as a representative of the interests of the Executive Council, being a European constituency on the Legislative Council, until about 1927. Mr. Wilson has tried to live a retired life, but when, in the autumn of 1928, a call came to join the election to London as a representative of the Federation of Agriculture, he left his plough

PERSONALIA

Major and Mrs. J. Hope are off their wits in Kenya.

The Misses H. and M. Chappell are on the Saco in Mombasa.

Mrs. Walmsley P. Ray, of Langham, is visiting her daughter in Kenya.

Lady Furness is leaving on another visit to East Africa early in the New Year.

Lord Whitelocke L. C. has arrived home from his recent visit to Northern Rhodesia.

Mr. J. A. Jackson, M.P., has returned to Nairobi from his recent holiday on this side.

Mr. Elliott Moth lectured last week in Birmingham on "Trading through Tanganyika."

We regret to learn of the death in Kenya of Mrs. Fairbairn, who first went to Kenya in 1921.

Mr. Ian McGregor, Assistant Superintendent of Police in Kampala, has retired to Uganda from Kenya.

Lady Muriel Jex-Blake and Mrs. C. F. Armstrong acted as judges at the recent Flower Show held in Kitale.

Mr. G. R. Sandford recently won the Captain's Prize of the Matanga Golf Club, Nairobi, being the runner-up.

Mr. H. Oldenden, A.C., of the Northern Rhodesia Police, has been transferred from Kasama to Livingston.

Mr. Walter G. Perkins, a copper metallurgist, is shortly transferring his headquarters from London to Northern Rhodesia.

We regret to learn of the death in Thika of Mr. Wehler, who had been in East Africa for the past twenty-five years.

A very successful fetes was arranged at the Blue Posts Hotel in aid of the Thika Chaplaincy Fund, for which £65 was raised.

Major W. B. Brook, who has served in East Africa for the past nineteen years, after a stay in Kisumu, has arrived home on leave.

Sir John Sandeman Allen's son, Sir Harold Sandeman Allen, of Cheltenham, was married last week to Miss Margaret Sylvia Harris.

Major W. B. King, who left England a few weeks ago on his return to Lindi, has been re-elected President of the Lindi Plasterers.

We regret to learn of the death by drowning in Mombasa of Mr. George Kelly, manager of the well-known Eldoret firm of Cheshire and May. When his body was found floating in the water a gash over one eye led to the conclusion that he had dived from the pontoon and struck himself by striking his head on the珊瑚 bottom.

Mr. G. H. Bright has been appointed Acting High Commissioner in London for Southern Rhodesia, replacing the assumption of duty by Mr. T. W. Downton, who succeeded Sir Francis Newton.

Mr. N. Pybus, M.P., for Harwich, who has just returned from a visit to Northern Rhodesia, a member of the African Parliament, is illustrating addressing his constituents at his constituency, addressing his constituents at his constituency, addressing his constituents at his constituency,

Mr. W. Strummond Smith, M.P., for Dover, died yesterday, his wife, who is suffering from malignant nose cancer, whose condition is improving, is still alive. A few days ago he passed away for Tropical Diseases.

Colonel R. G. G. Pilkington, C.B., Commandant of the Royal Rhodesian Police, has arrived home last week on leave. Colonel Seager served in Ceylon for some time previous to his appointment to this post five years ago.

Mr. Edwin Booth, senior partner of Messrs. Booth & Co., of Vicks, who has been gazetted a Justice of the Peace for Northern Rhodesia, is one of the pioneer post-war countrymen which he first entered some twenty-seven years ago.

East Africa is able to announce that Mr. C. Cleland Scott, the Nairobi collector, is presenting five of the seven lions he captured some time ago to the Edinburgh Zoological Gardens. He intends to keep the two remaining lions for his private purposes.

The Hon. Henry Ward, who has considerable Northern Rhodesian interests, said in the House of Commons on Tuesday night that the proposals of the present Government for the relief of unemployment were like giving an acid drop to a hungry elephant.

The friends of Mr. J. A. Jackson will learn with sorrow of the sudden death at the age of seventy-nine of his son, Mr. Charles Frederick Jackson, who was last to rest at Lambton St. Giles, Nairobi, last Friday. He was a man of upright character and staunch Christian principles.

Mr. G. R. Rymer, a well-known and a controversial figure in common law, the party of whom he served, was recently examined in Nairobi in process as a shooter. He received considerable prominence during his stay on this side. He is the son of Mr. George Rymer, a well-known Rumanian writer.

The Colour of the 9th Sudanese Regiment, which was recently disbanded, under the scheme for organisation of the Egyptian Army, and the formation of the Sudan Defence Force, was last week handed over for safe custody to the Adjutant of the Queen's Own Cameron Highlanders, which originally presented the colour.

Mr. John E. Woodhouse, who is on his way back to England, accompanied by Mrs. Woodhouse, has served in the Administrative Service in the Territories for the last ten years, during the African Campaign, was mentioned in the news and from 1916 to 1920 served as Administrative Officer in Uganda.

Mr. R. Clinton Grainger, the treasurer of Kenya, is returning to the Colony where he may be a member of the Kenya and Uganda Railway Advisory Council during the absence in London of Lord Omagh. Mr. Grainger began his colonial service in 1891 in the Windward Islands, was transferred to the Gold Coast, became Supervisor of Customs, and, after serving there for thirteen years, went to British Guiana. He was appointed to Kenya in 1922.

Pandit Harendra Nath Karpuram, ex-President Mr. A. B. Patel of Mombasa, and Mr. B. S. Varma of Nairobi, have been selected by the National Committee of the East African Indian National Congress to represent the Indian cause at the joint Parliamentary Conference. This closes the dispute which has been raging in Indian circles in East Africa. It will be seen that Mr. Isher Das, the amiable general secretary of the Congress, is not to accompany the delegation to England.

We have received from Mr. W. E. Holl, of Finsbury Court, Finsbury Avenue, London, W.C., who is honorary secretary in England of the recently formed Upper Nile Diocesan Association, particulars of the work of this body, which invites membership on the part of anyone interested in the diocese. The annual subscription, which may be anything from £100 up, entitles members to receive twice yearly of copies of the interesting magazine of the diocese, "South of the Sud and on the Banks of the Nile."

Mr. R. G. Cochrane, Secretary of the British Empire Leprosy Relief Association, who recently toured Eastern Africa said at last week's general committee meeting of the Association that during the six years of its existence the Association had sent out at least a million doses of remedies against leprosy to workers in different parts of the world. It was tragic to think that in the whole of East and Central Africa there was not one institution comparable to those in India, though in Uganda alone there were at least 2,000 lepers.

Among the prizes being offered for a competition organised in Nairobi to help Nairobi War Memorial Hospital are the following: "Wagai," a grey gelding (Mr. J. E. A. Wodehouse, Whitmore); a bacon pig (Mr. F. B. Noller); a bister cream separator (Messrs. Gandy and Roberts); Lady's bed canopy (Yvonne), £5 worth of timber (The Molton Timber Co.); a pair of writing desks (Mr. Mackie); two volumes of the Encyclopaedia of Poultry (Mr. O. G. Frere); five tons of agricultural lime (Lime, Ltd.); and an Austin tractor (Mr. R. Holmes).

Mr. A. C. Tannahill is acting as financial agent for the Kenya and Uganda Railway Advisory Council during the absence in London of Lord Omagh.

Mr. Malcolm Ferguson, until recently chief inspector of Mines in the Union of South Africa, has been appointed engineer to the Chartered Company with headquarters in Nairobi.

At Framlingham College speech day on Saturday last, Lord Cranworth, who is one of the Governors, recommended public school boys to consider careers in the Quiccaan Empire. If they took courage and went thither to one of the Colonies, he thought it extremely unlikely that they would ever regret it. The Headmaster, Mrs. W. J. Ashworth, said that he was sorry that in these times of financial stress parents were having to take boys from public schools before their last two years when, as prefects, they had more responsibility than in their next twenty years.

Sir Donald Cameron, Governor of Tanganyika Territory, has appealed to each of THE TIMES for simple books of travel, biography, history or adventure for the use of African Natives in the Butembo district, where he points out, "local and economic development exceeds that achieved elsewhere in the Territory." He says that the educational standard attained by the more intelligent young men (including three young chiefs) turned out by Government mission schools is such that they are now attracting some appreciation of and enthusiasm for English literature. He asks that suitable volumes should be sent carriage forward to the Crown Agents for the Colonies ("O" Department, 4, Millbank, Westminster, S.W.1).

Mr. E. A. Wodrych Whitmore, of Rongai, who has just resigned from the Nairobi District Council, has on his farm a feature which is probably unique among Kenyan estates. His homestead comprises three buildings in one row. That on the right, the first mud-and-wattle structure he erected when taking over the farm, cost about £70; the middle building, a little more imposing, has brick walls and thatched roof, and cost about £160; while that on the extreme left is a modern brick bungalow, lit by electric light, giving a high degree of comfort in its equipment, and costing £600 or £700. Thus the three buildings stand as evidence of the progress of a Kenya settler.

Mr. and Mrs. Jimmy McCrae are on their way back to Naivasha. Mr. McCrae has been in Kenya for the past eighteen years, and for many years ago his brothers were well-known furniture manufacturers in Nairobi. A dozen years ago so, also, they took up a large area of uncultivated land between Nairobi and Naivasha, which at that time teemed with wild animals. Finding the sisal crop very successfully, they have built a vast sisal estate covering 16,000 acres. At a recent Caledonian Dinner in Nairobi Mr. McCrae delivered a most interesting and inspiring presidential address.



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THE CASE FOR EMPIRE TOBACCO

Crown's Deputation for Government

This delegation from all the principal tobacco-growing countries of the British Empire, who have been attending the Conference held at London at the offices of the British烟草 Growers' Organisation which has led to the formation of the Tobacco Federation of the British Empire under the chairmanship of Major Walter Eliot Moseley, recently placed the position of the Empire tobacco grower before Mr. J. H. Thomas, Secretary of State for Dominion Affairs, and Lord Passfield, Secretary of State for the Colonies. We have received the following authorised report:

Mr. Francis Weston, Sir, Commissioner for Southern Rhodesia introduced the delegation. The African members of which were: Southern Rhodesia, Sir, Francis Newton, M.P. (Commissioner), Mr. D. B. Brown (Technical Adviser) to the High Commissioner's Office; Mr. B. F. Wright (Financial Secretary) High Commissioner's Office; Major W. Hastings, Major P. Gribble and Mr. P. H. Cresson; Northern Rhodesia, Major G. H. Dale (Deputy Commissioner); H.M. (Ex-African Dependencies) Trade and Information Office, Captain G. E. McRae and Mr. H. Goodhew; Nyasaland, Mr. G. Ponsonby, Mr. C. Bush (Trade Scale), Miss Marjorie, The Hon. Sir, Lord Souchon.

Advertising that should be Discouraged

A memorandum setting out the grave condition of the烟田 in various parts of the Empire was presented to the Secretaries of State and Major Hastings (Southern Rhodesia) reviewing the position, said that although there had been an increase in the proportion of Empire tobacco used in Great Britain, this was mainly in the tobacco of which some 60% used in this country was now of Empire origin, but the cigarette tobacco trade was the important element in the present and future and every effort must be concentrated upon that where the proportion of Empire tobacco used was very small.

It is urged that the constant use in advertising of such phrases as "pure Virginian" or "home-grown Virginian" implied that Empire tobacco of the Virginian type could not be the same quality as the American jeans and should be strongly discouraged. The implication was, of course, entirely untrue, and he stressed the fact that manufacturers could, if they desired, use a larger proportion of Empire leaf in their cigarette blends without affecting the flavour or the public demand for them. He cited the change-over from imported to locally grown tobacco had been effected in South Africa, and also the change from Virginian cigarettes to a blend with English leaf that had been a feature of the United States market in recent years.

The flight of the grower under present conditions was, in many cases, very nearly desperate. Such a delegation had come from all the principal producing countries, especially to lay the case before the Home Government. Certain difficulties had been experienced in arriving at a memorandum, but the memorandum was a joint one, and it was agreed to go to the Foreign Office to enquire the sympathy of the Home Government and through them the tobacco trade in Britain. It is desired that when the grower's representatives, might cooperate in so determined efforts to increase the proportion of Empire tobacco used in the United Kingdom.

Mr. L. Kimberley Scale-Nevastani estimated the value to the British manufacture of the purchases made by cigarette tobacco-growing countries. These countries bought over half a million tons, immensely greater amounts than did the United States, the principal supplier of tobacco to this market.

Expressions of Government Sympathy

Mr. J. H. Thomas said that the sympathy of His Majesty's Government was with the烟田 tobacco growers, and that the Government was anxious to increase by all legitimate means the proportion of Empire-tobacco used in Great Britain. He himself was, of course, personally, both on behalf of the Empire Marketing Board and of the Government, a strong advocate of the end of the empire of tobacco, and the domination of the British colony of cigarette tobacco growing in the Empire and that there was no reason why very much larger proportions of it should not be used.

He commented that the case should be brought before the Parliamentary Select Committee on the colonies of Commons whenever possible. Further, he suggested that the Empire Marketing Board should be kept supplied with appropriate information and promised their help and sympathy. While he could hold out no hope of further legislative encouragement to Empire tobacco beyond the presenting his motion quite adequate presence, he promised the aid of the Government in finding appropriate days and times for a conference between the烟田 and manufacturers. For the interests of the烟田 of Empire tobacco he urged the delegates to create a permanent organisation in London with a Committee which could keep in touch with government and act on the lines suggested.

Lord Passfield said that the Home Government remained friendly towards the establishment of a committee in London, and added: "I hope my colleagues may consider the question of joint action for Empire tobacco. He commended the steps that had been taken in the producing countries towards guaranteeing quality and effective grading, which was helping to bring Empire tobacco in this market. He stated that the Government had decided themselves that as long as there was a duty on tobacco the preference would not be removed, and the likelihood of the duty being removed when reduced to so low a figure as would affect the balance of trade to be considered at a later date."

On Friday, the day before departure for Kenya, the Bishop of Mombasa issued an appeal through the Press on behalf of the Queen's Girls' School, which he said needed three pianos fitted for the tropics, equipment for cricket, hockey, tennis, lacrosse, and boxes for the library. He asked that communications on this side should be addressed to the Rev. C. P. Heywood, Hall Cottage, Crowborough.

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NATIONAL PARKS FOR EAST AFRICA GAME TO BE PRESERVED IN PERPETUITY

Major R. W. G. Hingston Interviewed

Special to the *East Africa*

After conference between the Society for the Protection of the Game of the Empire, the Royal African Board, and the Secretary of State for the Colonies, it was decided to despatch an officer to consult with officials and unofficials in British East and Central Africa as to the most suitable means of preserving in perpetuity the wild animals of those countries. Major R. W. G. Hingston, who has been engaged in that mission, has accorded the following interview.

"I think," said Major Hingston, "that in East Africa I discuss National Parks with everyone possible—government officials in each country, landowners' associations, Chambers of Commerce, unofficinal members of Legislative Councils, game wardens, medical men, geologists, agricultural officers, law officers, entomologists—everyone in fact who could help me with advice or who had experience in killing animals. I inquired into the local game laws, licences, the number of animals on the schedule, the currency used by native tribes, undesirable methods of killing, barbarous practices by Natives and others into something which had a bearing on the preservation of the game."

"Crown Colonies," he continued, "have Game Reserves. The original policy of these reserves was brought into existence by the Foreign Office long ago, and they have been of the greatest value in preserving animal life; but reserves, such as I made out for *private* observation. New reserves are created by notification in an *Official Gazette*, and can be removed by the same means. Reserves are in fact removed or altered in different ways to meet special claims or requirements; they are therefore of an unstable nature and cannot be regarded as permanent sanctuaries.

The Ideal National Park.

National Parks, on the other hand, are stabilised by legislation, set aside as the property of the public forever, and their control is vested in public trustees selected from persons residing in the country who are interested in wild life. The ideals to be aimed at in establishing National Parks in Africa are:

- (i) There must be adequately stocked with wild life representative of the country;
- (ii) It must be sufficiently large, not only to house the game, but to allow of free migration, which may mean anything from 2,000 to 15,000 square miles;
- (iii) It must contain a sufficient water supply which is not difficult to secure in Africa;
- (iv) It should contain few if any possibilities of agriculture;
- (v) It should contain no mineral possibilities;
- (vi) There should be no mining possibilities;
- (vii) There ought to be scenic attractions to attract tourists; the National Park should be a picture book;
- (viii) The area ought to be accessible to road and/or railway, must have free visibility, and roads must be so that the animals can be seen;
- (ix) Finally, it must be healthy for human visitors, which in Africa means that it must be too easily infested with tsetse flies, mosquitoes, and guinea fleas.

As the result of my consultations sometimes like unto National Game Parks were located. It was clear that Northern Rhodesia required one to preserve the lion and eagle of the country. The extensive area round the Murchison Falls in Uganda, is also for a National Park. With the wonderlands

open plains in Kenya and Tanganyika Territory could be made from the point of view of biological interest, the finest things of their kind in the world could not even competing the Yellowstone Park.

Looking to the Future.

"There can be scarcely any doubt," concluded Major Hingston, "that the construction and development of National Parks in these East African countries will attract great numbers of visitors and do not only of attraction of interest to them but of real economic value to the Colonies concerned. It is in the direction of Parks and their attractions to visitors, and not in shooting or hunting that the commercialism of the game in a country and its value as a source of revenue to that country lie in the future."

Considering East Africa as a whole, we must recognise that its settlement and cultivation advances, animal life is bound to disappear from the settled areas. Settlement has already advanced and will increase. The policy of Great Britain in implementing her old idea is to cause the African in every way possible to develop better methods of utilising the soil, giving him medical assistance by which his vitality is diminished and death is his early day. Fifty years hence we may visualise Africa far more thickly populated than to-day and with cultivations extending more, now there is nothing but forest and bush. All this means that the game will be pressed further and further inland, and looking into the future, there will be a time when the only places where wild animals will be found will be in National Parks. Therefore, it is quite confidently that our sanctuaries should be as permanent and stable as we can and still and determination of man can make them.



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CAPTURING AND TRAINING ELEPHANTS

METHODS USED IN THE AFRICAN COLONIES

Mr. M. A. Wetherell's Interesting Address

ADDRESSING THE SOCIETY FOR THE PRESERVATION OF THE FAUNA OF THE EMPIRE AT ITS LAST MEETING, MR. M. A. WETHERELL GAVE SOME INTERESTING PARTICULARS OF THE ORGANISATION WHICH HAS BEEN SET UP IN THE BELGIAN CONGO FOR THE CAPTURE AND THE TRAINING OF ELEPHANTS. HE SAID:

"The service was founded in 1900, when Commandant Laplume was instructed to make the first attempts, which were made by soldiers in Bas-Uélé region near the confluence of the rivers Uélé and Omoindzi. At the end of 1902 the taking of elephants by means of traps or snares was definitely abandoned; to this date the kraal method also alternated in the same year.

"In 1904, when I stay at Kasangulu, the organisation which then comprised three Europeans, was installed in the old military post of Apo, founded in 1890, and situated to-day place in the neighbourhood of Kinkala. The soldiers were replaced by Natives, most of whom being Azandzi. The first attempts for using the elephants as carriers and drivers of animals were made in the same year. In June 1914, there were at Apo thirty-two elephants during the war lack of credits and European personnel prevented any further work, it was not until 1918 that it was decided to begin again, the first of which took place three years later. In 1921, following the years the training method was selected."

Road Transport by Elephants

"The first attempt at transport on a road scale was made in 1921 between Buta and Léopoldville in the Congo-Nile Road, ten elephants, which, owing to lack of rolling stock, could only be asked to two men. Two mobile chariot-like carrying machinery, each able to haul a wagon where it was erected. During the purchase of wagons we found a convoy of twelve elephants drawing six three-wheeled trucks was regularly used between Titouland-Bambari. This arrival at the time coincided with the day of Now, and safety of the animals was not followed up, it seemed more dangerous to come into conflict with agriculture, where the use of elephant constitutes a great economy over the employ of tractors."

"Since 1921 the Government of the Belgian Congo has been selling and hiring out the trained animals. The results obtained by the use of the elephants are excellent and the demand for them frequent both inside and outside the Colony itself."

"At the beginning of the season the hunting party goes to the districts of Léopoldville and Buta camp in well-devised traps near the river, at a point where elephants can be caught. Whilst this central camp is being set up, a rapid reconnaissance is made of the surrounding country, a radius of about thirty-five kilometers, the search finished, the traps leave the camp, but the mounted elephants remain in the central camp."

How Animals are Caught

"Once in each herd, the strongest and largest males are shot and as far as possible under cover. The wounded animals, together with a hunter then go to make out the ground, to make certain that there are no young elephants in the herd. If the adults are sufficient good for the squad to capture, that is, if the herd are in open country and there is either constant wind or preference, and all, then the leader, all shall charge and, leaving nothing left behind—leads the squad forward into the following order: armed men, carriers of the long capture ropes, then the drivers of the short ropes. Their disposition depends somewhat on the lie of the land, but the usual formation is a horse-shoe, with the armed men in the middle and the riders towards the ends."

"As soon as every one is in place, the leader gives the order to go, this movement is directed as much as possible over the heads of the largest age elephants. The result shows a rapid retreat of the herd at which the leaders rush in and around the chosen elephant, and to their Jones round its legs. Owing to the great beauty of the Natives, they generally succeed, but it sometimes happens that all the elephants escape, so that they must be followed, preferably, one slightly apart from the herd. Often the elephants are overtaken in a grass and then driven into the water."

"When the elephant has been driven by several leaps the boundaries of the rope are attached by trees. If there are no trees available, an attempt has to be made to the elephant by way of entanglement, the result of this entails such a prolonged fight that the men often have to exhaust

the elephant, set a trap as soon as the elephant is tired, or tied up, or led back to the trees, and so lead the elephant back to the place where the bagasse, both round its body, and the branches, are placed to a basket in front of the elephant, so that the latter to a pitch behind the animal enables him to stand up."

"In case the neighbourhood is not favourable, the lack of water and shelter, the animals must be moved some more suitable spot. To do this the squad takes one rope, half of which is tied to the elephant and the other to a tree. Little animal will move in a suitable direction, so that he is not too far away, but he is restrained such as possible while he tries other directions. Soon the animal is convenient, placed in a grassy spot, and a branch is sent to the main camp asking for monitors, the squad meanwhile camping near the animal until the arrival of the keepers, probably on the next day."

Training the Elephants

"The first thing is that need in Africa. India the principle are the same, but modified for training, being a combination of Indian and pure African, so that the real disproportion in the strength of man and the elephant makes it characteristic."

"The training is divided into two parts, the first render the animal quieting down, and the second to fit the elephant for work."

"The first part of training is in Indian style. The elephants are first made as quiet as possible, and several months are spent around them, and have to sing the Indian song, 'Lah-Lah-Lo', while driving the animal, and driving it with branches. The singing song only lasts a few minutes, but after days or so for a quarter an hour, night training. After a month, when the elephants allow themselves to be approached with less apprehension, one day, and the next, leads a rope, the singing is tightened, then, and also with rope, the singing is given proceeded with, and during the day, the man seizes the girth and jumps on the animal's back. These exercises are of course, for a month, two or three minutes, but then the driving the whole fifteen minutes, and morning."

"Finally, at the end of the third month, all are stoned to death, and the first half of the training completed, and the elephants join those of the previous

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Camp Fire Comments.

"Cannibalism" in the Belgian Congo.

Our Belgian contemporary, *L'Espresso Colonial et Commercial*, is considerably exercised over an advertisement issued by a large butchery business in Elizabethville, which lists the price and quality of its "Baudets de boeuf de poitrine de maturité." Shows? The expression *"vraiment de bons bœufs"*, remarks *L'Espresso*, is most unfortunate in that connexion, and "we tremble to think what may happen should that prospectus fall into the hands of some people in Europe, especially in Geneva. As we have already heard, all over the coals in the matter of forced labour, it only remains for us to be accused of cynical cannibalism by the international augurs."

Why Does the Market Prefer Peaberry Coffee?

A small planter in Tanganyika writes: "For a long time I have been puzzled why my coffee-growing friends up in the adjacent hills buy a much higher price for 'peaberry' coffee than for the normal beans. I am now told that the reason is that 'peaberry' beans, being round and growing flat on one side like ordinary beans, are much more easily and uniformly roasted, and that this tells in the cup. It certainly seems a reasonable explanation, but it is nevertheless a remarkable thing that so small a difference should make such a large a difference—10 to 15 shillings a cwt. in most cases."

Man versus Crocodile.

A personal struggle between a man and a crocodile can hardly be a common occurrence, and one is inclined to think the odds would be on the crocodile. Sir F. Jackson, when shooting hippo at Jinja, just above the Ripon Falls, came across a ten-foot croc at the end of a 100' fishing line and proceeded to haul it in. "I sat down," he writes, "and with feet against two limestone columns had a single-handed tussle, and it was a tussle too. By keeping on a steady strain on the rope its head gradually came round, and the affair in such shallow water merely lashed it into spray and foam, and after a little while, with a final heave and short rest it was dragged clear of the water. With the help of his companion Ernest Mudge the brute was shot; in this case at least the man won."

The Motorist's Worst Enemy in Africa.

Bridges, says Mr. Montagu Morris, are the first enemies of the motorist in Africa, and by "bridges" our contemporary means the culverts and constructions of tree-trunks and branches which span the smaller streams and *dongas*. Large rivers are crossed by ferries, canoes, boats, or punts lashed together and having paddles, cables or even motors as their motive power. It is the little swamps and backwaters which are the nuisance. They are very common, and each necessitates the building of a bridge, more or less solid, more or less well made, composed of logs and covered with earth. These bridges, to the great injury of those who have to use them, it is a confidence that one can assure, have every motorist who has had experience of East Africa will endorse the opinion of our contemporaries.

Lion-Breadstix in Captivity.

A correspondent referring to the claim made by the proprietor of a lion farm in California that it was the first to prove that lions could be brought into captivity, points out that even in Roman times the method was known and practised with success. In the Augustan age five thousand lions a year were required for the games in the circus, and these could not possibly have been caught wild. Before the Romans, lions were bred in Babylonia to supply sport for the kings of Assyria, whose exploits in shooting lions with bow and arrow are permanent recorded in stone—and wonderful feats they were! Many lions to-day in the zoos have twenty generations of domesticity behind them, so the claims of the California farmer are about three thousand years off the mark.

In Baboons set Sentries.

As a contribution to the question now in debate whether baboons do or do not set sentries, it is worth noting that Major Gour, of the 1st Dragoon Guards, definitely in his book, *On the War in Abyssinia*, states that they do. "Sentries are set from a hole near water hole, to say nothing of a baboon coming down first of all, climbing, and circling around him, 'for all the world like a sentry at the mast-head.' I am guilty of no exaggeration," continues the Major, "in saying that I witnessed there last past a quarter of an hour, turning his eye first to one side and then to the other, in the thoroughness of his survey. Throughout the day," he concludes, "one old baboon remained fixedly on sentry-duty. The statements, so cogent and precise, cannot be ignored. They are first-hand and certain, and must in the exchange of this evidence be strong evidence in favor of the view that baboons set sentries."

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RECOMMENDATIONS TO SISAL PLANTERS

THESE DIFFICULTIES AND THE OUTLOOK

REPORT OF ASSOCIATED PRODUCERS' COMMITTEE

Sixty-four planters' sub-committee was appointed by the Associated Producers' of East Africa to consider the question of the sisal industry with special reference to costs of production. A copy of their report has now reached us.

The present market price of sisal, as many of our readers are aware, is lower than it has been at any time during the last twenty years, the present price of 1000 marks No. 8 Falkirk and Keay being about £1 per ton, which means that the average price received by planters over the whole output is the lowest for more than £20 years. This Committee suggests that to have a moderate profit on capital, the approximate average price of sisal fibre during times of normal trade should not be less than £15 per ton.

It is difficult to point out the cause of the commodity caused by the sympathetic world depression, or perhaps conditions, or whether it is due to a lack of heavy stocks appears to be a question. At any rate it is clear that stocks are heavy.

The European stocks are estimated at 1,000,000 bags of sisal, compared with 600 bags at the corresponding date of last year, while the stocks of sisal in the middle of July 1940, 1,600,000 bags (1650 tons), particularly stocks in East Africa are not available, but are probably now in recent heavy Mexican sales to the United States, various reports add at between 40,000 and 100,000 tons are reported for delivery over the next twelve months. The war effect will still be felt in reducing production rather than in wiping out existing stocks.

Referring to the recent estimate of the Board of Trade of Kenya that the average cost of producing and transporting sisal at the Colony's ports (1939) is £1.45 per ton at European ports, the Committee adds:

COSTS OF PRODUCTION OF SISAL

On the basis of the figures of cost of production with the present average market price, the Kenya sisal industry is faced with a loss of about £1 per ton of its production of sisal fibre for the rate of £15 per ton for twelve months if the position of the Colonies is to be maintained. (The output of Kenya during January to March was at the rate of £17.28 per ton maximum.)

A cost of production in Kenya at £17.28 is without doubt an excessive average cost, and an excessive cost to many producers. The financial viability of the plantations owing to exchange fluctuations and other irritations etc. in the opinion of the Committee such as taxation, etc., must be taken into account when calculating cost of production, and especially so when, unfortunately, the effect of these interferences upon the normal operation of the plantations is likely to persist for some time to come. Consequently, the economy due to a large amount of overhead charges remain practically constant and therefore directly affect the cost of units of production. It is not likely to be realistic for some time to come if the figure of £17.28 per ton for shipping, storage, and marketing arrived at by the Agricultural Board may be capable of reduction. It should not exceed £15 per ton. That the average cost of production of £15 per ton at European ports under normal conditions is also capable of reduction is supported by the figures of the two latest submittals of the Sub-Committee viz. £13.50 per ton c.i.f. European ports and £13.80 per ton c.i.f. European ports.

Some Committee members have much objection to those in charge of the Colony's sisal plantations addressing themselves to reductions in the costs of production and as regards such possible economies as reduction of salaries, improved financial organisation, reduction of rail freight, very little if anything is done on this line other than to give support and encouragement to those whom you are responsible committee in this regard.

Evidence appears to be becoming increasingly positive that workers will accept a reduction in wages. There is also evidence of a willingness on the part of European employees to accept a reduction in their salaries. Such reductions if effected must be a matter for separate action by individual estates and cannot be dealt with by general actions as in the case of Native wages. It is believed that the European employees should be asked for higher rates of pay to be commensurate with the achievement. It is understood

that European funds are at present increasing any reduction in their wages, but they will probably come sometime later. In answer to that Sub-committee that the question of Native wages can best be dealt with by a general action, organized and co-ordinated statewide, and possibly the Government.

Representations have already been made to East African Railways, in both "lightweight" and "heavy" traffic, towards ocean freight, the East African Sisal Producers' and Importers' Sub-Committee of the London Conference of Commerce has negotiated with the shipowners in the past, and has recently succeeded in the successful conclusion of a reduced freight on sisal from Mombasa to London. It is suggested that the same method be adopted in this case, and it is recommended that the Committee ask the shipowners to meet the shippers in a conference to consider their position to induce a reduction in the shipping rates. It is further recommended that the revenue of the railroads be reduced by a large amount, so that the railroads will receive a larger share of the revenue. It is further recommended that a lower freight than normal be agreed upon at a lower freight than normal is present. The Committee learns that some sisal plantations contemplate suspending production until the market price improves.

RECOMMENDATIONS OF THE COMMITTEE

The recommendations of the committee desire to put forward are:

(1) That the sisal plantations, small estates should be assessed at all possible economy in the operation of their estates.

(2) That the sisal organisations, Kenya Colony should assist the sisal planters in the re-organisation of the industry to effect a general reduction of Native wages.

(3) That the owners of sisal estates should evaluate their European staffs so that the situation regarding what they are worth is明白, a reduction in their salaries is recommended.

(4) That importers should take the following steps which have been taken to reduce their costs in the light of age old charges, and other railway rates on sisal.

(5) That the London Chamber of Commerce should be asked to negotiate with the shipping lines for a reduction in ocean freight.

The Committee think that it is in the interest to record the steps taken by one sisal plantation in Kenya Colony to meet the present situation which are as follows:

(1) Reduction of staffs by 10% per month, starting about 1st November, minimum service of one white employee per estate, and two others expenses with the remaining credits to be carried over in the salaries of the remaining white employees.

(2) Secretarial fees reduced by 10%.

(3) Consulting Engineers' remuneration reduced by 10%.

(4) Postage fees reduced by 10%.

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For Northern Rhodesia and Nyasaland should be based before the morning of Nov 28, 1941, while schools in the same territories should be established before the end of December in London before the year starts.

Christmas Mails for East Africa

MAILS intended for Christmas delivery in Kenya, Uganda, Tanzania and Zanzibar should be posted by the P.O. London before 6 p.m. on Dec 26, while Christmas mails for the countries should be posted in London before Dec 25, or a day or two earlier, in the case.

MAILS intended for Christmas delivery in Northern Rhodesia and Nyasaland should be posted before the morning of Nov 28, 1941, while schools in the same territories should be established before the end of December in London before the year starts.

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CONSOLIDATED

STATEMENT OF THE COMPANY

ordinary course of business, and the Company has hitherto been able to meet its obligations to its shareholders and to its creditors in full. The Company has, however, been compelled to make a provision for the payment of dividends for the year 1939, and the shareholders will have to accept a reduction of 10% in the amount of the dividend which would otherwise have been paid.

The Company's financial position has been seriously affected by the recent developments in Portugal, and it is now evident that the Company will not be able to pay the dividend for the year 1939, and that the shareholders will have to accept a reduction of 10% in the amount of the dividend which would otherwise have been paid. The Company has, however, been compelled to make a provision for the payment of dividends for the year 1939, and the shareholders will have to accept a reduction of 10% in the amount of the dividend which would otherwise have been paid.

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It is the opinion of the Company that the recent developments in Portugal, and the consequent reduction in the value of the Portuguese currency, have had a serious effect on the Company's financial position, and that the Company will not be able to pay the dividend for the year 1939, and that the shareholders will have to accept a reduction of 10% in the amount of the dividend which would otherwise have been paid.

Community of Interests. The Company has always maintained that it is entitled to certain rights, namely, the right to work and trade, and the right to receive the date of the Decree without loss of its original rights and privileges. The Company is not claiming anything more than it is already well aware that no such rights existed as non-nationalised enterprises under the former policy of the Portuguese Government. The Company have always believed in the right to work and trade, and the right to receive the date of the Decree without loss of its original rights and privileges.

The other demands under the Decree, namely, the 20% of dividends used to circulate with the Company, was obviously not claimed. The Company is not claiming the responsibility of the Government, or the Government of the Portuguese Colony, for the concessions granted by it during the period of the latter's existence. It may be remarked that all such concessions were originally granted by the company as an agent for the Portuguese Government.

To pay the fee of a Government Commissioner and of three directors nominated to the Board of the company by the Portuguese Government.

It may fairly be said that the Companhia do Nyassa has been stripped of all its functions by the Portuguese Government with the exception of the payment of fees to that Government from time to time in the administration of the economy. The Portuguese Government has arbitrarily taken over all the assets of the company, and is now deriving benefit from all its resources, and is not contributing for the costs of the Portuguese Government's assets, while it has progressively built up by converting some 100,000 square miles of unknown and unexplored territory into a Portuguese Colony with little or no remunerative development.

In other words, the company have for many years past suffered the capital, cheques, and initiative to the carrying on of this work, and themselves deprived of, even though they have put into the business just at the time when there appeared to be clear prospects of obtaining some reasonable return.

The Dispute of Arbitration.

The issue of the dispute now before you is the development that has taken place, with which I will only outline. The charter of the Companhia do Nyassa contains a clause which clearly provides that in the event of any dispute or difference existing between the Portuguese Government and the Companhia do Nyassa regarding the interpretation, execution or rescission thereof, such dispute or difference shall be submitted to arbitration.

In December 1939 the Companhia do Nyassa claimed arbitration under that clause. In February 1940 the Government requested the company to state its case and to take judicial steps to have such arbitration carried out. In March 1940 the company presented its case and asked the Government to nominate two arbitrators, whereas the Government to nominate one, and the two arbitrators, who as provided for in the charter, would represent both the Court of Arbitration and fix a date on which the reference to arbitration might be signed. To this company's request the Government reluctantly agreed.

In the meantime the company, in order to safeguard its interests, instituted actions in the Portuguese Courts of Justice, which, even 16 days have not yet resulted in a definite decision.

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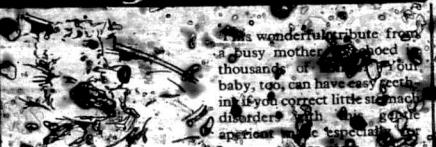
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In 1930, the council of administration of the Companhia do Nassa addressed a further communication to the Portuguese Government asking it to effect a suspension of the company's previous request for arbitration.

CAN Extraordinary Claims

To this claim addressed to the Portuguese Government was that appended by referring toward the extraordinary claims that the company should have applied for such arbitration through the Law Courts within two months of the Government's letter of February, 1930, and that it now considers the incident closed. The Portuguese Government states, however, that it is prepared to enter into preliminary conversations with the company with respect to payment for the buildings and other assets of the company in Nassa which the Government has taken over, and to any other matters which may perchance be pending between it and the company.

The clause in the charter which provides for arbitration contains a reference, exclusive of applying to disputes submitted to the Law Courts or to a time limit within which this must be done, and I think you will all agree with me that no consideration of bringing this prolonged controversy to an end by such means is unwarlike. The Government of course, deals with our people here for centuries been on terms of close friendship.

STATE OF INITIAL INTERESTS

The administration of the Companhia do Nassa is considering the best means by which to take to meet the possibility of a new arrangement being entered into by the Portuguese Government to protect the British interests in the company do Nassa.

The Companhia do Nassa is in full faith of the good-will of the Portuguese Government in fulfilling the terms of its charter on the understanding of which the business was originally founded, have utilised their capital and services in assisting the Companhia do Nassa to carry out the work entrusted by the Portuguese Government in the factory and it cannot reasonably be expected that they will accept the indemnity which in fact amounts to the confiscation of the capital they have invested in the company.

If the Portuguese Government is convinced that it acted legally in the steps it has taken in connection with the original charter of the company, it should welcome the offer, then, endeavour to evade the arbitration which we have claimed, and the result should be, if this favour is given, a just and justified in the eyes of the world.

Furthermore, in view of the important British interests involved, it would not be unreasonable to expect that the Portuguese Government would arrange for such arbitration proceedings to be presided over by an eminent jurist or business man, neither British nor Portuguese nationality. The Portuguese Government would thus be assured that they desire to act fairly and justly in these matters. We have raised the matter with you, Sir, as it stands at the present time, and you will feel satisfied that our directors will leave no step untried which may lead to our obtaining some reasonable return for the interests we have in the business.

I do not, on this occasion, propose to go into the details of your company, as these are confidential, but your interests in the Companhia do Nassa are of much less relative importance than the primary matters which are regarding the situation at present.

The cash resources of the company are on a satisfactory basis and it has been committed to utilise them in further developing the business either in Nassa or in the surrounding areas, but

you will realise that looking to what has already place it is not our intention to go further into your questions at this stage.

It is now proposed to submit to you, Sir, the following resolution:

Mr. K. G. C. F. Webb seconded the resolution and a vote was taken unanimously for the chairman that he should be given some time to submit the report received and adopted.

Mr. K. G. C. F. Webb seconded the resolution and a vote was taken unanimously for the chairman that he should be given some time to submit the report received and adopted.

The right hon. Factors, Mr. Edmund Davis and Mr. J. R. Roswell, were re-elected; the Senators, Messrs. De Lamer, Pender, Griffith and G. were re-appointed, and the proceedings terminated with a vote of thanks to the chairman.

Thereupon the meeting adjourned.

What the German cruiser *Karlsruhe*, which was visiting and then in Africa recently visited Waziriyah, south of Africa, a Mrs. Daupringhausen, who is speaking of the safety of the *Karlsruhe* and its crew, speaking of the possible reception assured the German sailors by the British, said that "all from this far away land of the Empire the people are Germans" and he could add the message of warning to the English and that "we were still true and faithful to their home country in other words to the German sailors though entrusted with a voyage by the (British) Government of the Union of South Africa remains to the German which, if I am not mistaken, almost 10 p.m. made up an alliance of convenience." This must deserve to be told with care in Germany.

The cotton plantations Company reported a profit for the year to June 30, 1930 of £227,300 compared with £10,321 during the previous twelve months. The area planted under cotton in the company in the Gezira totals 15,318 feddans, compared with 15,184 feddans last year. On account of exceptionally severe climate conditions the output has fallen from 108,000 to 71,000 bales but the prices realised were well below the average of last year, are stated to be satisfactory. The dividend is declared to be 10% on the capital.

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MOLTENO'S SPEECH AT THE
GENERAL MEETING.

STOKE-ON-TRENT MEET WILL IN GREAT PROSPECT.

The first ordinary general meeting of the shareholders of the B.E.A. Fibre and Industrial Co. Ltd. was held at 127, London Road, Loughborough, on Wednesday, October 20, at 7 p.m.

Mrs. D. A. Molteno, the chairman of the Company, presided.

The Secretary, Mr. H. H. Read, read the notice convening the meeting and the report of the auditors, the chairman said:

The Chairman's Address.

Before making any speech and moving the adoption of the Report of Auditors, he would like to address the shareholders on behalf of, and I am sure on their behalf also, the deep sympathy we feel for him and his family in their bereavement, arising in the death of his son recently.

When I addressed you in July of last year, I spoke of the endeavour of previous year, as having been carried out with considerable difficulty. Since then the position has, unfortunately, not improved, and in surveying the whole of the year 1925 our difficulties can be said to have been intensified in comparison with the previous year. I will, however, move, in more detail, on my speech.

Out of all the various considerations affecting us, we have been in very bad luck some time during the year output for 1925 was considerably lower than during the previous year. The circumstances which obtained during the year to account for this were exceptional and went beyond our control. We endeavoured to keep up our year record an output as high as the production for 1924.

Before dealing with the reasons of account for the reduction in the output, I must hardly remind you that any considerable fall in the total production affects the cost per ton very materially, and this is no exception to this economic factor.

Primarily, the lower tonnage produced is due to the previous drought which prevailed in Kenya in 1925. We have had droughts before, but the drought in 1925 seems to have been more pernicious in its effects. We were forced to close down for considerable periods on two of our estates, Msongoleti and Ndalila.

At Gibwei, where the factory had been operational following upon the fire which took place during the latter half of 1924, we were able to continue production without interruption for the remainder of the year.

In Msongoleti, produced for the whole of the year although the tonnage is small, it would be difficult to say this was obtained from tapers; consequently the output may be considered satisfactory.

Drought.—The drought unfortunately was accompanied by a severe famine in Kenya. The Governor of Kenya reported that 1,000,000 natives suffered very much damage, and many died of starvation. Others were not so fortunate as to "survive" which occurred in the native Reserves was undoubtedly instigated by the action of Government. At the same time complete dislocation in labour supervisory, which aggravated the difficulties and insuperable, also arose.

Taxes.—To take the cumulative effect of the factors I have just referred to lowered the profit for the year, which after providing for depreciation of plant, maintenance of areas, Debenture interest, directors' fees, administration and a

reserve for taxation amounts to £10,000.

When these amounts brought forward, £10,000, were deducted from the profit, the result was £10,000.

We have, however, £10,000 available which it is recommended should be carried forward. We consider that this view of the year is quite reasonable, while we are passing, and the unremunerative prices now ruling, it is desirable that we should set aside our reserve.

On the other hand, practically all primary producers, the position in which we find ourselves to-day is abnormal.

Debenture holders.—You will notice that the annual dividend for the payment of the Debentures has not been still declining.

Development of the Company.—The development of the Company has been increased by the transfer of 15,000 shares to the Bank of England this year.

Our plant, machinery and equipment have also been considerably depreciated.

But, notwithstanding the suitable amount of development work which the Company was successful in accomplishing, and the poor market conditions through the depression, the prevailing price of the Company's products in 1925 was slightly higher than in the previous year, but this was offset by a rise of the ocean rates of 10 per cent. The general operation of the Company has again in their original field, but, if I regard the efforts which have recently been directed towards obtaining a reduction of the shipping rates of the 10 per cent. jump in world prices, the present position has been unsatisfactory. It is understood that it is the intention of those who are pursuing this matter to press for reconsideration of the shipping question.

Development of the Company's Estates.

The Company's estates, over which the Company was solely responsible during the year 1925, were considerably, and should prove of great value in future years, while will consist of 1,000 acres of centrally-located land, were let at £100 per acre, and that in addition to this, we retained 370 acres of land in trust for 100 acres. The finance required to carry out this programme was considerable, and necessitated the issue of additional bonds at the end of the year. Redeemable Debenture amounts to £100,000 were offered and issued in the early part of the present year.

Our Debenture debt now stands at £130,000, and we have in hand, owing to repayments, £3,811 lbs. yd., leaving the sum of £100,000 as the net burden. Considering the fact that which has been accomplished during the last few years, and the equipment which has been purchased, we consider our Debenture debt is small.

Conclusion of a new programme of development.—A new programme of development was carried out according to recommendations which were received from competent authorities and after the matter had been carefully explored in every way. The reports we receive about the growth of the plants in the estate, as far as on the others are entirely satisfactory.

Growth.—This growth has been greatly facilitated by the rains which have fallen since the drought. You may be interested to know that between October 1st and April 1st, approximately 18 inches of rain fell at Msongoleti and Kibwezi respectively; 15 inches at Ndalila and 12 inches at Gibwei. At Ndalila the rainfall was unusually heavy, in some cases inundating the roads and causing damage to the power plant and pump station.

Sales, Exchange and Purchases.

Sales.—Before leaving 1925, to touch upon certain aspects of our operations this year, I am pleased to be able to state that, after protracted negotiations with Government in Kenya, we reached last year in connexion with the sale of the land we had acquired at Msongoleti in 1923 for one million 1,000 acres for 100 acres of selected land in that district. Our original lease provided that we should give to the Government at the latest by the year 1933, a sum which we estimate that, where a selection of so large an area is involved, great care required to be exercised before final payment can be made. Negotiations were protracted and have taken place over a long period of time, under circumstances which I need not recite here, but we are glad this question has now been settled satisfactorily. We should like to record our appreciation of the help which the Company has received from the Government in Kenya.

Purchases.—In addition to what we exercised in option we purchased and purchased a small area of land originally intended to be part of a large reserve. By arrangement with the natives we purchased a rather strip of land intended for a native settlement, which also passed through our premises. This purchase, consolidated the lands in Estate which property was divided by a native strata, which intended for the object of amalgamation. It was decided some time ago by the authorities concerned to abandon the project of amalgamating the land through the Native Estate.

Conclusion of the year.—It is clear that this year we are, of course, in an extremely abnormal situation.

An Accounting Policy.

We have to plan up a considerable number of items in connection with the annual financial statement.

EAST AFRICAN PRODUCE REPORTS

which will commercialize it. Under a planting policy, it constitutes the most certain guarantee of the actual estate value. In more than half the cases our equipment can amply justify the price asked, in most cases the factory eventually bears the cost of the plant. We are gradually creating a condition of things which will result in the factory and the plantation being in balance with each other.

"We have been very concerned at the steady fall which has taken place in the price of sisal. To-day's price is considerably below that ruling prior to the war. It is to be observed that the downward trend seems to have been arrested.

"I would like you to realize better the serious fall which has taken place in the value of sisal. I would mention that during the year 1929 we entered contracts for our No. 1 sisal at £25. 10s. per ton; we are now delivering at £22 per ton. This represents fall of £3. 10s. per ton for our No. 1 sisal."

Skins to Reduce Costs of Production.

"The question of the costs of production is now due to meet the management under which new sisal companies are to do business. This engagement is seriously considered. It is my pleasure to be able to record that to me has been submitted that the whole of the salaried staff has voluntarily agreed to accept a reduction of 10% in their salaries, and an even greater reduction in their commission. All native boys are also accepting a reduction of a similar percentage. The directors are likewise accepting the same percentage reduction in their fees. The effect of these economies and others, also which have been introduced into the operations of the Company should help us through a difficult and trying period."

"We have decided to close down production on the Ndareti estate, but on the other estates of the Company we are continuing production and grossly conserving the costs of the companies which have been introduced. Only when the native working is greater than the bare cost of maintenance does the question of closing down production become advisable."

"I am hopeful that the depression in sisal which we are now passing will be followed by an improvement in the prices of our produce. We shall continue to practise the strictest economy in our operations and take full advantage of any improvement in costs which may eventually arise. I hope when next I address you it will be my pleasure to refer to the benefits which will result from both these factors."

"I now move the resolution and since it has been duly seconded I now call upon you to answer any questions." Resolved that the above resolution and the same be hereby approved and adopted.

This was seconded by Mr. J. F. Hollins, and carried unanimously.

Meeting of Directors Re-appointed.

The meeting of directors of M. D. A. Mariano and Admirals H. McLeod, C. G. & Co., Ltd., Messrs. Deller, Stiman and Co., chartered accountants, were also re-appointed auditors.

The meeting closed with a vote of thanks to the chairman for presiding.

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London cleaned	6s. od.
First size	5s. od.
Second size	4s. od.
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Peaberry	83s. od.

Tanganyika

London cleaned	6s. od.
First size brownish	5s. od.
Second size	4s. od.
Third size	3s. od.
Peaberry	83s. od.

Kilimanjaro

London cleaned	6s. od. to 10s. od.
First size	5s. od. to 10s. od.
Second size	5s. od. to 10s. od.
Third size	5s. od. to 10s. od.
Peaberry	100s. od.
Ungraded	5s. od. to 10s. od.

Mombasa

Palish green	6s. od.
Rubobo	Native country damaged
London stocks of East African coffee on October 1st totalled 1,151 bags, compared with 1,277 bags on corresponding date of last year.	55s. od.

OTHER PRODUCT

Coffee.—The market is easier, with Californian (old crop) fanned at £10s. to £12s. and new trim £10s. to £12s.

Castor Seeds.—The price has eased to £12 on a quiet market. The comparative quotation in both 1929 and 1930 was £12s.

Chillies.—Quiet, and stationary at 45s. (The comparative quotation in 1929 was 65s.)

Cloves.—The market is firm at 15s. 1d. per lb.

Cotton.—A static business is passing at about £16. 5s.

Cotton.—The market is firm, with East African cotton quoted at the slightly improved prices of 4d. to 7d. per lb., according to quality.

Cotton Seed.—The nominal value is unchanged at £5. 5s. (The comparative quotations in 1929 and 1930 were £7. 15s. and £8. 6s.)

Groundnuts.—Prices have improved slightly to £12. 10s. The comparative quotations in 1929 and 1930 were £9. 10s. and £10. 12s. 6d.

Hides and Skins.—East Africans are quiet, with heavy unshaded Addis Ababa quoted at 10s. for the usual selection.

Lame.—No. 2 white hair East African is quoted at 17s. for November shipment, 18s. for December, and 20s. for January. The comparative quotation in 1929 was 38s.

Leather.—White and/or yellow is quiet at £12. 1s. 6d. The comparative quotations in 1929 and 1930 were £7. 5s. 6d. and £7. 10s.

Silk.—Outer, with Tanganyika and Kenya No. 1 good marks, 10s. December shipment quoted at £22. 6s. 6d. (The comparative quotations in 1929 and 1930 were £20. 10s. and £20. 10s.)

Wheat.—There is little business passing and prices are slightly lower. Kenya Governor No. 1 is quoted at 26s. od. Marquis at 27s. od. Ecuador No. 1 at 25s. od. Ecuador No. 2 at 24s. od. Durum at 23s. od.

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Mr. E. C. Bailey
Mr. F. W. Bright
Major & Mrs. W. B. Brook
Mr. J. Braine
Lady E. M. Brunner
Mrs. F. G. Day
Lt. Col. & Mrs. W. J. Douglas
Mrs. Ed. M. Derry
Major E. A. Dutton
Mr. A. M. Graham
Mr. S. Grey
Mr. H. H. Gersson
Sir Edward Grigg
Mr. F. G. Hunt
Mr. S. H. Hunt
Mr. T. L. Hunter
Miss W. Isachy
Miss R. D. James
Miss R. James
Mr. C. F. Johnston
Mr. J. J. B. Keay
Mr. & Mrs. W. T. S. Mackintosh
Mr. C. M. Musson
Miss M. Oulton
Mr. H. Pearce
Mr. H. Smith
Mr. P. Westford
Mrs. G. E. White

The following passengers sailed from Mombasa by the s.s. "Francesco Crispi" on September 1 for:

General
Miss E. Church
Miss Frimmin
Miss N. Croft
Mr. H. T. Sowall

Wife
Mr. J. J. Davis
The Rev. Fr. Gillio
Dr. A. H. S. Hartford
Mr. S. E. Heron
Mr. J. Rosa
Mrs. Ziegler

PASSENGERS FOR EAST AFRICA

The s.s. "Bernardin de Sta. Pierre," which left Marseilles on October 31 for East Africa, carried the following passengers for:

Djibouti.
Mr. & Mrs. A. L. Gardiner

Mombasa.

Mr. & Mrs. L. A. Anstey
Mr. J. Beaudent
Mrs. & Miss G. E. Crisp
Mr. R. Cromer
Dr. & Mrs. W. J. Dawson
Mr. M. J. Hogan
Mr. & Mrs. J. McCrae
Miss J. E. Mitchell
The Rev. P. J. Moloner
Mr. H. A. Padley
Colonel P. Pidder
Major & Mrs. C. M.

Zanzibar.

Mr. C. E. F. Bird
Mrs. R. H. Crofton
Miss A. M. Hurwood
Mr. J. Williams

Batavia.

Mr. S. N. Groves
Mr. E. T. Mitchell
Mr. R. W. Vere-Jones

Mauritius.

Mr. R. E. Hart
& Mrs. R. J. A.
Lavoipierre

An exceptional pressure on space compels us to hold over the passenger list of the s.s. "Woermann" now outward-bound for East Africa.

Passenger passed Perim homewards
Marsella to Marseilles Nov. 1
Marsella to Our Salamah outwards
Our Salamah to Durban homewards
Durban to Bombay Nov. 1
Bombay to Calcutta for Durban homewards
Calcutta to Madras Calcutta for Durban Nov. 1

Calcutta arrived Aden Salalah Oct. 1
Aden Salalah left Birkenhead Nov. 1
Birkenhead arrived New York Nov. 1

GLANDCASTLE.
Arrived in native Antwerp
Antwerp left Durban homewards Oct. 1
Durban arrived London from East Africa Oct. 1
London left Durban "East Africa" Oct. 1
London left Cape Town homewards Oct. 1
London left Berra for East Africa Oct. 1

MESSAGERIES MARITIMES.
Colonel Grandjean left Port Said homewards
Colonel Grandjean left Majunga homewards Oct. 1
"Bertrand de Sta. Pierre" left Marseilles for Mauritius Oct. 1

LATION CASTLE.
"Lation Castle" arrived London from Marques for Beira
"Gotha Castle" arrived London from Beira Nov. 1
"Gloucester Castle" left Plymouth for Lourenco
Marques Oct. 31
"Miss L. Richards" left Algoa Bay homewards Oct. 1

"Llandaff Castle" left Aden for East Africa Oct. 20
"Endeavour Castle" left Bombay homewards

EAST AFRICAN MAILED.
Mail for Kenya, Uganda, Tanganyika, and Zanzibar close at the C.P.O. London 10 P.M. on
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12 "General Vernon" (Dateline
Sudan and India only)
14 "Viceroy of India."
15 "Maloa."

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Forward mails from East Africa are expected November 8 by the s.s. "Malwa" and on November 10 by the s.s. "Explorateur Grandjean."

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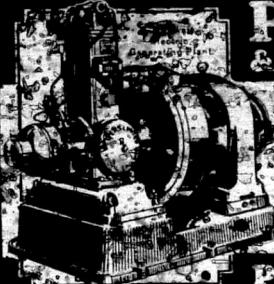
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