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EAST AND CENTRAL AFRICA.

A WEEKLY JOURNAL



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THURSDAY, DECEMBER 29, 1927.

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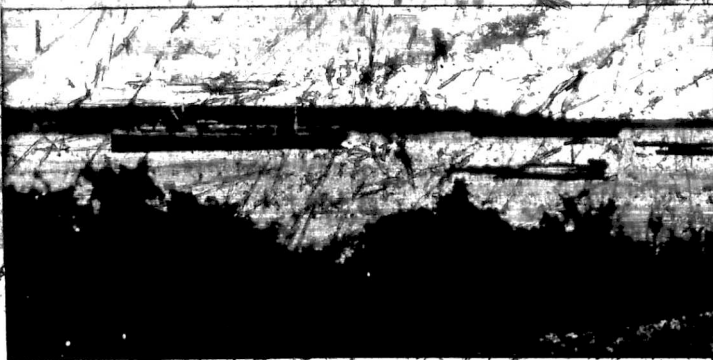
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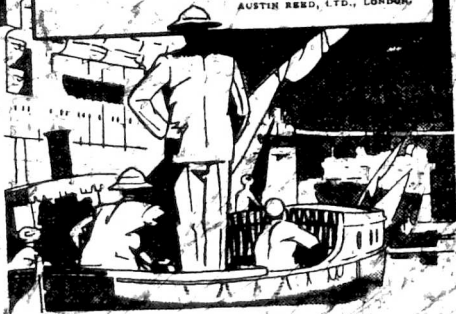
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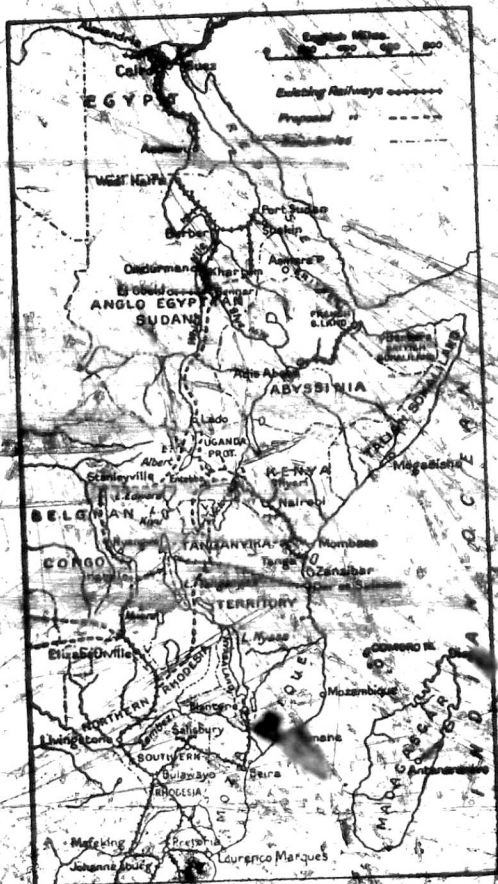
Coffee Planters Union of Kenya and East Africa.

THE CONVENTION AND FEDERATION.

1927 has been a memorable year in East African affairs, and, in view of the broadening of political views by which it has been distinguished, it is fitting that its closing days should be marked by the dispatch from England of the Hilton Young Commission and the gathering in Nairobi of a special session of the Convention of Associations to discuss the problems of federation or closer union. That is the greatest issue brought prominently before East Africa during the year now closing, and on its solution much depends.

Last week we published the text of the Convention memorandum on federation, on which we forebear comment at this stage, beyond an expression of deep regret that it should have aroused such hostility in Tanganyika Territory and Uganda. In recent months a most gratifying growth of inter-Colonial sympathy had been noticeable, and it is therefore the more deplorable that suspicions and recriminations should have followed upon ideas put forward in Kenya as a basis for discussion. The neighbouring Dependencies were, of course, wise to lose no time in enunciating their own views, knowledge of which is indispensable to effective discussion in the session of the Convention which opens to-morrow.

It is our sincere hope that delegates will be inspired by the spirit of statesmanship and the will to look into the future from the generous standpoint of East Africa as a whole, and not from what may appear to be merely Kenya's present advantage. The Executive has given the lead in its plea for breadth of view and desire to comprehend the opinions of neighbouring territories, a condition essential to a solution of the most momentous problem before the Dependencies we serve. Given that determination to look sympathetically at all sides of the question, this special session may yet turn adverse criticism into inter-Colonial co-operation. On the delegates rests a great responsibility. May they discharge it with wisdom!



MECHANICAL PROGRESS IN EAST AFRICA

TRACTORS, PLOUGHS, HARVESTERS, SUBSOILERS, ROADGRADERS, ETC.

Specially Written for "East Africa" by a Kenya Agricultural Correspondent.

It is doubtful whether the rapid development of the last decade in mechanical traction, power-driven outdoor machinery of all kinds, and especially that relating to agricultural development, offers to any other part of the world so rosy a promise of material advancement and substantial wealth production as it does to the British East African Dependencies.

Ever since that first wave of white adventurers, the men who planned and built the great Uganda Railway, faded from the landscape, the conviction has been gradually hardening in the minds of those who know and love their Kenya, Uganda, or Tanganyika that both soil and climate in their infinite variety give promise of unlimited wealth and immense potentialities of primary production. But even the most optimistic amongst the prophets have hitherto had to admit that in common with other and better known parts of the African Continent suitable for European colonisation and enterprise, the pace of advance of the territories in question was necessarily the pace of the ox.

No Longer "The Pace of the Ox."

To-day a new vision with us. We have discarded this proverb, to our own satisfaction and to the great content of the patient beast which has served us so well (even to the death in countless numbers); and we are drawing up a new formula, more in keeping with modern civilisation. We believe that the rate of progress is going to be measured henceforth by the pace of the Caterpillar tractor, the Fordson, the Sentinel, the Electrac, and various other well-tried and proved mechanisms to be found operating in the numerous districts where

up-to-date white farming and planting are spreading a beneficent prosperity over areas that but the other day were the haunt of the lion, the elephant and the rhino, or the battle-ground of contending Native tribes steeped in barbarism.

From the far confines of the Trans-Nzoia and the Charengani Mountains to Mombasa, the tractor, combined with other machinery, is increasingly doing the work of the settler. Vast districts in which, on account of tsetse-fly, no beast of burden could previously be used, and where the only implement that ever broke the fruitful, virgin soil has been the Native hoe, have been made available to the sweetening, life-preserving processes of the plough and the forest-devil operated in wholesale fashion by auto-driven traction—monsters of human make and design that dwarf the antediluvian giants which previously held sway—monsters that laugh at the unbrag attacks of the bewildered parasites hitherto controlling the balance of life and death in those territories. Neither the indigenous population, that has been forced to live through untold ages under their baleful menace, nor the white man who is introducing the only effective way of dealing with them, can help rejoicing in the triumph over the deadly tick and Africa's other blood-sucking pests. Indeed, it is good to chuckle at the sight of their disappointment, as, loaded with their fatal poisons and microbes, they scour the exterior of a steel-armoured tractor in search for a vulnerable spot on which to do their deadly work!

Tractors Speed up Development

As to the wealth that mechanical, power-driven





WHEAT HARVESTING IN KENYA

tractors are already producing in Kenya, one has but to turn to the export figures and local statistics of production, rising unflinchingly from year to year, notwithstanding the last bad season or two. Note the increase in the shipments of coffee, maize, sisal, and other main crops; some important products, it is true, have not yet reached the status of the export trade, amongst them being sugar and wheat, but they are rapidly approaching the stage when they will have satisfied the demands of the local markets and must turn to the world's markets for outlet. It is again the tractor, combined with the latest machinery, which is becoming the main factor in this development. No better example of this can be quoted than the Australian Sunshine Harvester, which, in a country that has hitherto depended almost solely on the massed manual labour of the Native, has revolutionised wheat growing, so that but one African labourer is now needed where six to ten previously perished to grow the premier food-stuff of mankind.

For ploughing, cultivating, seeding, harrowing, cutting, harvesting, for transport, bush-clearing, and road-making, the tractor has come to stay. The one regret that naturally springs to the mind of those Kenyans who notice this revolution with pleasure is that so few British firms or British makes of machines are represented. There is a splendid opening for them, but East Africa, instead of being actively catered for in this matter by the Old Country, is under a great debt to the many enterprising American and other foreign companies which are supplying her with the more practical and reliable means for a notable increase in productivity and civilisation. East African settlers are willingly compelled to test and utilise the tractors placed at their disposal, and to hope that the time is not far distant when competitive British makes will take their place in the immense and growing market this part of Africa affords for such forms of mechanism.

For the information of those who contemplate the employment of this class of agricultural machinery in East Africa, or who may be thinking of setting there and would like to know what material aids may be reckoned upon in the work of production, a description of the leading lines now in general use in Kenya, with some idea of the peculiar qualities of each make and the work it is actually doing, has been collected.

The Holt Caterpillar Tractor

That true and original "Caterpillar" tractor, the Holt, is popular on account of its undoubted durability and strength; it is also well represented, the Agency being in the hands of Messrs. Gailey and Roberts, our largest local firm of agriculturists and general engineers. These "Caterpillar" tractors were first introduced into Kenya in 1914 (models

used largely in the 1914-15 season). Several of the Africa's tractor era. Several of the 1914-15 models imported are still in daily use. In 1924 the ten-ton model arrived; to gain immediate popularity for breaking up new wheat and maize land. Since then the two and five-ton models have been placed at the disposal of settlers—the former literally leaping into favour, for within a period of seven months nearly one hundred were put into operation. Last year model 30, the latest design, was introduced, and a continuous demand for it is being maintained.

A remarkable assertion of the local agents must be chronicled in tribute to the wonderful reliability of this type. They state that so far as they have been able to ascertain every "Caterpillar"—this is a registered name of the Holt Company all over the world—sold by them in East Africa is not only in daily operation but is running on its original set of tracks. That no doubt explains why sales are as brisk as ever, although the price of these tractors is higher than that of any other make. No weather conditions appear able to stop them working, and they are already playing an important part in the recent move to improve the roads of the Colony for the ever-increasing motor traffic. It is rumoured that a very large order for "Caterpillars" and road graders has just been placed with Messrs. Gailey and Roberts, who also act as representatives for a wide selection of labour-saving grain growing and other classes of agricultural or planting machinery, from drills and planters, to scarifiers, threshers, huskers and pulpers.

The Holt combined harvester, used in conjunction with the "Caterpillar" tractor, is, as the name implies, another product of the same company. It is the matured fruit of more than forty years' service to the grain growers of the world, and it is therefore not surprising that the machine has sprung into popular esteem since its recent introduction into East Africa. At the recent Bi-Annual Agricultural Show a good deal of interest was created by the harvester exhibit, for which the agents reported bookings very satisfactory business.

The Fordson.

The goods of the "Wizard of Detroit" are, of course, in use in East Africa. Like the Ford car, the Fordson tractor is well in the picture of mechanical mobility locally; and, as with the popularity of the former, that of the tractor is largely due to its moderate price, combined with remarkable reliability. Over five hundred of these useful adjuncts to rapid and efficient farming are now at work in Kenya, where the excellent supply of spares and the full support and advice maintained by the local agents, The Service Company Limited, of Nairobi, have no small influence in helping the Fordson to hold the leading position it has attained. The company also represents the Oliver Chilled Plow Company, so that practically every requisite for dealing with arable land for any crop is obtainable under the same roof.

The uses of the Fordson are numerous, but its efficacy as an aid to good farming is the most important. With the Oliver D12 plough attachment between the front and rear wheels, the two circular discs become part and parcel of the tractor, and there is no matchland that this compact and powerful combination cannot then tackle. The neat and strong caterpillar-equipped model has during the last year completely transformed the motive-power employed in logging in various forest districts, and the mechanism is easy and economical to handle. The designing of the narrow-tread Fordson, harnessed to the Oliver tandem disc harrow for

coffee, sisal and fruit rows, has revolutionised the task of the planter, and at one beneficial swoop enables him to run his plantation with a quarter of the human labour formerly necessary. The same outfit is also growing in popularity amongst coconut plantations. Its capacity is about twenty-five acres daily. Moreover, by working in the weeds, it turns them into a mulch of great value to the soil, instead of a menace and nuisance as formerly. For haulage power on the roads and in the towns the Fordson is to-day ubiquitous.

The Cletrac.

A remarkably efficient tractor of the crawler or caterpillar type, called the Cletrac, is doing good work in a number of highland and coast districts of Kenya, Tanganyika, and Uganda, and is proving itself more and more popular amongst settlers, as they see the work it performs with ease on neighbouring estates, and at local demonstrations. The machine is handy and compact.

The Cletrac tractor is offered here in three designs, Model "K" for wholesale ploughing on big estates, road grading, and heavier kinds of work, is 15/25 h.p., while the "W" model 12/20 h.p. is a general purpose, sturdy farm power unit, most suitable for ordinary farming, and cultivation amongst sisal and coffee. Its track system, with a pressure of only 41 lb. to the square inch, enables work to be done earlier and later, before or after rain, than heavier tread power-driven machines dare undertake. The same may be said of its capacity to work with a minimum of damage on soft ploughed land for seeding, harrowing, etc., and its suitability to undertake all manner of jobs from ploughing and stump-pulling to driving the thresher or circular saw, makes it of great utility to any settler. Other notable features of the Cletrac are its economy of fuel consumption, and the ease with which it can be driven or manoeuvred in difficult, hilly land. A still heavier model is made by the firm, who are represented in East Africa by the British East Africa Corporation Ltd. This is Model "A," built for the heaviest kind of haulage and millwork, being 30/45 h.p., and may be relied on to give satisfaction at grading roads, subsiding, ditching, forest clearing, or timber transportation. Of the different types of Cletracs, there are already at least fifty at work in the Colony, and their growing popularity has resulted in consignment after consignment being sold before they actually land at Mombasa.

The Rhino.

The latest British tractor to reach Kenya is the Rhino, manufactured by the Sentinel Wagon Works Ltd., who are represented by Messrs. J. P. Cox & Co., of Nairobi and Eldoret. This 80 h.p. steam tractor, burning coal, wood, or charcoal, and designed for direct traction, ploughing, ditching, and lumbering, has been demonstrated in the Colony during the past few weeks, and the makers report the receipt of news by cable that the trials have been eminently satisfactory. The fact that the first of the overseas demonstrations of this new model should have been made in Kenya is a compliment to East Africa, and moreover, an earnest of the determination of at least one British company to go all out for the great business which is waiting for the enterprising.

Sunshine Harvester.

Notable amongst mechanical, labour-saving machinery establishing itself in East Africa are the implements of the McKay Proprietary Ltd., of Australia, known throughout the British Empire by their "Sunshine" trade-mark. This firm has, in

fact, been the world pioneer of the most rapid modern stripper known to the agriculturist. The first "stripper" known to the agriculturist was as long ago as 1888, which machine was invented by the founder of the company. To-day the Sunshine header harvester represents the latest expression of their genius and is deservedly famous wherever wheat fields are located. It is already well known in Kenya, where it is finding a sphere of usefulness of great assistance to the important progress now being achieved by numerous settlers in small grain, and especially wheat growing.

The machine is made in three sizes with cutting widths of 8 ft., 10 ft., and 12 ft., the heads of the crop being taken off with a knife, after which they are conveyed to a thrashing drum, where the grain, having been separated from its husk, is passed through a winnow, cleaned and graded, into a hopper, whence it is bagged ready for the miller. All this is done in one operation on the field. Attachable devices enable it to handle successfully even peas and rice, or to pick up a crop beaten to the ground by rain, wind, or hail. Almost any tractor will pull the machine, which in Australia is often worked by six horses. A tractor will harvest twenty acres per day with this mechanism, and oxen from twelve to fifteen acres per day, according to the condition of the crop. On one estate near Eldoret the cost for paraffin and oil worked out at 1 shilling 25 cents per acre with Holt tractors as motive power.

Importance to Wheat Growers.

The importance of this machine as a labour-saver in the new local industry of wheat growing cannot be exaggerated, for it enables the Native labour problem to be practically ignored. For example, a farmer who used to employ fifty or sixty Natives on an area of 400 to 500 acres now farms his land with ten to twelve boys, and if he cared to use the other drivers for his implements, could reduce his staff to the two or three customary on an Australian grain farm.

This and all other Sunshine machinery, such as drills, etc., are made from Australian materials and are of great reliability. Some of these harvesters are to-day working satisfactorily at an elevation of 9,000 ft. and over; an excellent test of quality and workmanship. Messrs. W. C. Hunter and Co., of Nairobi, Eldoret and Mombasa, are the local agents.

But rapid and satisfactory as the progress in mechanical aids to primary development has been, those who know their East Africa realise that it is still only in the initial stage of revolutionising life and production. The time is fast approaching when these engineering firms—let us hope they will be British—who have sufficient enterprise to study conditions on the spot, and not merely send us out implements which have proved themselves satisfactory elsewhere, will indefinitely speed up civilization and the "breaking in" of the fallow areas of the wild by designing specialised devices to solve our problems.

A Bush-Rolling Monster.

One of the greatest rewards to be gained to-day in the mechanical world is offering to that engineering concern which creates an effective mechanised bush-rolling monster, able to operate in wholesale fashion upon the scrub-covered wildernesses of the middle plains—now uninhabited and useless owing to the use of mallee and perform the beneficent work that the old Mallee roller, dragged by oxen, did for Eastern Australia's back-blocks. There exist at least one hundred thousand square miles of such territory in the antipathetic country between the coastal

(Continued on page 502.)

POSSIBILITIES AND PROBLEMS OF SETTLEMENT IN NORTHERN RHODESIA.

III.—THE NATIVES AND THE LAND.

Specialty written for "East Africa" by Frank Melland ("Africanus").

Mr. Melland recently retired after spending twenty-six years in the Government Service of Northern Rhodesia, having been latterly District Commissioner at Broken Hill and Mazabuka. He has always been known as a keen student of African problems, his interest in which has led him to visit all the East African Dependencies.

TRUE probably of any country, it is particularly true of Northern Rhodesia that there is no such thing as a normal year. Viewed by statistical reports, the average rainfall is almost perfect, but that average is obtained by years of excessive rainfall and by years of drought. Still more important than the amount of rain measured is the distribution of the rain. Two or three fine days a week do nothing but good. A three-week drought in the middle of the rains may cause serious harm. Moreover, steady falls of from a quarter to one inch over twenty-four hours do good, whereas fine drizzles do little good and sometimes harm, and a torrential downpour of four inches in a few hours may more or less wreck the season's crop. Rainfall can also be extraordinarily local, and a man may get his rain just in time, while B, not far away, may have to wait an extra week.

But every country has its own difficulties, and it is doubtful if Northern Rhodesia has more than its share. The real stumbling blocks as an agricultural land lie in the lack of a good paying rotation crop for maize and in the need of closer settlement.

Cotton and Tobacco.

The country was buoyed up some five years ago with the hope that cotton would prove the very crop for which it was looking, but unfortunately after two magnificent cotton years there followed a sequence of three exceptionally bad ones, during the third of which the price of the commodity also dropped 50% and seemed to put the finishing touch upon this once promising crop. Sir William Hambury states in his report to the British Cotton Growing Association that this failure resulted from a too propitious beginning and the consequent selection of a variety which was not able to withstand the climatic disadvantages then prevailing in the territory, but thanks to a loan from the Imperial Government, an experimental station has now been started at Mazabuka, and it is hoped that within a few years a cotton of good staple and sufficiently resistant to local troubles will be evolved, and that this may then be grown with a fair amount of confidence during the majority of years. This will provide a genuine rotation crop for maize. All that can be done at present is to grow maize, to grow and plough in green manures such as velvet beans, and to leave fallow. The difference that a remunerative rotation crop would make is almost uncalculable.

Then there is tobacco, which is truly established not only in Southern Rhodesia but in the Fort Jameson district of North-Eastern Rhodesia, and has been steadily gaining ground on the railway

belt. Some parts of the railway belt are second to none for the production of high-class tobacco, and the Government has appointed the successful pioneer of tobacco in these parts as its expert. With help and guidance from the research station, there is no reason why this should not soon become an extremely valuable crop. Some soils, like the superb maize land of the Kaleya Valley, may prove too rich, but there are many parts of the country where tobacco will undoubtedly grow finely, and as the tobacco grower gains experience the crop will go more and more to the fore.

But the small maize grower cannot very well handle maize and tobacco. His maize-growing generally takes the whole of his time during its season, and this is one of the points which bears heavily upon the question of closer settlement. If a farmer on a one-man farm employs a white man to supervise the tobacco crop, his profits may be absorbed by his extra expenses, but if he takes on a partner, and the one devotes himself to maize while the other tends the tobacco, there should be profit for both; while some big estates that are at present unprofitably run could easily be broken up into a series of small tobacco farms. Many estates in Northern Rhodesia are to-day far too big and can be rendered really profitable only by closer settlement of some kind. Until the advent of tobacco there seemed little possibility of this, but the splendid results shown by this crop have entirely changed the outlook.

The Rotation To-day.

Dealing with actual recent facts, the 1927 season opened well. Cotton, owing to past disappointments, was reduced to a small acreage. Tobacco increased, and though suffering to a certain extent from spot and mosaic, was quite satisfactory. For the staple crop, maize, no season could have opened better, but a three week drought in January seriously affected some of the late sowings, although the major portion survived satisfactorily. The tobacco was also affected considerably by this drought. Coffee has been tried only by a few settlers, and on a very small scale, but it offers distinct possibilities.

Wheat demands special mention, although its cultivation is practically confined to the Lusaka district. It is a winter (i.e., dry season) crop grown under irrigation, which demands spring-fed dams. Consequently some areas, notably Mazabuka and the Kaleya Valley, cannot grow it. Round Lusaka, however, it holds high place, and especially when over-copious rains have proved too much for the maize, it helps to adjust the balance because the

Rhodesia has so far lived upon income and the making up of annual deficits. To give this splendid country a chance, capital expenditure must now be incurred.

The Kafue Bridge.

Railways and roads cannot be built out of income, and in this connection special attention might be called to one most important link in the Great North Road, namely, the Kafue bridge. No time should be lost in coming to some arrangement with the railway company by which motor traffic can use the railway bridge in some way or other. There are no insuperable difficulties, and a flying extension, for instance, presents no engineering difficulty. There is constant and increasing intercourse between the two great farming centres of Mazabuka and Lusaka, and the present necessity for trucking cars across the Kafue is a very real handicap and greatly reduces the utility, convenience, and pleasure of the Great North Road. Recent increases in Road Boards and in the work done by them, and recent improvements in their income, caused by the Wheel Tax Ordinance, are favourable signs, while the Road and Traffic Ordinance has given a basis from which much may spring.

Emphasis is laid upon this question of roads and of feeders to the railway, especially because it has to be recognised that at present so much of the possibilities for settlement still depend chiefly upon maize, and the overhead expenses of maize production are very greatly increased by the appalling state of these roads, resulting in damage to waggons, strain on oxen, and loss-producing delays. In my opinion this is one of the first things to be done to make Northern Rhodesia more suitable for new settlers; in fact, I put it second only to the solution of the Native problem.

During my last year (1926), the railway company was told repeatedly by the settlers how very unsatisfactory was its service in many ways, and reforms on many points have been promised. Considering how profitable the traffic is over the northern section of the line, the company should certainly play its part. Looking, it is hoped, only a little further into the future, the Sinoia-Kafue line and the line to Lobito Bay should help to make the dreams of many Northern Rhodesians realities.

Constructive Thinking Needed.

Finally, I would urge all the settlers of the territory to take a more constructive interest in the problems concerning the country in which they have settled. When staying at a farm or attending a farmers' meeting, one cannot help listening to a great deal of talk, but constructive thinking is limited to the few, and even with some of them it is spoilt by prejudice which exists on both personal and party lines. More of the open mind is needed, more pooling of thought, greater readiness to accept ideas even from opponents. Co-operation in politics no less than in practical farming, is an urgent need.

There is no reason whatever to believe that the Government is unsympathetic or that Northern Rhodesia need fear the so-called "West African policy" which anyone acquainted with Central Africa realises to be entirely unsuited to the conditions of the country of which I write. Let each man agreed to drop suspicion and to think hard of the best policy for the future. Then Northern Rhodesia will be able to absorb a yearly increasing number of suitable settlers, agriculturists as well as ranchers, men of moderate means as well as rich men.

SETTLEMENT IN NYASALAND.

An Official Pamphlet on the Subject.

The Department of Agriculture of Nyasaland has issued a fifteen page pamphlet for the information of intending settlers, who are told that climatic conditions render the country unsuitable for the permanent settlement of Europeans and that the planter should not in the first instance purchase his estate unless in possession of such means as would allow a working capital of at least £2,000. He is warned that it is a great mistake to pay rent on land that he cannot cultivate and is recommended to lease 500 acres as a start. Tobacco and cotton are recommended as the main crops for cultivation, tea not being advised for a new planter in view of the fact that the bushes take four or five years to come into profitable bearing.

How to Obtain Land.

The prospective settler having fixed on a piece of Government land suitable for his purposes must, we read, "submit an application (accompanied by a £2 fee and a sketch or diagram sufficient to identify the lands applied for) to the administrative officer of the district in which the land is situated. That officer will forward the application, with his comments, to the Lands Officer, and, provided it is approved by the Governor, a notice will be published in the official Gazette containing the following particulars:—

- (1) A description of the land.
- (2) The upset price or rental fixed by the Governor.
- (3) The place of the auction.
- (4) The date and hour of the auction, which shall be not less than one month after the publication of the notice.

The annual rental varies between 1s. and 3s. per acre, depending on the district, and is payable to Government half-yearly in advance. There is also a land tax of one halfpenny per acre on all agricultural holdings, and the lessee has to pay the survey fees. (The survey fee on 1,000 acres is £33 10s., 50% payable on day of auction.) A lease (other than a yearly tenancy agreement) may be obtained for a period not exceeding twenty-one years, but special leases not exceeding ninety-nine years are granted for the purpose of growing slow maturing crops such as tea and rubber. The question of granting general agricultural leases for periods of ninety-nine years is under consideration.

Costs of Estate Operations.

The following table of costs of common estate operations is interesting.

	Per Acre
Clearing virgin land, exclusive of stumping	30s. to 50s.
Stumping land which has been cultivated for some years	10s. to 25s.
Re-planting cleared land with cotton, including trenching, seed, cultivation and harvesting	2s. to 3s.
Re-planting cleared land with tobacco, including seed, nurseries, cultivation, harvesting, and curing	£5 to £7
Ploughing with two-disc plough	3s. 6d. to 4s. 6d.
Deep cultivation with cattle	10d. to 1s. 3d.
Harrowing	6d. to 1s.
Hand sowing	10s. to 1s.
Carting per ton per mile	6d.
Ditching and burning grass	6s.

Though the pamphlet cannot but be of use to the intending settler, its value would, we feel, have been greatly increased by the inclusion of specimen budgets of the outgoings and incomings of a settler engaged in various operations. In our experience, such statistics are the data which prospective planters need more than anything else, and it was that consideration which led us to publish our "Special Number on Settlement in East Africa," which contains information on Nyasaland not to be found in this pamphlet under review.

"SETTLEMENT IN EAST AFRICA."

An Indispensable Volume of 306 pages. Post free 3/9 D.K., 414 Overseas.

ON PICTURES OF EAST AFRICA.

A MEDICAL MISSION ON THE EQUATOR.

By Dr. A. C. ARVING.

There is no more beautiful sight in East Africa than the snow-capped peaks of Mount Kenya, the snow which lies on the Equator. At dawn she is suffused with a glow at evening magnificently stern and in shades of indigo and white. The mountain rises 17,000 feet from the fertile wooded valleys and is a gigantic mountain the summit of which, torn open by some mighty volcanic eruption in past ages, presents a series of jagged crags rising to the peaks among which waste glaciers and everlasting snowfields and below the forest belt that encircles her middle slopes there is a beautiful country, wooded and green, and watered by abundant clear streams. It is inhabited by two very primitive tribes of black people, numbering 25,000.

In October, 1922, my wife and I went out to open work among them. Their huts were made of poles or grass, dark and very small and could barely find room to lie out. There was certainly none to stand erect. I saw an aged fellow, sitting on a stool, dressed only in a loincloth. His sightless eyes were the result of old-standing blindness. I said, "What is the matter with you?" He said, "I was blind from old-standing blindness." I said, "What is the matter with you?" He said, "I was blind from old-standing blindness." It takes a long time to understand what a

man can do. He is a specimen of height and not of strength. He is capable of remarkable endurance. Any of them will lift a 60-lb. load of flour at night or climb in the morning and dump it for you the same evening, 5,000 feet higher to the mountain, having covered a distance of twenty miles. When at work they wear just a blanket and usually a "tripe-hat" made from the excellent and desirable dish of that name. A sheep's stomach, slit up and dried, makes a lasting and waterproof headgear.

They are a lovable people, too, cheerful and will be ready to see a joke and laugh over it. They are not wantonly cruel, although some of their customs and superstitions are very brutal. There are, for instance, no twins in these tribes, for they believe that a woman bearing twins has a curse upon her and all the little things are thrown out of the bush and if they survive the fierce heat of the African sun by day. The marauding tribes at night are an evil to their neighbours. Even the best men when mortally ill, are taken and cast into the bush to die in the hyena's jaws, for the hyena is considered the most evil of all. Villages are fortified and will haunt them and some mis-

takefully the wife had been getting busy in the night. I had a five months' old baby who had been trained to housemaid's work. He made a great many mistakes they made in the first day helpless before me. I had never seen a handle before.

throughout their life. He bathed in washing his feet among the dishes in the sink. And I shall not really forget my wife's dismay when, having finished at a time when we were very short of food, the cook put the fruit into the soup thus destroying two courses at one blow. On another occasion, when I called for my boots, I was brought a pair of bright coloured satin shoes of my wife. It is very amusing to look back upon our very trying at the time.

Four Years' Progress.

May 1, 1926, one year or four years. The red-roofed bungalow is now almost concealed by young trees. Flowers adorn the garden. There are rows of vegetables in the kitchen garden. Nearby is the home of the artisan missionary who joined us three years ago and who reigns darty amid a tempest of noise in the workshop, where machinery, with power gathered from a local waterfall, is sawing wood and making bricks to build the hospital and other buildings, you see clustered lower down the ridge. It is a hive of intense activity.

Inside the little church is a Native minister—the fine product of one of the old-established missions further south—who with fire and eloquence is teaching a class of men and women, mostly young peasant folk, the gospel whereby they may become new creatures in Christ Jesus. Nearby is the school where both sexes of all ages are learning not only the three B's, but also manners, punctuality, hygiene, better housing, discipline, smartness.

Over the brow of the hill is the hospital, a tidy brick building, with brown roof of wooden slates and whitewashed walls against the sea of bush and forest beyond it. Two black patients, clothed in white uniform and lying in bed, are talking in low tones. The occupants of one or two beds are outside and the others are asleep. It is a cheerful spot, the red blankets and white sheets and pillows lend a touch of colour. Temperature charts hang on the bed ends, and a Native dresser in ankai uniform with the red badge of Chogoria hospital is issuing medicines from his tray. The ward offers to these black people an alternative to lying in their villages unpared for relief, without water or covering or treatment and tormented by flies, as I have often seen them.

Hospital Work.

Early at nine o'clock you will see a crowd of sufferers clustered at the doctor's window in the hospital compound. The doctor, white coated as inside at his desk, in front of him stands a orderly sufferers from every many women and children, show filthy bandages covering old sores, ulcers or great areas of raw flesh, and you wonder how many years they have been suffering, once I found a little lad, alone by the roadside, crawling painfully along on hands and knees. A great sore on his leg had left him helpless so long that his tendons had shortened and he could not stand upright. He held me with tears that he was bound for the mission hospital, and, showing a deep wound in his side, said that he had had so tight fit of hyena one night because the people would not let him sleep in their village. His sore smelt so that I asked him how long he had been crawling like that. He said, "Master, come from the other side of the hill." It was over half miles away.

Then I found, Yava is one of the most curable of all diseases. The sufferers are packed in a long line, waiting for the surgical operation to be injected, is sterilized by one orderly, while another follows with the syringe and a charge of disinfectant is injected into each patient. Daily for five days their sores, ulcers and abscesses are treated, when the second injection

is due, almost all show a definite change for the better.

Capable Native Dispensers.

Often, too, you will find among the crowd one or two young men with a cord tightly tied round the forehead, and a pallor that you can see even through the black skin. Coming from work at some distant farm, they have rested in roadside huts and contracted tick fever. These are passed on to the senior dresser, whom you can see in the dispensary next door, bending over his microscope examining the blood of such patients for the tell-tale snake-like organisms that betoken the disease. Albeit only a few years out of rank heathenism, they are quick and accurate, these young Africans, in their diagnosis. The germs having been found, the patient is passed on to the dispenser, and in a few minutes the life-saving preparation of arsenic is injected into the blood stream. If all goes well, when you visit your patient next morning in the ward, the temperature will be down, the blood free of parasites, and the patient on the way to recovery.

Upon the summit of a little knoll cluster the buildings of the hospital for lepers, where sufferers from that most dreaded of all diseases are welcomed and treated with those new drugs which have made the outlook, especially for the early cases, so full of hope.

And not only at Chogoria is the old heathen world being turned upside down, but far away over the ridges you can see dotted here and there little whitewashed cottages, a contrast to the wretched shanties round. And in these homes live men and women decently and cleanly garbed, industrious peasant folk of the new Africa that is growing up. To them has been brought the best that our western civilisation has to offer, healing of body and cleansing of heart and mind.

A COFFEE PLANTER'S LOT.

When the rain upon your blossom comes a-dripping,
comes a-dripping,

And your next year's crop is quickly going west,
And you know your blooming coffeees still are strip-
ping, still are stripping,

You really cannot feel your very best.

When the price of coffeees simply keeps on dropping,
keeps on dropping,

And your latest outturn is one twenty-one.

Then you wonder if your tote will keep on cropping—
keep on cropping—

A planter's lot is not a happy one.

As his living is dependent on the rain, and on the
sun.

A planter's lot is not a happy one.

When the enterprising borers done a-boring, done
a-boring,

And the weary bug has nipped your nice trees,

You wonder if, as things are, you are scoring, you
are scoring.

Or if you'd make more money keeping bees.

When your coffeees take advances and then leave
you, and then leave you,

Or get fever and desert you, one by one,

Then the smaller woes of living seem to peeve you,
seem to peeve you—

And a planter's lot is not a happy one.

As his living is dependent on the rain, and on the
sun.

A planter's lot is not a happy one.

LIFE AND DEATH IN KIKUYU

Specially written for "East Africa."

By N. Thompson.

The European police constable paused in the signing of a report and looked up. In the doorway stood a smart young Nubian askari, who saluted.

"A Kikuyu wants to see you," he said.

"Let him enter," replied the E.P.C.

A dry shamble of bare feet on the wooden floor of the office announced the arrival of a Kikuyu of about thirty years of age. Around him were the remains of a dirty red blanket, and he bore in his hair the dust of many miles of weary road. The askari stood at attention beside him.

"What do you want?" asked the E.P.C.

Without any preliminaries the Kikuyu broke into his narrative.

"One came to me just after dawn to-day and said my hut was burnt and the goats and the child and my woman."

He paused.

The E.P.C., grimly noting the order in which the losses were related, asked the Native's name.

"Kamau, the son of Hiti. I am a garden boy in Nairobi. This is my *kipandi*." And he handed over the usual Native pass.

"Why have you come here?" queried the E.P.C. as he examined the pass.

"I have seen the hut, and my heart said, 'Truly this is a bad business. This is the affair of God, and I came.'"

"Bring my horse," ordered the E.P.C., and so out into the blaze of the East African sun went the E.P.C.—little more than a boy, with the care of a hundred miles of Native reserve with all its crime and disease on his capable shoulders—the askari and the Kikuyu.

Three or four miles through Native gardens of sweet potatoes and maize brought them to the scene of the tragedy, a black smouldering circle. As the E.P.C. dismounted, a few Natives drifted up from neighbouring huts.

The white man examined the remains. In the corner was a blackened heap of that which had once been human. He turned away with a shudder of disgust. It was high noon and the flies were busy.

"Put earth, much earth, here," he said.

"Earth will heap up," replied one of the older men, "but to-night the hyenas will come." He took snuff with deliberation and loud snuffing noises.

The E.P.C. turned to the Kikuyu.

"Listen," he said. "There was a fire in the hut, for there are the stones. There was a fence to keep the goats in their part. It was an old fence."

The Kikuyu hesitated.

From the back came a woman's voice. "Truly the fence was old," it said.

"Before the dawn when people sleep heavily, the goats moved and broke down the fence and so it caught fire," continued the E.P.C.

There was silence.

"It is the affair of God," said the Kikuyu dully. Before mounting his waiting horse, the E.P.C. asked where the Native was going.

"I go to tell my brother, and then I go back to work. The *biwapa* has the *kipandi*?" The white man produced it from the pocket of his tunic.

"This affair of fires and floods in a hut at night is bad," he remarked.

"It is the custom," the Kikuyu answered simply and went his way.

"Hopeless!" quoth the E.P.C. as he turned the horse's head homewards.

East Africa in the Press.

LOST DURING THE CAMPAIGN.

A WELL-KNOWN Johannesburg citizen, learning through *The Star* of that city that a man suffering from loss of memory and presumed to have hailed originally from Johannesburg had reached a Lanca-shire hospital from the Ivory Coast, told the newspaper that at the age of twenty his son left his employment as a bank clerk in the Standard Bank to serve with the Transvaal Scottish in South-West Africa in 1915. Returning at the conclusion of that campaign, he joined, in 1916, the 9th South African Infantry, and went to East Africa.

During his service he contracted malaria, and was confined to hospital in the heart of the bush. When he had practically recovered, a convoy belonging to the 10th Horse passed through the village, and, determined to rejoin his regiment, he left his bed and travelled for a distance with the convoy. After some time he decided to push on ahead and do some big game hunting. He promised to rejoin the convoy some distance ahead. From that day to this he has not been heard of. This took place at Lungo, some seventy-five miles from Kilwa, Tanganyika. Two years later his father and his brother organised an expedition in search of the missing man. They scoured the country round about Lungo for many weeks, but could find no trace of him. They offered large rewards to the Natives for any news concerning his disappearance, and they employed whole villages of Natives in searching every yard of the country round Lungo. All they found was the skeleton of what Natives declared to be an *askari*.

The father is convinced that there is a strong probability that his son made across Africa towards the Ivory Coast, for to travel across Africa would be just the sort of thing he might have done. Can any of *East Africa's* readers throw any light on the mystery?

LAND ALIENATION IN TANGANYIKA

ENDORING our recent criticisms of present delays in the alienation of land in the Southern highlands of Tanganyika Territory, *the Tanganyika Times* says:—

"We agree with our contemporary in his rejection of the argument that any departure from system might involve an infringement of Native rights, for if it is possible—as it demonstrably is—to reconcile European and Native interests when prospective settlers have actually applied for a number of farms in a given area, it should be equally simple to demarcate a number of farms in a suitable locality and offer them for sale. The great advantage of such a plan would be that incoming settlers would know where land was immediately procurable, without having to waste time and money first in discovering an attractive future homestead. Such a system would eliminate the heartbreaking suspense of waiting profitably of seeing one's capital dwindle without the prospect of its use in productive labour.

"European settlement on an increasingly large scale is the only effective way to promote civilisation in these territories, and it should be the definite policy of the Governments concerned to do everything possible to stimulate it.

GERMAN COLONIAL PROPAGANDA.

In the course of an article in *Colonial Illustré* we read:—
Removed from her Colonies by the Treaty of Versailles, Germany is returning to them by the League of Nations as controller of the Mandates granted over her late territories to the Powers which had made known her Colonial incompetence. No Colony has yet been returned to her, and no Colonial mandate is yet confided to her. For Germany it is enough to proceed by stages. First a seat on the Parliamentary Mandate Commission, that is for to-day; a mandate will be for to-morrow.

The International Labour Office has just constituted a Commission on Native Labour. In this Commission, presided over by M. Gohr, Director-General of the Belgian Labour Office, a resolution against all forced labour in the Colonies was adopted. Representatives of the Colonial Powers and Dominions were present, which was legitimate, Portugal, British India, Belgium, Japan, Holland, France, Great Britain, Italy, Spain, and the Union of South Africa being represented. There was also present a representative of Germany, Baron von Rechenburg, formerly Governor of German East Africa—and his presence is less easily understood.

"A Colonial Labour Congress is now being organised to be held in Berlin. It is the first time German workmen have been known to associate themselves with German Colonial claims. General von Lettow Vorbeck, who defended East Africa during the War, is to address the Congress, and the German Nationalist deputy, Wiegmann, will speak on "Has the German Workman need of Colonies?"

HIGH PRAISE OF NYASALAND.

CAPT. FRED SHELDON, in contributing his impressions of the Protectorate to the *Nyasaland Times*, says:—

"I have heard stories of forced labour and ill-treated Natives, emanating from stay-at-home critics who yearn to make themselves heard about something. Never in all my wanderings have I seen more happy conditions of labour than I saw in Nyasaland. Nor is contentment apparently confined to the Natives. Each European seemed to have his job and to be doing it, happily and contentedly. No doubt everyone would like to be doing better, but ambition is the soul of progress, and their aspirations will bring about their own realisation.

"I have straggled to, mostly on foot, through much of Africa—all over Sierra Leone, the Gold Coast and Ashanti, Nigeria, Egypt, Cyprus, Kenya, and the Cape Peninsula—but of all Africa I have never seen so fine a land as Nyasaland. Zomba, a dream town, with its lofty plateau and its pinkness, to coin a word, with Lake Shirwa in the distance, Mtanje Mountain, one hundred miles round and towering 10,000 feet above the sea, with colour and cloud effects never the same for an hour, with waterfalls sprinkled all over it like showers of diamonds falling from giddy heights; a climate which to one from Britain seems perfect, if in fact it is not; a country in which the "Chiperoni" (a drizzly day with cold windy) is reckoned to be poisonous, while it would be accounted a mild shower by a Londoner; and above all, everywhere kindness, hospitality, and a ready welcome for the stranger wherever I went.

Next week's issue of *East Africa* will contain several new features.

IN THE SERVICE OF THE SUDAN.

A SPECIAL correspondent of the *Times*, writing of the murder in the Sudan of Captain V. H. Fergusson, which we reported last week, says in the course of a most interesting article:—

"The Bahr el Ghazal is a province of swamps and marshes and uncertain rivers, of interminable stretches of sudd, of wild animals and wild people. Here the Dinka, the Nuer, and a host of other tribes live side by side—mutually suspicious, covetous of each other's cattle, swayed by the teaching of witch doctors, and always capable of sudden bursts of passion.

To one who has made the passage through the Sudan, the last lap of a journey that began at Cape Town and finished in Cairo, the tragedy of Fergusson's seems all the more unreal because it was staged against so familiar and so peaceful a background. These "look-see" expeditions of a District Officer are so much a part of his daily task that it is only on the rarest occasions that either he or anyone else would associate them with danger. Indeed, it is not too much to say that the only unusual feature of the meagre information that is to hand is the fact that Fergusson was able to make his rounds in the comfort of a river steamer.

From the earliest days of British occupation the Bahr el Ghazal has been a source of trouble to Khartoum. Its area is 115,000 square miles, and although it is watered by the many streams which flow east from the Congo to the Nile, they are impracticable for navigation; and ever since the days of Gordon administrative officials have found it a heart-breaking task to penetrate to the distant manufas, or sub-districts, that are so badly in need of constant control. To add to the difficulties of administration, the district is populated by a strange mixture of tribes—each with its own customs, language, and ideas on the rights of property, who bear as little love for outside control as they do for each other.

Wau, the administrative headquarters of the province, lies nearly three hundred miles from the junction of the river with the Nile, and it is only for four months in the year that steamers can navigate the uncertain stream that runs through the dreary swamps and marshes. To meet death in the heart of such a province is a risk that must always be faced even in times of apparent peace. To meet it on a river bank with a steamer only four hundred yards away and all the chatter of a market place around is an unbearably cruel fate for one who worked so long and hard among the people under his care.

The task of a District Commissioner is one that needs the qualities of a *pasha Sahib*, and most of the men in the service can point to a meagre record as soldiers or as sportsmen before they were called into the blue. Your road-builder of Toris was once an embarkation officer of the Imperial River, Lyde. His opposite number across the Nile thirty miles away roamed first for Oxford and then in the British Olympic trials of 1908. Farther down the Nile you may meet one of the most promising of the Staff Officers of a certain famous division in France, adjusting a difference over the ownership of cable between two enormous Dinka tribesmen. To say the service is being recruited mainly from the Universities, and throughout the province there are young cadets coming on to take up the work that very gallant gentlemen like Fergusson have laid down.

The work of a District Commissioner is essentially a man's job. Much insistence has been laid on the fact that there is no political significance in the murder near Shambe, and in a sense it is no doubt true. For the second-hand edition of Cairo finds it difficult to float against the stream farther

south than Khartoum, Dinka and Shilluk and Nuer—they are all in a sense.

all a child's apathy for politics. But here, between tribe and tribe, village and village, an inherited tendency to settle argument with the spear, the traditional bravery that has cost more than one civilised army dear, and above all, the disturbing influences of witchcraft and superstition—all these factors demand the energy, the tact, and the personal courage of the District Commissioner in the Sudan.

A TRIBE OF SIX-FOOTERS.

MR. DAVID NEVILLE, writing in the *Daily Mail*, says:

The Nuer tribes have lived so long in the swamps that they have taken on the appearance of the birds that are their neighbours. They are giants—but look closely at them, and they are dwarfs on stilts. I stand over 6 ft. 3 in. myself, but I rarely meet a Nuer tribesman appreciably shorter, whereas many towered above me. But they are built like the marsh birds, slim and slender, with legs out of all proportion to their bodies.

Like the water-birds, too, they are fearless in their own element, however timid many years of sad experience in the ways of slave-raiders have made them in the presence of strangers. They hunt the hippopotamus on frail rafts made of bundles of faggots, upon which they must needs be half-submerged. They venture out boldly in primitive dug-out canoes made from the trunks of galeb palms, with every seam and leak caulked only with Nile mud.

The feud between them and their neighbours, the Dinkas, is no new thing. It goes back to a story as old as that of Esau and Jacob, a tale of a common ancestor who left a cow to each of his sons. One robbed the other of his birthright, and since then raid and counter-raid, foray and reprisal have been incessant.

EIGHTY LIONS IN THREE MONTHS.

Mr. J. A. Hunter, who was engaged by the Kenya Game Department to kill lions and other big game in the Masai Reserve, has returned to Nairobi, having killed eighty lions and ten leopards in three months, thus ending a menace to life and property in the Reserve, telegraphs the Nairobi correspondent of the *Times*. The work involved many dangerous situations, including charges by rhinoceros, buffalo, and elephant, and two Natives were mangled in the course of the operations.

Mr. Hunter was assisted by a number of Masai armed with short spears, which, however, were found to be useless. The District Officer at Kaituma asked the Masai to produce fifteen men who were not afraid of lions, whereon the tribe offered to do so if equipped with their long-handled spears and big shields, which had been taken from them as part of the Government's policy of pacification. Thus armed they proved their courage attacking lions daintily single-handed.

"I am only a politician in the bush."—Lieut. Colonel C. G. Durban, M. I. C., Kenya Colony.

As far as the theory of closer settlement is concerned there are three essentials. One is good land, the second is good men, and the third is good cows.—Capt. the Hon. F. O. B. Wilson, M. I. C., Kenya Colony.

LORD OLIVIER'S ATTACK ON KENYA

And Assistant Newspaper Correspondence

is a recent report published in a paper in London by Lord Denbigh to whom Lord Olivier has replied. The latter's letter is as follows—

It appears to be now becoming common form for politicians and publicists who reserve any criticism of the administration of Kenya to try to bounce British opinion by imputing ignorance to the critics. In my speech in the House of Lords I made no statement about Kenya administration or taxation which either was not quoted from official documents and public utterances or could not have been thus supported from papers under my hand which I had not time to quote. Nevertheless Lord Cranworth immediately jumped up with speech at my ignorance, not attempting to specify any inaccuracy in anything I had stated—as, indeed, he could not have done. My purpose, which has been effected, was not to air my own judgements, but to indicate facts to which I thought the East African Commission ought to have regard.

I criticised the policy of the Government in building at public expense and at a loss which under present taxation arrangements would have to be paid for largely (on authority I quoted) by the Natives, a railway through the lands of the East African Lands and Development Company. Lord Denbigh dissents (in discourteous terms) from my judgment upon the policy of the concession to his company and on the railway policy. I should be prepared to justify my opinion, but cannot ask leave to do so here. The merits will, I hope, be judged of by more effectual organs. About Lord Denbigh's company I said nothing but good. Yet Lord Lovat, primed, no doubt, according to the common form, I have noticed by his department, promptly accused me, without a shadow of ground, of making an attack on Lord Denbigh— which accusation he, of course, on my correction, as promptly withdrew. Lord Denbigh, however, thinks it necessary to advertise his company's good record in your paper. I was aware of what it had done; all that I said of it was quoted direct from its own report.

As, however, you have allowed Lord Denbigh space to accuse me of lack of acquaintance with details, with having inferred that the company had done nothing to merit a gratuitous increment in value, and with having made inaccurate and unfair remarks, I invite him, and I trust you will allow him in your columns, to point out what details I showed ignorance of, where I inferred that the company had done nothing, and what was inaccurate or unfair in the remarks I made about it, and failing, and he will find he must fail to justify these phrases, to withdraw them as conspicuously as he has made them.

I expressly said that the white community of the Imperial Government (as for the Uganda Railway) chose to spend money in that way, well and good, but that in this case (1) that Natives would have to pay, and (2) that it is crazy finance to endow the company as was contemplated without levying taxation on their compensation.

Denbigh's rejoinder

Lord Denbigh's reply reads as follows—
I am sorry Lord Olivier has said what he has said. My speech was not intended to be anything more than a fair and direct representation of the contention that the East African Lands and Development Company are unduly benefiting by the concession and impecuniousness of the Colonial Government. I did not intend to attack the company's record in your paper. I was aware of what it had done; all that I said of it was quoted direct from its own report.

... a bar water ... of last ... benefit from ... the fact that ... occupied ... a new code ... from the establishment of ... whether a rail road of water, as ... This is part of the development of a new territory.

... I have said in my ... facts about our ... company, but he certainly did not ... that impression was ... for the ... was a vast amount of new ... and ... that 250,000 was paid to the Colonial Treasury, and that the whole transaction was part of the consideration arranged in very early days for having prospectively the entire Colony and provided the Government with valuable reports.

Ignoring the totally erroneous property originally made about the paving capabilities of the Uganda main line, he accepts as gospel an estimate that the unbuilt branch from Gilgil will always lose 250,000 a year. It is always safer to prophesy after the event. One he not realize, however, that branch railways, even if they fail to pay their own working costs, are valuable and necessary feeders to the main line. I am afraid that if Lord Olivier had his say development in the Colony, involving as it must many risks to capital, would receive a severe check.

Lord Cranworth's rejoinder

LORD CRANWORTH has, in the following terms, forcefully reminded Lord Olivier of his misstatement during the recent debate to which East Africa has referred editorially—

Lord Olivier writes—Lord Cranworth immediately jumped up with speech at my ignorance, not attempting to specify any inaccuracy in anything I had stated. If Lord Olivier would care to refresh his memory with a perusal of Hansard, he would find that I very indignantly accused him of making the surprising statement that the ratios of Natives working for Europeans in Kenya were half a pound a day of cornmeal and an occasional snack of meat. He has definitely been making any such statement. In your issue of September 12 these words appear over the signature of Olivier. I wonder whether he has really believed that it was a pound to 100 a month (less but not) with a daily half pound of cornmeal and a snack of meat once a week, is evidence for a Kenya labouring adult. One must assume that Lord Olivier has forgotten what he had written, indeed, when a politician who has held high official position accuses even if parenthetically his fellow countrymen in Kenya of starving their native employees, without a word of excuse or justification, he is perhaps well advised if he can to erase it from his mind, and doubt how any of others are likely to forget it, readily.

Uganda Railway Finance

Mr. H. W. ... has entered the lists with the following brief but noteworthy letter—
The interesting and eminently reasonable letter from Lord Denbigh calls attention to the unbusinesslike finances of the Uganda Railway and prompts me to suggest that a sufficient portion of the Treasury's share of the burdened British taxpayer's surplus for the payment of interest and sinking fund on the capital sum provided more than a quarter of a century ago for the construction of his huge and useless obligations of the year 1894 be put into for development purposes. It is not too soon to say that the British Government will not be surprised that the similar proposals.

PERSONALIA

Mr. C. M. Coke has assumed charge of the District of Njombe, Tanganyika.

The death is announced of Mr. W. H. Hazell, District Commissioner, Northern Rhodesia.

Mr. C. Kemp, Deputy Trade Commissioner, Nairobi, is spending a few weeks in Switzerland.

Captain W. J. Dryden, of the Uganda Police, has just retired on pension after twenty-one years service.

Dr. D. Harvey recently reached Kenya on first appointment as Chemical Officer to the Medical Department.

Mr. H. Musk, who has arrived in Tanganyika on first appointment, has been posted to Singida as District Agricultural Officer.

Mr. H. J. O'D. Burke-Gaffney, at present on leave, has been confirmed in his appointment as Medical Officer, Tanganyika.

Dr. May, Bishop of Northern Rhodesia, has arrived in this country. He expects to be away from his diocese for about six months.

An American industrial and scientific mission under the chairmanship of Mr. H. C. Peters, arrived in Europe last week en route to Abyssinia.

The following have been appointed to a water board in the Arusha District in Tanganyika: Messrs. Ray R. Ulyate, M. Michalakis, and R. Rotheringham, and Capts. F. W. Hudson, D.F.C., and J. A. Hewar.

Among East Africans recently elected Fellows of the Royal Colonial Institute are Messrs. G. W. Knappan and H. N. Mody, Nairobi; W. A. Noakes, Lilongwe; O. Guise Williams, Dar es Salaam; and H. B. Thomas, Entebbe.

Mrs. Lewis Lougher, M.P. for Cardiff Central, and Mr. Cook, J.P. of Dudley, recently passed through Zanzibar on their way home after attending the Conference at Cape Town of the Federation of Empire Chambers of Commerce.

The Trade Mission which the Government of India is to send to East Africa in the near future will consist of Dr. Meek, Director-General of Commercial Intelligence, and Mr. Maltony, representing the Mill Owners' Association of Bombay.

The Cholo Planters' Association, Nyasaland, has elected the following officers for the ensuing year: President, Mr. W. Sanderson; Vice-President, Mr. Bligh; Hon. Secretary and Treasurer, Mr. Timcke; Committee: Messrs. Robertson, A. Carnie, King, F. C. Hayter, I. Conforzi, and M. Glyne.

Mr. William Beaumont, Secretary and London Manager of East African Estates Ltd., and Director of Evans Bros. (Kenya) Ltd., and of the British Colonial Provision Co. Ltd. (Proprietors of the Uplands Bacon Factory), left London last week by the s.s. "Makala" for Kenya, in which Colony he anticipates spending about a month or six weeks. May the trip restore him completely to his usual good health!

Mr. R. Hudson, Native Commissioner Northern Rhodesia, is home on long leave.

We learn with great regret of the death from pneumonia of Mr. George Irwin, well known in Kenya for the past eighteen years, first as a manufacturer's agent and latterly as House Secretary of the Y.M.C.A., Nairobi. Mr. Irwin, who was seventy-seven years of age, was popular with everyone, and his death comes as a real loss both to the town and the Colony.

Colonel-Commandant S. W. H. Rawlins, C.B., C.M.G., D.S.O., commanding R.A. 2nd Division at Aldershot, and A.D.C. to the King, who died last week at Farnborough Court, Hants, at the age of forty-seven, served with the King's African Rifles from November, 1903 to the end of 1908. He rendered most distinguished service during the Great War, being mentioned in dispatches no fewer than ten times.

Colonel J. G. Kirkwood, C.M.G., D.S.O., Member of the Legislative Council for Kenya Colony for the Trans Nzoia, who has just paid a flying visit Home, has left London for Paris en route to the Colony. He had greatly hoped to arrive back in Nairobi in time to attend the special Session of the Convention of Associations called to make recommendations on the subject of federation for



submission to the Hilton Young Commission, but inability to get away earlier made it impossible. Some form of federation or closer union with Uganda and Tanganyika ought to be both practicable and generally beneficial, says the Colonel, who feels strongly about Tanganyika territory, especially in view of the apparently increasing attention which Germany is concentrating upon it. He is convinced that a strong and predominant element of British settlement of the right type is essential to the best interests of the Natives, the Territory as a whole, and East Africa as a group.

It was characteristic that one of Colonel Kirkwood's first thoughts should be for the good name of the district he represents and to the development of which he has contributed so much. Jealous of its reputation from the health standpoint, he had painted a record of the death-rate in the Trans Nzoia over the past seven years, the statistics making a particularly good showing and effectively combating the suggestions sometimes thoughtlessly advanced that the district is unwholesome for white settlers. As a fact, the death-rates were more favourable than the general average for Great Britain. Kitale, the high-altitude town of Kenya as Colonel Kirkwood terms it, has developed remarkably in the past few years, but it was nevertheless a little surprising to be told that at a dance held a few weeks ago in aid of the Sports Club no less than five hundred Europeans had assembled.

Our visitors well known to our Kenya readers both as a practical farmer and as a land and estate agent recently established in the township a new hotel which, he says, has the largest ballroom in the Colony. His brief visit Home has been partly in connection with the same, which he founded a year ago, and which has received very gratifying responses.



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MECHANICAL PROGRESS IN EAST AFRICA.

(Concluded from p. 492.)

areas and the Highlands proper of Kenya and Tanganyika. Much of this land, when cleared and sweetened by such treatment, affords almost unlimited scope for white settlement, if organised on sensible, constructive, and scientific lines. Most of it is irrigable, and streams that could supply farms with water for domestic purposes and a definite area of intensive cultivation are now passing wastefully to the Indian Ocean. This entire belt belongs to the same semi-arid class of arable or pastoral country as does the Australian Mallee. It possesses similar qualities and defects, though on the whole it is of distinctly superior potentialities.

Successful experiments have given practical East African pioneers reason to believe that these plains comprise a new and great wheat area of the character now so thoroughly proved in India, Australia, and other hot, dry climates. They are also thought to be excellent sisal, date, sugar, barley linseed oil, and simsim country, and, in most seasons, a rapidly maturing type of maize likewise yields well. Their unique advantage over similar territories elsewhere is that they possess two seasons annually, each of which has a rainfall normally equal to that of several well-known wheat-growing districts in other parts of the globe. The Australian Mallee was conquered by oxen at the rate of twenty to thirty acres daily. There is no reason why the perfect mechanised modern implement, getting its fuel from the vegetation it destroys, should not do four times as much.

Amongst other possible developments of the tractor is the call for a design specially built to deal with the large stretches of open and fall country in the Highlands proper. This class of land is ex-

tremely rich for arable purposes, but, though not very deep, the substantial plumes that encumber its surface render its utilisation difficult. One good thing by a sufficiently powerful implement would be its face it an immediately as "improved" amongst the most productive and remunerative farming land in East Africa.

An Amphibious Tractor-Harvester.

One more prophecy! The lakes and rivers of the African Continent are clogged and covered by immense areas of papyrus, which has possibly some value as a paper-making material, and certainly a great future in the more thickly inhabited countries of Europe and Asia as the raw material for mats, carpets, screens, partitions, bedding and wall construction, etc. When this source of export wealth is realised, the industry will depend for its efficiency on an amphibious type of tractor-harvester as large as a dredger or ice-breaker, capable of travelling over the great papyrus reed beds, which it will mow and bundle ready for driving ashore with the same facility as a "blower" handles a crop of barley, leaving the said beds uninjured and capable of producing their annual yield indefinitely.

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YOUNG SCOTCH FARMER (ex-Soldier) desires situation as assistant on farm or plantation in East Africa. Lots experience in sheep and cattle. Write "Box 166," East African, Forest Titchfield Street, London, W.1.

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The African Lion Overdone.

Even as the best of roads may be spoiled by prolonged cooking, so may the tale of lion become with excessive repetition too dry a mouthful for pleasurable consumption. This is in danger of happening to our friend, the African lion. A *Manchester Herald* "Lost among the Lions" and *White Lions* are "Lions" such titles abound until a writer in Britain will imagine a never-ending stream of these blood-thirsty brutes prowling over the veld, crouching behind tropical verdure, and satiating their unwholesome appetite at frequent intervals upon every unoffending mortal who passes that way.

One can spend years in the wildest parts of Africa and never so much as get within smelling distance of a lion. Writes a correspondent who has lived for a considerable period near Sanga, reported recently by the Uganda Game Department as overrun with man-eaters, that a lion has strayed across his path, and like many other East Africans, the longer he lives in Africa, the more is he convinced that most lions are entirely peaceful where man is concerned, responding by attack only when provoked—which indeed may be said of many creatures, from the ant to the elephant. But for some reason, popular imagination likes to cling to its idea of the lion as a monster of terror, aggressive beyond all other wild beasts, tracking its victim with a skill and cunning from which there can be no escape. Tales of a man-eater seem to give truth to this idea. The reader, thrilled with the savage brutality described in a well-elaborated story, has no knowledge of how the black man literally thrusts himself into the lion's jaws, going out this way to attack the brute with a stick or courting disaster by wandering across solitary bush at nightfall.

The sun has set, and sauntering in stupid oblivion along a path in a lion-infested area come three or four Ankole. A kind Government has provided huts for the dark hours, but with their usual lack of foresight the men prefer to wander on till nightfall, overtake them and then to lie down beneath a bush for an hour or two a little fire tapers, pointing tongues of flame into the portentous darkness. Then it dies away, our travellers are all asleep. By morning, one is missing. The wonder is not that one man is gone, but that all lions are not taught to be man-eating. A lion, a fire, or even a little watchfulness, and no tragedy need have ensued.

Hunting African Game.

Writing to a Sunday newspaper on the topic of a fine pair of gnus which have just reached the London Zoo, L. G. M., a recognized authority in the Regent's Park Gardens, says—

"They belong to a camping party on the east coast, as they were destined for the quagga, but poor old half zebu which has been in my own hands."

Africa is the lion's doomed animal. The rhinoceros, the African elephant, porcupine, the gorilla, the zebra and many other animals. Usually the cause is lack of means to protect the part of the animal of the part of man. Zebras under official sanction were recently shot by hundreds and thousands of hide-traders because they were usually seen while playing a part in the sleeping sickness.

The African elephant, which is said to be the only one within the Union of South Africa, was killed on the instance of a back-country politician because he sometimes carried a large crop.

Surely that is a situation: Africa is a big mistake which many otherwise well-informed people make, and its herds of wild game are still to be found in profusion in many a game area. The so-called "white" (really out-of-the-way spot. The so-called "white" (really "square-tipped") rhinoceros, once thought to be extinct, still exists in the back-blocks of Uganda near the White Nile; since the War the true quagga has been confidently reported in the hinterland of South-West Africa, quite numerous areas; while rhino are fairly common in numerous areas; while hippopotamus are a real nuisance in many places. The elephants of the Addo bush, alluded to by L. G. M., were a danger to life as well as crops, and their extermination was by no means a picnic. The enlightened policy of game reserves instituted in the British Tropical African possessions is a strong contrast to that pursued in South Africa, and will preserve the Native fauna for many years to come. It is unfortunately true that civilization drives away the game, but it need not, should not, and will not, necessarily exterminate it. If L. G. M. could take a holiday trip to Tanganyika Territory and visit the Ngorongoro crater, he would see much to comfort him.

What is the Most Dangerous Wild Animal?

Not *hominis tot sententia* is an old and well-worn tag, but applied to opinions as to which is the most dangerous wild animal it embodies a great truth. In Africa the buffalo is usually awarded the palm—though cynics have been known to vote in favour of a *shenzi* cook! Lion stock is rather at a discount in these days, but the leopard has its champions, and certainly, when wounded, it is a tough customer. In India, where man-eating leopards appear to be far more common than in Africa, the record is held by the "Kudrabyag" man-eater, which is officially credited with 25 human victims, and was eventually shot in 1926 by Captain J. Corbett after months of weary hunting.

Now Dr. Dyer Sharp declares in the *Daily Mail* that the gorilla is "about the most vicious and dangerous of tropical Africa." He is perhaps the only beast which normally attacks man on sight. That is news to one who has always understood that the hamadryad, or King Cobra of Malaya, is the only animal which displays that peculiar trait of which the African mamba is the only manifested sign of jealousy. The most surprising verdict is given by Mr. F. W. Champion, a veteran officer of the Imperial Forest Service of India, who has declared that the most dangerous animal in the jungles under his charge is, not the tiger, as one would suppose, but the sloth bear! The tiger, he maintains (with the exception, of course, of known man-eaters) is as harmless as a pig. The sloth bear has such bad sight and hearing that forest workers are apt to come on him at close quarters unawares and, in his terror, he inflicts the most horrible facial wounds, which Mr. Champion considers the worse than death. So many accidents with this beast have occurred that the Government has put a heavy price on the sloth bear's head. Certainly Mr. Champion's dealings with his forest tigers have been of the friendliest. On one occasion, as recorded in his fine book, "With a Camera in Tiger-Land," he took, with a reflex camera, a whole series of snapshots of a tiger at a range of ten yards, and to judge from the published photographs, the tiger seemed merely bored.

Contributions for this page are welcomed and matter published will be paid for at usual rates. All photographs should be marked Camp Fire Comments.

CUSTOMS EXAMINATION AT MOMBASA:

Goan Official and a Lady's SARRAGO.
To the Editor of "East Africa."

DEAR SIR,

A letter from a daughter, who landed at Mombasa a month or so ago relates the following experience: "We had a horrid time with a Goan official, who opened everything, and made me pay 1s. each on the two tea-cosys, and even asked me whether I had more than one toothbrush." Surely it will become any self-respecting Government to inflict such an ordeal on any white woman in order to collect a mere trifle, and such treatment ought never to be inflicted. (Incidentally, the cost of the material of the cosys was about 5s., so a tax of 2s. was pretty stiff.) It seems that in Kenya a white woman's word is of no account, and that she must confess even down to a toothbrush, and have all her kit turned over by a Goan.

Years ago I made the strongest of complaints about the treatment my heavy goods received at Mombasa—treatment which made me feel I had fallen into the hands of brigands. I am glad my daughter's heavier goods were examined the next day by a white man—and "he was decent," as might be expected—but if the authorities have not a sufficient staff to deal with ladies coming from England, better far to let them enter without being subject to such an experience as that above mentioned. No father likes to think of one of his daughters receiving such a welcome in a Colony so British as Kenya.

I hope this my strong protest will reach the proper quarter through the kind agency of *East Africa*, and that this may be the last complaint of its kind. There are still plenty of British officers unemployed at Home, who might well be thankful of a job with the Customs at Mombasa.

Yours faithfully,

Hotel du Parc,
Mentone.

W. H. Shaw

AMENITIES OF PORT SUDAN.

Reply to a Visitor's Comments.
To the Editor of "East Africa."

DEAR SIR,

You quoted recently from an article contributed to a London daily newspaper by a visitor to Port Sudan, whose comments were rather severe.

Great attempts have been made during the past twelve months to beautify this barren spot, and at the present time we have public gardens which are more or less green, and of which a fair area of lawn is regularly mown.

Yours faithfully,

Port Sudan.

PORT SUDAN SUBSCRIBER.

[Our correspondent kindly encloses a photograph showing an extensive area of public gardens. A year ago the land in question was a barren waste. Ed. "E.A."]

FARM IN SONGHOR DISTRICT.

FOR SALE. Farm of 877 acres in Songhor district of Kenya. 660 acres arable. 800 acres under plough. 75 acres coffee well. Oxen and implements. To be seen on the river. For further particulars from Box 166, East Africa Office, Great Titchfield St., London, W.4, or from B. H. Woods, Mombwa Farm, Lambwa, Kenya.

FARMER WANTED.

SETTLER. with many years' experience in Kenya is willing to sell or lease a farm of 2,000 acres, in the Nyeri district, which is well growing and horse-breeding. The dairy district which is very healthy, has the advantage of a good river, which runs through the estate, while milk and butter can be obtained close by. Capital required £3,500. Reference: Standard Bank of South Africa, Royal Box 446, East Africa Office, Great Titchfield Street, London, W.1.

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EAST AFRICAN TRADE IN 1926-7.

Mr. Kemp's Useful Report.

The Report of Mr. C. Kemp, Deputy Trade Commissioner, National on "The Trade and Commerce of East Africa during 1926-7" has just been issued by the Department of Overseas Trade and is obtainable from H. M. Stationery Office at 2s. 1d. post free.

It is a seventy-page document which will amply repay the study of those closely concerned with East African developments, who will join with us in congratulating Mr. Kemp on his clear picture of the present position and of the difficulties with which British manufacturers have been faced in catering for East African demands in certain lines. The Deputy Commissioner, moreover, offers suggestions which, if acted upon, cannot but rebound to the advantage of individual manufacturers and of British industry in general. The review concludes with the assertion that the East African Dependencies are in a fairly sound financial, producing, and commercial position, and that where difficulties exist there is every hope of clearing them up within the next year or two.

"The East African area presents the picture of a young development company, which, in face of the odds of war, boom, and depression, has passed through the initial stages of flotation and consolidation with a success that gives every reason for extending its scope of operations. There is no doubt that the assets are present but it is not yet certain that out of its own revenue East Africa can finance development at any rate commensurate or compatible with its possibilities. It is important to realize that the industrialism of East Africa and considerable home use of indigenous raw materials for industry are factors of the distant future. In the time that can at present be foreseen increasing production must be primarily for export, with consequential growth of import purchasing power. Consequently it may be remembered that, although the whole area is under British administration, it is an 'open area' under treaty rights. Under the existing equal rights the best bidder will secure its exports, whilst to the merchant who makes studies and supplies its wants will be offered the buying capacity. It is accordingly patent that the merchant who desires East African business must practise not an intermittent but rather a continuous cultivation of the market."

Britain's Competitors.

The most pronounced feature in the import market during the past two years has, says Mr. Kemp, been a large increase in imports from North America, particularly in motor cars and agricultural machinery from the United States of America, and in agricultural machinery from Canada. A direct shipping line from the United States to East Africa via the Canal has also led to an increase in that direction of re-shipment from North America, which has been almost halved on the whole, leaving in mind the effects of the coal shortage. Great Britain has fairly well maintained its share of the import market in metal manufactures, though a large amount of the lead has been lost during the last four years in agricultural machinery, and therefore in present signs of recovery.

British manufacturers are warned that they have had on record numerous recent instances of late delivery, and that, even after making every allowance for the after-effects of the British coal stoppage, it is difficult to find justification of as much as three months late delivery after contract date. "In abnormal market conditions, such as have obtained in East Africa during the past few years, the morality of the petty trader will often lead him to explore every excuse for refusing to take up his orders. Late delivery is one of the most frequent excuses put forward. Cases of late delivery will react to Britain's detriment when new contracts are to be placed."

The report declares that the inherent elasticity of production and trade in East Africa will within the

next year or two bring conditions to a more normal, with the prospect of gradually increasing production and consumption. Credit conditions are stated to be somewhat improved, "those who instigated loose methods" (which means Germany in particular) having earned their inevitable reward in huge losses and the natural consequence of large stocks thrown back on their hands."

We are also glad to note the following outspoken comment: "In Northern Rhodesia an archaic system of an internal barrier at the junction of those political entities known as the Zambezi and Congo Basins is a barrier to free trade within a real economic unit that should be removed as early as possible."

Individual Import Items.

From the most interesting notes on individual import items we quote the following:—

Cement.—Although the matter has not become acute, there have during the past two years been certain indications of renewed competition from German, Belgian, and Italian sources, particularly the first mentioned. The position is, however, being very closely watched by representatives of British manufacturers, and, although there has been in certain cases the rather undesirable feature of the virtual copying of British marks, it does not seem that this competition is anything abnormal.

Iron and Steel Manufactures.—Earlier reports mentioned the heavy increase in competition from German sources of supply, but that increase has not been maintained. It was largely occasioned by offers of long credit from that quarter in an endeavour to stimulate the reintroduction of foreign supplies, but, largely owing to the decrease in offers of long credit, the rising price index of German manufactures, the impossibility in many cases of obtaining in time of delivery, and more than all, the fact of continually increasing replacement prices, Great Britain has regained some of the market which was lost. Naturally the effects of the coal stoppage hindered for some time the progress of British manufacturers, and competition from Continental sources, particularly Germany and Belgium, is always to be expected in the hoop iron, wire, nails, screws, rivets and rail steels, especially in countries such as the East African Dependencies, which are developing rapidly, and where first cost of farm and estate requirements has so much to do with the scale of possible profits upon agricultural production.

Particular mention should be made of the light rail imports. Labour difficulties, the growing mechanisation of agricultural industry, and the growing re-capitalisation of estates are providing an encouraging opening for all modern means of cheapening the cost of transport from the estate to the factories and then on to the nearest point on the general transport system.

Cutlery, Hardware and Instruments.—British manufacturers have more than succeeded in maintaining their share of the trade, again largely at Continental expense.

American Machinery makes Progress.

Machinery.—British manufacturers are very efficiently represented in the East African market, but with the growing mechanisation of the agricultural industry, and particularly the growing import of tractors of American production, it is to be expected that such items as American ploughs would show an increase, for the very reason that they are specified as attachments. Although American manufacturers are mentioned, the imports are shown as being mainly of Canadian origin, also of the principal

purely Canadian firms are represented in East Africa, and at least two of the large United States groups who work through their British Empire agreements in Canada, although direct shipments from American factories are often made under the terms of those agreements. Great Britain has lost heavily in this line of goods in the past two or three years, and the cause does not seem difficult to seek. Persistent inquiries have been made as to whether the offering of financial facilities has supported the increasing competition in this group of manufactures, but no definite evidence has been found.

According to the best technical opinion, the reason lies not in any inherent defects of British machines, but rather in the fact that American manufacturers claim to be first in the continual development of their products to meet the modern needs of agricultural industry in countries where conditions approximate so much more to American than to British conditions. In light lines, such as small ploughs for the Native agricultural industry, British manufacturers still, in general, control the market. It is in the heavier lines used upon the larger European estates that foreign supplies have gained ground. A very careful watching of the market during the past three or four years lends some support to American claims; and, although British manufacturers seem to pay careful attention to the market in the number of visits that sales representatives make, it is believed that, if a much larger proportion of the headquarters designing staff were included in those visits, the difficulty would be more satisfactorily tackled. Local representatives of British manufacturers can generally be trusted to do everything possible at the sales end of the business, but if they are to do their share they must have up-to-date articles to suit rapidly developing conditions, and the complaint is too often heard that once having brought out a fully up-to-date machine, British manufacturers are content to rest on their laurels for a period instead of being constantly engaged upon the designing of small improvements that may be necessary in the light of continuous experience.

Vehicles.

Bicycles.—This is a line in which there was a very heavy excess of imports over possible consumption a year ago, but fortunately British-made cycles cleared fairly well, and it was principally foreign makes that were left in stock. It would seem that the difficulty was largely caused through an unfortunate acceptance of orders from too many small dealers, and suppliers are earnestly recommended to scrutinise orders very carefully in order to avoid a persistence of such overstocks. It is human nature that the manufacturers' representatives shall accept as many orders as possible, and the responsibility therefore falls on the importers' confirming houses to watch limits. The decrease in the imports of bicycles, particularly those of Continental origin, during the past year is due to the above causes.

Vehicles.—In a market of such possibilities as East Africa it is unfortunate to see foreign manufacturers so completely dominant in this line; and it has often seemed to the inquirer that the solution lay in the organisation of group manufacture and group selling, or, alternatively, in the manufacture of units from the best available components as is the case in the motor cycle trade. The production of British cars that do to some extent meet Colonial conditions may, however, solve the difficulty in another way, though the great price advantage that American manufacturers enjoy in consequence of their huge outputs is a very heavy handicap to overcome.

Questions are raised by the subject of the growing manufacturers upon the subject of road conditions, which bear so largely upon the type of vehicle that can be used, and it should be clearly understood that at present, and probably for the future, the mileage of first-class roads is and will be definitely limited. The first and maintenance costs of such roads are more than these young countries can bear, and in conditions where a heavy rainy season may completely destroy even a first-class road such money as is available for construction must eventually be devoted as far as possible to earth roads to be used as feeders to the main transport system.

Reference has been made elsewhere to the growing mechanisation of the agricultural industry. At present the United States of America secures the bulk of the tractor demand, and it would seem particularly necessary that British manufacturers should send out representatives to pay strict attention to this line before the experience of the motor car market is repeated. It is almost impossible to over-estimate the change that will take place in the next few years by the mechanisation of the agricultural industry. Railway rates upon oil and petrol have been reduced and the local production of power, alcohol has commenced. It is too early yet to say whether it will be an unqualified success in view of the experience elsewhere, but the possibilities of its production as a source of power are unlimited.

The above paragraphs are a fair index to the character of the report, which British suppliers in many lines would do well to read, mark, learn, and inwardly digest. Its comments on the cotton piece goods trade will appear in our next issue.

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TWO EAST AFRICAN BANK REPORTS.

BARCLAYS BANK (D.C. and O.) issue a long and interesting report on trade conditions in Africa, from which we culled the following:—

Kenya.—Picking of the coffee crop proceeds apace, and although a portion of the crop has suffered in quality as a result of the drought, it is believed that the bulk will be up to average. The market has been firm, with keen competition for parcels of good quality. Good results are reported from maize growers in Hoes's Bridge and Kip-laren districts, but farmers on the Eastern Plateau and Serگون show poor returns. The exportable surplus of maize is expected to be less than last year.

Nyasaland.—An optimistic feeling in regard to coming months is reported. The tobacco export remains satisfactory. Weather conditions have been favourable for planting. Natives are said to be taking a greater interest in cotton as a result of the fixing of prices by the British Cotton Growing Association, and it is hoped that the Native acreage will be increased next season. Conditions are also favourable for tea planting and prospects are good. The acreage is increasing and new gardens are coming into bearing.

Sudan.—Increased demands for imported commodities from Wad Medani shows signs of better Native purchasing power.

Tanganika.—Trading conditions generally have been quiet. An improvement, however, is expected during the next three months, after the marketing of the coffee crop.

Uganda.—An average yield of cotton is anticipated, but the opinion is expressed that next season should witness an increase in production.

THE current monthly review of the Standard Bank of South Africa states *inter alia*:—

Kenya.—The yield of fine coffee for export is anticipated to be somewhat below the average. Picking is now general in the Nairobi district. The prospects of the maize crop are uncertain, and it is generally anticipated that the yield will be under last year's production. The total crop for the coming harvest is estimated to yield between 40-50,000 tons. The prospects of a fair to average wheat crop are more favourable.

Tanganika.—To the end of August coffee exports from Bukoba amounted to 4,033 tons, valued at £165,131, compared with 3,288 tons, valued at £223,263, during the whole of 1926. The prospects for the 1928 crop are promising, and a total yield of 6,000 tons has been estimated. It is reported from Tanga that sisal exports have increased considerably and the export tonnage for September from this port was well over 2,000 tons.

Nyasaland.—October was a dull month in both wholesale and retail trades, and a number of failures occurred among Indian retail storekeepers in Blantyre, which are attributed to overstocking in anticipation of an increased demand which failed to materialise. No improvement in trade appears likely in the near future. The yield of the 1927 cotton crop is now estimated at between 400 and 500 tons of lint, compared with over 1,000 tons last year. European cultivation of this crop has been practically discontinued, while the acreage under Native cultivation is much reduced.

Uganda.—It is estimated that, on present figures, there will be a shortfall of some 10,000 bales on last year's output of cotton.

CASE OVER LOST TUG

DAMAGES for the loss of a tug boat in the River Pungue, Portuguese East Africa, during serious floods in January, 1926, were recently claimed in the King's Bench Division by the Beira Boating Co. Ltd. against the Companhia de Mocambique, who denied liability.

Mr. Pritt, K.C. (for plaintiffs) said that the defendant company had governmental powers at Beira, and during the floods they approached plaintiffs for the use of the tug "Peter". In the circumstances, plaintiffs agreed to make no charge, provided they were indemnified against loss. A document was drawn up in Portuguese, which plaintiffs contended amounted to an ordinary contract of liability in the event of any loss, including total loss. The tug became a total loss. It was insured, and the insurance company were proceeding by way of subrogation. The defence was that the tug was requisitioned and that the liability of defendants, if any, was limited to any average loss that might arise, excluding total loss. Defendants also contended, in the alternative, that they undertook liability in so far as the loss sustained exceeded the insured value of the tug. Defendants further contended that the action should be determined according to Portuguese law, by which insurers were not subrogated to the rights of the assured.


After evidence by Portuguese lawyers, Mr. Justice Rowlatt said it was clear that the letter which defendants wrote to plaintiffs was in answer to a request by plaintiffs for an indemnity. The letter started with the word "requisition," but having regard to what happened between the parties, he could not hold that the tug was requisitioned. The defendants were taking the tug for a dangerous service, and there was evidence that the word "arrenda" was wide enough to include total loss. It was clear from the correspondence that it was not meant to interpret the word as it was now being interpreted by the defendants. His Lordship also accepted the evidence of the plaintiffs' witness that subrogation in Portuguese law was based on the same principle as in English law. There was nothing in the letter to suggest that defendants' liability was subject to any limit, and, having regard to the age of the tug, his Lordship thought £4,000 was a proper sum which plaintiffs were entitled to recover. Judgment was entered accordingly.

C.O.D. PARCELS TO UGANDA.

Our Uganda letter of July 21 conveyed a warning to British manufacturers and merchants against addressing parcels to Natives under the cash-on-delivery service. We are now indebted to the Chief Secretary to the Uganda Government for a letter in the course of which he gives the following figures of C.O.D. parcels posted to Uganda between March and August, 1927:

	Total number of C.O.D. parcels received.	Number not delivered to addressees.
Non-Natives in the Protectorate	1,026	29
Natives in Uganda	1,490	80

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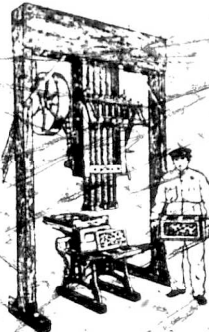
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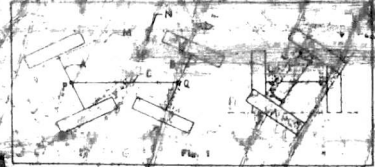


Diagram showing in this illustration the mechanism of the four-wheel drive vehicle. A and B are the front and rear axles. C is the connecting tube between the central parts of axles A and B.

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Chairman's Speech at Annual Meeting.

The ordinary general meeting of the North Charterland Exploration Company (1910) Ltd. was held last week. Sir Harry Wilson, K.C.M.G., K.B.E., Chairman of the company, who presided, said—

"As a result of the reorganisation of the capital and the provision of further working capital, your Board has been able to inaugurate a more rapid and progressive development policy. A new central grading warehouse for tobacco at Fort Jameson has been completed, and the new conditioning plant for dealing with the product should be in commission in time for the crop of 1928. We have given instructions for the opening up of further tobacco estates. The quantity of Virginia tobacco in the concession produced during the 1925-26 season was 1,338,746 lb. Of this total the company's acreage produced 336,616 lb. For the 1927-28 season it is estimated that the company's acreage will produce 400,000 lb. The prices obtained for the 1925-26 crop were satisfactory, but it is early yet to say what price can be expected for the 1926-27 crop owing to the considerable increase in the export figures, not only from our own territory, but from Nyasaland and Southern Rhodesia.

"With a view to increasing the consumption of Colonial tobaccos, we last year took a substantial interest in the Dominion Tobacco Company. This company's factory at Plaistow during the past twelve months has been reorganised and considerably enlarged, and is now capable of dealing with approximately 2,000,000 lb. of manufactured tobacco per annum. As a result of a recent advertising campaign, and also we believe owing to the growing recognition of the smoking qualities of the blends, sales are already showing a very considerable increase over those of the previous year. A factory like this requires a certain quantity of North Charterland tobacco; it must have tobacco from Nyasaland and from Southern Rhodesia, and to some extent from India, all of which go to make up the different blends palatable to the smoker. The Dominion Tobacco Company is fostering the education of the British public as to the possibilities of Colonial tobaccos being smoked in preference to American. I use the word in preference purposely because we have to consider that this Colonial tobacco is helped by a preferential duty, and you as shareholders can in turn help this industry by smoking and getting your friends to smoke the different blends turned out in the factory. The use of this tobacco is not only helping a company in which you are interested, but is helping the North Charterland settlers, who have at least this one established source of marketing their product.

Native Reserves.

"The Colonial Office has forwarded to your company a draft Order in Council confirming its title both to land and minerals, and your directors have submitted to the Secretary of State certain alterations and amendments. They have, however, not yet heard if these have been adopted. As the result of Mr. Spiller's investigation into the question of the Native Reserves, a new fact has quite recently been brought to the knowledge of your Board, and further inquiry into the position must be undertaken. In view of the importance attached by your Board to the matter, they consider that the best way of dealing with it would be to appoint a committee, consisting of two directors and three shareholders, to go into the whole question and report to the Board. The Board will appoint its two representatives, and I ask shareholders to elect their three representatives at this meeting.

It is briefly mentioned in the report that the company's fleet of motor lorries has been materially increased. Our Keo lorries have now come pretty well to the end of their tether, though they will still be useful on the roads between the estates. They have been gradually replaced by Conner lorries, of various types, including four capable of pulling a 30-cwt. trailer, which are giving complete satisfaction and have been well reported on by our transport manager, Captain de Rouet. I had the pleasure of a long talk with this officer when he was on leave in England, and was struck with his mastery of the problems which have to be faced both in regard to our road and railway transport.

Zambezi Bridge and Great East Road.

"The Commission is believed to have reported in favour not only of the bridge over the River Zambezi, that indispensable link in our communications with Beira, but of an extension of the railway northwards from Blantyre. If these important undertakings are approved they will have considerable influence on the future of the company's concession. We should get rid of the necessity of breaking bulk at the river and ferrying our produce over from railhead to railhead, and any extension of the railway in a northerly direction will *pro tanto* diminish our long haul by road from Limbe to Fort Jameson.

"Meanwhile the Great East Road between Fort Jameson and Lusaka on the Rhodesian Railway will, in about six months' time, bring us into direct communication with North-Western Rhodesia and the capital at Livingstone, and will open up the western area of our concession, at present almost unoccupied except by Natives, for white settlement outside the Native Reserves. Your Board have purchased a suitably situated holding in the immediate neighbourhood of Lusaka for a warehouse and store. The Great East Road is much the most important addition to our communications since we began to develop the concession in 1910. Your Board has been approached by the Alan Cobham Aviation Company Ltd. with regard to the land belonging to your company in the neighbourhood of Fort Jameson, where it is in contemplation to establish an important aerodrome. The importance of such an event could hardly be exaggerated. It would bring our concession within a few hours' journey of Salisbury, in Southern Rhodesia, instead of five days, as it takes at present.

Federation.

"Another Commission is leaving England to inquire into a possible federal system of Government for the various British territories in East Africa. I will only say that as I am present advised I do not see that much would be gained by Northern Rhodesia being linked up with Uganda, Kenya and Tanganyika. A more natural union, as it seems to me, would be with Nyasaland and Southern Rhodesia, but there are differences of opinion even on this less ambitious proposal. Your directors will watch the developments of this new movement with close attention, and will keep in touch with local feeling in regard to it through their manager at Fort Jameson.

It was unanimously resolved that a committee consisting of two directors and three other shareholders be appointed to investigate the company's position in regard to the Native Reserves and to report to the Board and to recommend what action, if any, should be taken. Mr. I. Clifford Rowe, Mr. Reginald Mainham, and Mr. J. W. Davis were unanimously appointed as the three shareholders.

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Ideas	2 13 0
London Opinion	0 13 6
Punch	1 16 6
Sketch	3 12 6
The Weekly	0 13 0
Vogues (English)	0 14 6
Argosy Magazine	0 14 6
Cassell's Magazine	0 14 6
Good Housekeeping	0 16 6
Home Magazine	0 16 6
How Magazine	0 16 0
Mail Mail Magazine	0 16 0
Strand Magazine	0 16 0
Women's Journal	0 18 0



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EAST AFRICA'S INFORMATION BUREAU.

"East Africa's" Information Bureau exists for the free service of subscribers and advertisers desired by the Editor's and 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 in such matters.

The Rift Valley Service Garage Ltd., Nakuru, has been voluntarily wound up.

The present import duty on motor cars entering Portuguese East Africa is 28% ad valorem.

The value of imports into Nyasaland during September included: Iron, steel, etc., £4,927; agricultural machinery, £2,465; Cotton manufactures, £20,515; petrol, £4,537; soap, £550.

The special temporary reduction of 25% in the Kenya and Uganda Railway freight rates on export cotton ginned and pressed to 25 lb. per cubic foot will be cancelled on December 31, from which date the ordinary published tariff will reapply.

Among the articles imported into Tanganyika during the month of September were: Cement, £7,704; galvanised iron sheets, £879; steel manufactures, £49,080; machinery, £15,849; coloured cotton, £10,900; cotton blankets, £8,486; and cycles (not motor), £547.

The Japanese Economic Delegation which has been investigating conditions in East Africa under the chairmanship of Mr. Oyama, formerly Consul-General of Japan at San Francisco, comprises an agricultural expert, a commercial and industrial expert, a medical officer, and a representative of the Department of Foreign Affairs. Two cotton experts are also accompanying the mission in a purely private capacity.

The partnership hitherto carried on by James Machin and Ronald Leslie Grant, under the style of Machin & Grant, at Blue Mountain Estate, Trans Nzoia, Kenya, has been dissolved, Mr. Grant taking over all the assets and liabilities. The name "Blue Mountain Estate" will no longer be used, as the firm has been amalgamated with the remaining property of Mr. Grant under the style of Malting Mills.

The value of the sea-borne trade of Somaliland during 1926 was Rs. 8,148,000 compared with Rs. 9,066,285 in 1925. Rs. 4,430,650 represented imports and Rs. 3,688,710 exports. The chief imports were: American grey sheeting, 1,166,440 yards; Japanese grey sheeting, 73,340 yards; Chinese grey sheeting, 38,300 yards; European white long cloth, 1,100,000 yards; dates, 47,761 cwt.; rice, 36,250 cwt.; and sugar, 31,702 cwt. Included among the leading export items were: 1,208 bufflocks, 120,000 sheep and goats; 1,060 skins, hides, 181 cwt.; ghee, 1,603 cwt.; and gums and resins, 6,736 cwt.

The partnership subsisting between Kengsakos and Michel Platamotis, both of whom traded under the style of The Themis Office Estates, has been dissolved by mutual consent. The business will henceforth be carried on by the first-named partner.

The annual general meeting of the Coffee Planters Union of Kenya and East Africa will be held in Nairobi on January 3. As we have already reported, the special session of the Convention of Associations meets on December 30, while the Nairobi Races take place on December 31 and January 2.

The Eastern Telegraphs Company announces the payment on January 15 for the quarter ending December 31, 1927, of a dividend at the rate of 3 1/2% per annum, less income tax, on the Preference Stock, and the third quarterly interim dividend of 2 1/2% on the Ordinary Stock, free of tax.

One immediate result of the recent East Africa Show at Nairobi, reports the Union's Trade Commissioner, is the appearance of several new brands of South African jams, wines, and dried fruits in the retail shops in Nairobi. South African high-grade cheeses are also to be found now in a number of the better-class grocers' shops.

Messrs. Griffith, Ghersi & Fenley, accountants and auditors of Eldoret and Kitale, announce that Mr. G. Griffith has ceased to be a partner of the firm. The practice is now being carried on by Messrs. Ghersi & Fenley in partnership with Mr. E. Grant Hay, chartered accountant of Eldoret, under the style, Fenley & Hay.

Winsfield Robinson, managing director of the British East African Broadcasting Company, which was recently registered in Kenya, visited Dar es Salaam and Zanzibar a few weeks ago in order to investigate the possibility of establishing local broadcasting services in those towns. The service is to be inaugurated at an early date in Nairobi, and all our reports point to widespread public interest and confidence that programmes will be relayed from Great Britain on a short wave length with thorough success.

East African Campaign Stories.

East Africa offers three guineas for the best true story of the East African Campaign received on or before March 1st, 1928. Entries may be of any length, and may deal with any side of the Campaign.

The sole conditions of entry are: (i) that the Editor's decision shall be final; (ii) that entries be typed or written on one side of the paper only, and bear on the first page the words "Campaign Competition"; (iii) that each entry bear the full name and address of the writer, though a pseudonym may be used for the purposes of publication; (iv) that every entrant attach a written statement that the facts are true (though the actual names of persons may, if desirable, be suppressed).

Even if you do not win the three guineas, your entry if published will be paid for at East Africa's usual rates. The best story, not necessarily that with the most literary polish, will win.

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PASSENGERS FROM EAST AFRICA.

THE S.S. "Mantola," which arrived at Plymouth on December 22, brought the following homeward passengers from East Africa:

Mr. G. A. R. Ansell
 *Mr. F. Baker
 *Mrs. Baker
 Mr. Baldock
 *Mrs. Brassey Edwards
 Mr. J. R. Bell
 *Mr. and Mrs. Boardman
 Lt. H. McBoyle
 Mr. J. B. Brown
 Lt. Comdr. Bucklett
 Major J. Cairns
 *Mrs. Campbell
 Mr. Catchpole
 Dr. Clearkin
 Mrs. Clearkin and child
 *Mr. Collins
 *Mrs. Collins and child
 *Mr. Cook
 *Mrs. Coward
 *Mr. Crabtree
 *Mrs. Crosswhite
 Mr. and Mrs. J. Curran
 *Mr. W. Darwin
 *Mgs. Dickinson
 Mr. J. W. Dowd
 *Capt. Dryden
 *Countess Erroll
 Mrs. Evans, two children
 and nurse
 *Mrs. Friend and child
 *Mr. N. Frisby
 Mr. A. M. Folley
 Mrs. Fothergill
 Mr. George
 *Capt. Gough
 *Hon. Mrs. Gough
 Mr. F. H. Grandy
 Major Gray
 *Mrs. Gray and child
 Mr. F. W. Hale
 Miss Hammett
 Mr. O. C. Harlow
 Mr. I. E. Harris
 Mrs. Howell, two children
 and nurse
 Mr. S. R. Huggins
 Mr. A. Hume
 Mr. Johnson
 Mrs. Johnson and child
 Mr. and Mrs. J. P. Jones
 Mr. C. Kingham
 Mr. Knapman
 Mrs. Knapman

Landed at Marseilles.

THE S.S. "Leconte de Lisle" has brought from

Mombasa
 Mr. S. E. Bush
 Mr. W. N. Mackenzie
 Major Massy
 Mr. W. J. Thompson
 Mr. and Mrs. R. H. Wake
 Rowell

*Mr. J. Law
 *Mr. H. Leonard
 *Mr. E. Lougher
 Mrs. Mace
 Dr. Madge
 *Mr. A. F. Marsh
 *Mrs. Marsh
 *Miss McDonald
 Mr. A. McF. Cairns
 *Miss Melhuish
 Mr. T. B. Mills
 Mr. Mitchell
 Mr. N. Murray
 Mr. P. Nason
 *Mr. N. C. Newitt
 *Mrs. Newitt and child
 Mr. R. T. Owen
 *Rev. E. Powles
 *Mr. S. H. Powles
 *Mr. F. V. Preston
 *Mrs. Preston and child
 *Mr. H. B. Price
 Dr. C. B. B. Reid
 Mr. Richards
 Mrs. Richardson and child
 Capt. Robertson
 Mrs. Robertson
 Mr. Roxburgh
 *Miss Scott Ellis
 *Mr. Sergeant
 Mr. and Mrs. Smith
 *Miss Spriggs
 *Mr. A. Stanton
 *Mr. Stevens
 Mr. Stubbington
 Mr. J. R. Taylor
 *Mr. G. R. Thomas
 *Mr. H. B. Thomas
 *Mr. Tongue
 Miss Usher
 *Dr. G. B. Wallace
 Mr. J. S. Watkins
 Lieut. H. F. Waring
 Mr. H. Ward
 Capt. C. M. Wedge
 Mrs. Wedge and two
 children
 Mr. J. H. Welch
 Capt. S. Witte
 Dr. B. O. Wilkin
 Mrs. Wilkin and child
 *Mr. W. B. Woods
 *Mrs. Woods and child

PASSENGERS FOR EAST AFRICA.

THE S.S. "Mantola" will sail on December 31 for Beira via the Cape following passengers for:

Lourenço Marques.
 Mr. H. G. Stevenson

Beira
 Capt. E. S. Boothby
 Mrs. M. S. Hammersley
 Master T. Hammersley
 Miss E. Hammersley
 Master M. Hammersley
 Mr. Henderlick

Mrs. Henderlick
 Miss D. G. H. Howard
 Mrs. Agar Hutton
 Mr. H. E. Lord
 Capt. J. O'Brien
 Mr. W. L. Ozanne
 Miss G. Ozahne
 Mr. G. S. Paveley
 Mr. F. H. J. Poole

EAST AFRICAN STEAMSHIP MOVEMENTS.

BRITISH INDIA.

"Mantola" arrived London from East Africa, Dec. 23.
 "Modasa" left Kilindini homewards, Dec. 24.
 "Malda" left London for East Africa, Dec. 23.
 "Matiana" arrived Kilindini outwards, Dec. 22.

CLAN-ELLERMAN-HARRISON.

"Huntman" arrived Tanga outwards, Dec. 18.
 "City of Mobile" left Port Sudan outwards, Dec. 20.

HOLLAND-AFRICA.

"Rienfontein" left Rotterdam homewards, Dec. 20.
 "Nykerk" arrived East London for further Cape ports, Dec. 19.
 "Meliskerk" arrived Port Sudan for East Africa, Dec. 15.
 "Randfontein" arrived Gibraltar for East Africa, Dec. 17.
 "Parana" arrived Antwerp for East Africa, Dec. 18.
 "Billiton" arrived Hamburg, Dec. 16.
 "Heemskerk" left Marseilles homewards, Dec. 16.
 "Jagersfontein" arrived Durban for East Africa, Dec. 17.
 "Gripskerk" arrived Amsterdam for South and East Africa, Dec. 18.

MESSAGERIES MARITIMES.

"Andral Pierre" left Djibouti for Mauritius, Dec. 20.
 "Explorateur Grandier" left Djibouti for East Africa, Dec. 18.
 "Bernardin St. Pierre" left Diego Suarez homewards, Dec. 17.
 "Dumbea" arrived Tamatave for Mauritius, Dec. 21.

UNION CASTLES.

"Barniton Castle" left Zanzibar for Natal, Dec. 20.
 "Carlow Castle" left Beira for London via Suez, Dec. 22.
 "Dunluce Castle" left Lourenço Marques for London, Dec. 20.
 "Glengorm Castle" left Cape Town for London, Dec. 24.
 "Guildford Castle" left Port Said for London, Dec. 21.
 "Llandaff Castle" left Port Sudan for East Africa, Dec. 27.
 "Llandoverly Castle" left Tenerife for Beira, Dec. 21.
 "Llanstephan Castle" arrived London from Beira, Dec. 23.
 "Sandown Castle" left Tenerife for London, Dec. 26.
 "Garth Castle" arrived Cape Town, Dec. 25.

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- Port Sudan**
- *Mr. R. Akroyds
- Mombasa**
- *Mrs. S. Adley
- Mr. H. Astley
- Mr. D. G. Andrew
- Mr. F. H. Aspinall
- *Rev. E. J. Butcher
- *Capt. A. V. Barclay
- Mrs. Butcher and two children
- Miss Brook-Smith
- Mr. A. F. Bingley
- *Mrs. Bingley and child
- Mr. S. K. Bell
- *Mr. A. G. Baker
- *Mr. H. I. Bott
- Dr. C. V. Brambridge
- *Mrs. Brambridge, child, infant and nurse
- Mr. R. B. Bent
- Mr. M. T. Batten
- *Mrs. F. F. Bainbridge and infant
- Mr. W. Beaumont
- Miss B. Channon
- *Mr. C. Chorley
- *Mr. B. F. C. Childs
- Clarke
- Mr. V. R. Cox
- Mrs. V. R. Cox
- Mrs. F. A. Cottage
- *Mr. H. W. Curtis
- *Capt. K. E. J. Caldwell
- Mrs. Dalrymple
- Lieut. G. Douglas
- Mr. G. Dow
- Capt. M. Dugunoy
- Mrs. Dugunoy
- Mr. F. Douglas-Fox
- Mrs. Douglas-Fox
- *Mr. S. M. Douty
- Mr. C. M. Dav
- Mr. H. G. Evans
- *Miss J. L. Esse
- Mr. D. F. Frazier
- *Mrs. Frazier
- *Mr. A. F. Farrant
- Mr. J. T. Ferguson
- Mr. A. Yocole
- *Mr. J. R. Forrest
- Mr. R. K. I. Guthrie
- Mrs. Guthrie, infant, nurse and maid
- Mr. C. P. Glover
- Mr. Gould
- *Master Gould
- Mr. H. W. Gould
- Mr. R. D. Hoskins
- Mr. F. J. Hoggood
- *Mrs. F. I. Hoggood
- Mr. H. B. Harris
- Mr. H. R. Hardy
- *Mr. F. C. Haslam
- Miss R. E. E. Johnson
- Mr. C. T. Jackson
- Mr. J. C. Kelt
- Rev. A. B. Lloyd
- Mrs. Lloyd
- *Miss Montefiore
- Mr. I. T. P. Machin
- Mr. J. McRae
- Mrs. J. McRae
- Master McRae
- Mr. I. Milson
- Mrs. Milson
- *Count Nottitz, maid and valet
- *Sir George Noble, valet and nurse
- Mrs. D. M. Neale
- Capt. J. W. Partridge
- *Mr. J. W. A. Pease
- *Baron A. Rothschild
- *Baroness Rothschild
- Mrs. Rendall
- Mrs. L. Roberts
- Mr. G. Rowland
- Mrs. Rowland and two children
- Miss A. E. Read
- *Capt. R. L. Stobart
- *Mrs. Stobart
- Capt. C. W. Stubbs
- Mr. S. H. Schwartzul
- Mr. F. W. Small
- Mr. T. H. G. Somerville
- Mrs. Spibbs
- Mr. H. R. Senior
- Mr. W. Sherwood
- Mr. P. L. Shingler

- *Miss D. Sevard
- *Mrs. Laurie
- Mr. F. S. Palmer
- Mr. K. ...
- Mr. E. D. Theunison
- Lady Townsend
- *Major E. T. G. Trenchard
- Miss D. M. Tozer
- *Major S. E. Wibrants
- *Mrs. Wybrants
- *Miss C. Williams and maid
- Miss J. Webster
- Canon W. J. Wright
- Mr. F. J. F. Wood
- Mr. R. K. Williamson
- Mr. J. Waller-Sawyer
- Capt. W. H. Wood
- Miss A. Williamson
- Mr. P. H. R. Whitehead
- Miss R. C. Wigram
- Mr. W. Younger
- *Mrs. Younger
- Seychelles**
- Mr. R. L. Histed
- Tanga**
- Mr. F. Longland
- Mr. G. F. Webster
- *Mrs. G. F. Webster
- Zanzibar**
- *Mr. A. J. Griffiths
- *Mr. F. I. Laurie
- Passengers marked † join at Marseilles.
- Passengers marked ‡ join at Port Sudan.
- Passengers marked † join at Port Said.
- Passengers marked ‡ join at Port Sudan.
- Mr. J. Baggott
- Mrs. Baggott and infant
- *Mr. R. E. Garrard
- Mr. F. R. Hinderick
- Mrs. Hinderick
- Dr. A. J. Meek
- Mrs. A. J. Meek and infant
- Mr. J. Maurice
- Mrs. J. Maurice
- Mr. I. Norton
- *Mr. E. Oppenheim
- *Mrs. Oppenheim
- *Mr. R. E. Old
- Mr. V. G. Revington
- *Mr. V. Stobard
- *Mr. P. R. Smith
- Miss I. A. Thompson
- Miss M. Taylor
- Betra**
- Mr. A. B. Agnew
- *Sir Frank Colyer
- *Lady Colyer
- *Miss F. A. Lewin
- Capt. T. A. F. MacMillan
- Scott**
- Mrs. MacMillan Scott and child
- *Mr. A. W. Smith

EAST AFRICAN MAILS.

MAILS for Kenya, Uganda, Tanganyika and Zanzibar close at the G.P.O., London, at 6 p.m. to-day, December 29, and at the same time on January 3, 5, 7 and 17. For Nyasaland, Northern Rhodesia, and Portuguese East Africa, mails close at the G.P.O., London, at 11.30 a.m. to-morrow, December 30. Inward mails from East Africa will be expected in London on December 31.

EAST AFRICAN PRODUCE REPORTS.

Public auctions have been suspended until January 10, after which date our usual Produce Reports will appear.

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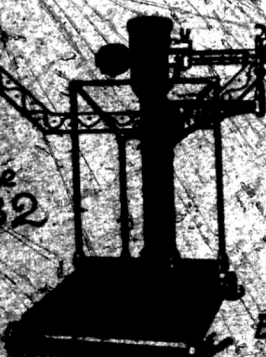
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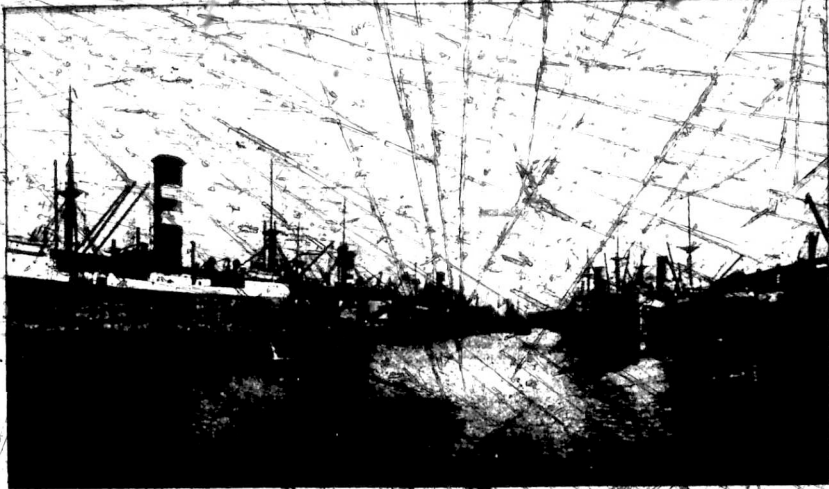
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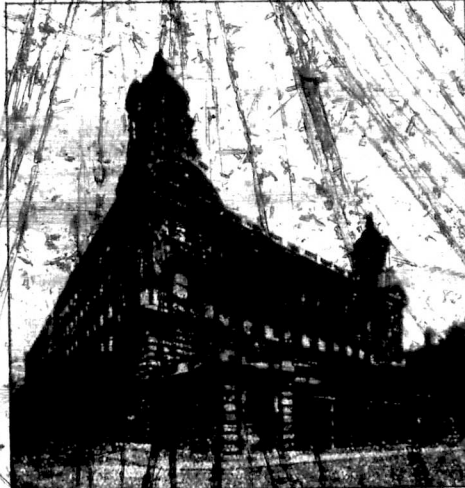
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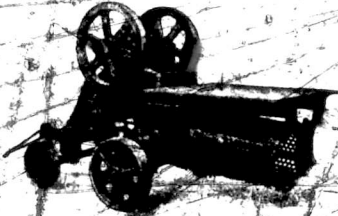
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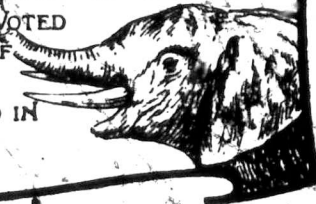
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CLOSER SETTLEMENT IN KENYA.

THOUGH the full details of the closer settlement scheme drafted by the Kenya Local Advisory Committee have not yet been published, the Hon. H. T. Martin, Commissioner of Lands in the Colony, revealed some most interesting facts when recently addressing the Legislative Council. As our readers are aware, the first stage is to be the allocation of one hundred and seventy farms, eighty-five to local and the same number to overseas applicants; a hundred of the initial group are to be mixed farms of varying acreage, according to the capital at the disposal of the settler, the remaining seventy being small-holdings for settlers with little or no capital.

The establishment of a Land Bank is an integral part of the scheme, which has been rendered practicable only by reason of the ready co-operation of the Imperial authorities—and especially the Overseas Settlement Department—with whom Mr. Martin negotiated during his visit to England last summer. It is proposed to lend each settler a sum of £400 at 5% interest, the capital amount to be repayable over twenty years, and that Britain has offered to meet half of that expense. A notable minor, but none the less gratifying, success is the conclusion of a tripartite arrangement between the Imperial Government, the Kenya Government, and the shipping companies by which the cost of passages to the Colony of approved settlers will be reduced to the nominal figure of £10 per head.

We are very glad to note that strong emphasis is laid on the desirability of utilising local experience to the full, and that careful steps are to be taken not only to place overseas applicants alongside local farmers whenever possible, but that a considerable sum of money is earmarked in the Kenya budget for 1928 for the creation and upkeep among the small holders of model small-holdings financed by Government and under the management of a competent man, who can, by example and advice, assist his neighbours and perhaps hire out to them certain plant and machinery which it is unnecessary for them to purchase. This attitude of helpfulness towards and consideration for the new settler should, we feel, be of immense moral and material advantage, for, if the managers of the model holdings be well chosen, they should guide the newcomer in the days of his inexperience, help him in his difficulties, and support him in the temporary discouragements inseparable from any farming venture.

That this most promising feature of the scheme should yield its maximum of good, those responsible for the selection of the managers must pay at least as much attention to the psychological as to the agricultural attributes of those whose claims they review. Kenya may thus be about to develop a new and most useful type of community servant, men with sound farming experience and knowledge, able and anxious to devote themselves as much to the encouragement to their neighbours as to the development of their own acreage. Standing halfway between the officers of the Agricultural Department and the ordinary settlers, they should enjoy an unusual measure of the confidence of both. Their activity may prove one of the most valuable links in Kenya's new settlement chain.

Increasing Settlement in Kenya.

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WHAT THE NATIVE THINKS.

XII.—SAA SITA'S VIEWS OF THE POST-WAR WORLD.

Specially Recorded for "East Africa" by a Tanganyika Planter.

The earlier sketches in this most interesting series appeared during the current year, and a limited number of the issues in question can still be obtained. We hope to publish further instalments in subsequent issues.

An acquaintance of mine had decided to write a book on East Africa, and having three weeks to spare in which to collect all his data, sent me a wire to say he was coming to see me.

He was not unnaturally somewhat pressed for time, and kept emphasising his desire to have all his facts correct. His visit to me lasted only a couple of days, but he left me fairly well crammed with folders, hunting yarns, and food. As he had no servants with him, and was "easy game" to any experienced boy, I offered to lend him Saa Sita, who was away nearly a month, but one morning I saw him at his customary place by my kitchen.

"Well, Saa Sita, what do you think of Nairobi?"
Bwana, it was good. There were many motor cars. Everybody seemed to have one. Nobody walked, and even the Goans had motor cycles. The streets are busy when the wind does not blow, then it is like being on the seashore. Many hours did I spend looking at the shops.

"Yes, I suppose it was when your *bwana* sent you with a message."

Saa Sita ignored my interruption, and continued: "The white men sell many goods in their shops, and there was one place so fine I thought that the Government lived there, but they told me it was a shop called 'Patelwari.' He must be a very rich man. I looked in the windows, and saw many things like clothes for the *memsahibs*, but I have never seen any *memsahibs* in Dar es Salaam wearing clothes like it. Afterwards, I went and saw a butcher's shop. Many *memsahibs* bought meat, and the white man wore a blue *kahzu*, and had a knife which was very sharp by his side. There were long strings of meat hanging from the walls of the shop, and they looked just like the very big insect which you find under the roots of the coffee trees. What was inside, *Bwana*?"

I could not quite follow Saa Sita, till at last it dawned upon me that he was referring to the strings of sausages in the butcher's shop.

"I don't know," I answered, maliciously adding with a grin, "dogs, I should think."

"Truly, *Bwana*, but to eat dog is a bad affair. I saw them catch the dogs, but I did not know that the white men eat them."

"What do you mean?"

It was some time, *Bwana*. Near the butcher's were many dogs; and presently I saw two men come quickly behind one dog, and they had a big net, and suddenly threw the net over the dog, like the women catch fish. The dog made much trouble, but the men did not mind. Then they took the dog away, and put him in a box on wheels. There were other dogs inside.

I could not help laughing at Saa Sita's view of the official dog catcher of Nairobi.

"What did you think of the town, Saa Sita?"
Bwana, the white men who work for the Government do their work in huts of corrugated iron. Are the Government poor in Nairobi? Now in Dar es Salaam all the Government departments have big houses, and when the *ngoma* goes at four o'clock the road by the sea is full of officials. And if you have a *shauri* all the houses are quiet, and you must come back next day. It is like a graveyard for all the white men have gone to hit the little white ball. But in Nairobi the white men do not run away at four o'clock. Many I saw in the iron huts till it was evening, just as you used to work when you were with the Government?"

"Thank you, Saa Sita."

Better praise from a Native than none at all.

Bwana, last week I was in Tanga, and I went to see my friend, who is a boy to the Government. I was with my friend by the kitchen, and presently two Indians came to the house, and they saw the *bwana's* wife on the veranda. The *memsahib* sat on a chair and the two Indians squatted on the floor close to her. Then the *memsahib* gave her hand to one of the men, and he told her what was going to happen to her next year. He spoke in English and so I did not understand, but my friend did, and he told me the Indian said she would have a new child, and she would go a long journey by sea. That, of course, was easy to say for it is the custom of all the *memsahibs* to go to Europe.

"Well, and then?"

The Indian told her a lot more, and I think it was good news, for presently the *memsahib* gave him much money. I could see it was a note for twenty shillings. Now if the Government do not mind the Indians making this witchcraft, why do they look us in for it?"

Asking something else, Saa Sita:

Bwana, afterwards I saw the two Indians at the post office, and they had much money, which they gave to the man in the office, who gave them back other money, and then they put it all into a letter. Now if I went and told a *memsahib* that she would have a child, and would go on a big *safari*, would she give me twenty shillings?"

"I hope not, Saa Sita. It would be giving money for nothing."

But she gives it to the Indians, and what I could tell her would be just the same. Rest in peace, *Bwana*.

Ngoma, drum. *Shauri*, case, discussion.
 *This refers of course to the habit of putting money into postal orders for remittance to India.

A VISITOR LOOKS AT BLANTYRE

Specially written for "East Africa"

By Winifred Ngw.

The morning after my arrival at Blantyre I arose and partook of a solitary breakfast. The other guests in the hotel having long since gone to their various occupations. Although we were in the midst of autumn, the morning was more like one of those fresh September mornings in the Peninsula when all the oaks have magically burst into pale green foliage. Instead of the traditional golden tints and falling leaves, the countryside was clad in the newness of a southern spring, with the green hills and waving trees breathing in new life after an exhausting summer.

I sauntered gently up the hillside behind Ryall's Hotel until I came to the edge of a steep precipice, whereon were built several picturesque dwellings in a setting of flaming flowers and soft, green lawns. A deep, wide valley stretched away until it merged into the sky itself. No sign of habitation was visible to my exploring gaze, but in the shadows beneath those minute hills Native villages no doubt lay like so many heaps of imagnate stones in the wilderness.

Turning my footsteps back to the as yet undiscovered town, I wandered along a winding road beneath leafy trees, passing more dwellings on my way. There were few white people to be seen at this hour, but I was continually being saluted by respectful Natives who would discontinue their immediate occupation and stand at dutiful attention until such time as they considered the white woman to be beyond the radius of their homage.

Crossing a field at random, I presently found myself overtaking a white stranger who, owing to the narrowness of the path, was perforce thrown into a conversation with the children as polite as our tandem situation permitted. Learning from several of my remarks that I was out on a solitary sight-seeing expedition, he obligingly offered to accompany me and live up my occupation by his knowledge of the country. Thereupon we directed our steps towards the centre of the town, he all the while waxing garrulous on its origin and still young history.

The Shire Guide.

When Livingstone sailed up the Shire River and entered Nyasaland in 1859, he found it to be a slave-ridden region inhabited by persecuted savages and removed from all slave traders, and his heart went out to the sorely-stricken blacks. He thereupon determined to devote his life to the cause of the African by Christianising and civilising the land they lived in. As a result of his energies and appeals, Oxford and Cambridge Universities sent out a Mission to Nyasaland in 1861 under the leadership of Bishop Mackenzie. This Mission found its home at Maramba, a spot among the hills of the Shire. It was under his name to a speedy end by the untimely death of Mackenzie and one of his colleagues. Nothing daunted, however, missionary enterprise persisted under the zeal of men like Doctors Stewart and Laws, always with the memory of David Livingstone guiding them on like a beacon light in the darkness, with the result that the Church of Scotland in 1877 established a mission in the vicinity of the ill-fated Universities' mission and named it Blantyre after the birthplace of Livingstone. Around this Mission a town has grown, and Blantyre.

At this point I interrupted to inquire how long we should be in reaching the town. He looked blankly and perplexedly at me.

"The town? Why, this is the town! You are in its main street. These are the hills."

The Town.

I followed the direction of his pointing fingers but saw nothing beyond a winding road, falling away below us and trees waving jauntily on either side of it. Near the bend of this rustic road I caught a glimpse of houses curving out of sight which, as we approached nearer, I judged to be Indian stores on account of the number of Indians leaning care-free against the veranda posts, and the diversity of coloured articles hanging within the doorways. But I noticed that each veranda had its representative of industry in the man at the sewing-machine. To me it was a strange sight to see a man seated on a low box performing the work of the traditional spinster and advertising his effeminate trade unashamed, although, not in this case, naked.

After pausing and gasping up a short hill beyond these Indian stores, we arrived at a long, low building which I was told was the Post Office. Once more I turned to my companion:

"It's the town, I'm wanting to see—Blantyre. Where is it?"

"But, my dear stranger, you are in the heart of the town—in the very core of it! This is our principal street, and those are the side streets running up and down those hills, and that fine double-storey building there is the new Standard Bank, and the National Bank is in that garden behind those oleanders, and down there where you see that ricksha are the offices of our newspaper. And if you follow me through this lane I'll show you our new pharmacy."

"Such is Blantyre! You are always expecting to come upon it just round the corner," when in reality you have been in its very midst for the last half-hour or more. It was originally laid out by Mr. James Stewart, who, attracted by the missionary enterprise of his cousin, Dr. Stewart of Liverpool, decided to come out to Nyasaland "for to see," and in him too was exemplified that amazing colonising genius of the Scot.

My companion now led me through devious lanes and avenues where dwelt the unseemly residents of Blantyre. Every part of the town was filled with inactive Natives, most of whom seemed to be sitting on their haunches (a characteristic attitude) with our appearance brought them respectfully albeit lazily, to their feet. A few of them, obviously those who belonged to the upper ten—were clad in khaki shorts and shirts, but the majority wore only a coloured cloth wound about the loins. Their insignia of office or of caste were apparent in the manner of their headdress or in curious cuts on the forehead or chest. A strange race, these Africans! But how much stranger must we seem to them with our complicated system of civilisation and behaviour!

Mandala.

"I shall take you to Mandala now if you are not wearied with sight-seeing," announced my indefatigable companion.

"Mandala?" It was new my turn to be perplexed. That is a strange-sounding name and rather pretty. Is it a man or a house or a portion of the town?

"It is a reflection," replied the stranger. "It is the Native word for reflection, and is locally applied to the African Lakes Corporation—a Company originally founded in 1878 by a number of enterprising Scotsmen, who, as the result of representation made by Dr. Stewart and other far-seeing missionaries, established trading and transport stations at various points in Nyasaland and launched

ships on the Zambezi and Shire Rivers, and Lake Nyasa. This was the second step towards opening up Africa to Christianity and commerce. It had its birth mainly as a missionary adventure, but later had to be formed into an entirely commercial company on account of its rapid growth. It is now, people whisper, the richest concern in Central Africa, but this intelligence is somewhat modified by the fact that nearly everyone is "broke" up here at the present moment.

However, I am forgetting to tell you how it got the name of Mandala. There are various versions, I believe, but the favourite one is as follows. When the African Lakes Corporation established its store and fort here (there it is—that large brick building at the top of the rise amongst the trees), Mr. J. Moir was sent out as its first manager. He used to wear very thick spectacles in which the observant Native caught sight of his reflection, and, with his well-known genius for epithet, he spoke of Mr. Moir as "Bwana Mandala," which, being interpreted, means "Mr. Reflection." Gradually the title became applied to the store as well, and later also to this particular portion of Blantyre. Now when Central Africans (white or black) speak of Mandala, they mean the African Lakes Corporation, which at the present day has its agencies distributed all over Nyasaland and Northern Rhodesia.

Having inspected the interior of Mandala store and made several purchases from amongst the vast assortment of goods they offered for sale—it is a veritable William Whiteley's in concentrated form—we discovered that the luncheon hour was upon us and that there was no time to visit the Blantyre mission with its famous church. This church was built entirely by Natives and designed by the Rev. R. Scott, who, it is said, never once committed the plan to paper. I was sorely disappointed to have missed seeing, what is in truth the seed from which Blantyre has sprung, but my duties prevented me from delaying any longer in this most delightful of wilderness cities.

TRUE TALES FROM THE BUSH.

Unusual Encounters with Big Game.

From our Nanyuki Correspondent.

CHRISTIAAN is a knock-kneed, hardened old sinner of a coloured boy from the Cape. Though no longer young, he emigrated to Kenya ten years ago. To-day he is general factotum on a stock farm not a hundred miles from Mduim Kenya, and a holy terror to all wandering and vagrant Natives.

As he was one day ambling along a game track during the mid-day heat, armed with an old Martini Henry of pre-Ber War days, a rhino charged him from a nearby bush. Christiaan, not having time enough to fire, dropped his rifle, and hastily deciding that discretion was the better part of valour, grabbed hold of the rhino's horns. This seemingly annoyed the friend Rhino, who merely tossed Christiaan in his stride, landing him on top of a substantial thorn tree. The rhino walked off, having lost all further interest in the matter.

Damage to Christiaan, one shirt ripped in twain and a slight scratch up the middle of his chest. The tragedy to Christiaan was the loss of the shirt.

A few days later the same rhino met two Natives strolling unconcerned along the same game track. Infuriated, he again charged, and one of the unfortunate Natives was literally trampled to pulp, the other making good his escape.

Old Mac and the Rhino.

Beyond Meru there lived an old Scotch settler, Old Mac, as he was familiarly known, who always

referred to Rhinos as "Renees." He used to relate how he once saw a rhino fall away in the blue to see what was over the waterfall (some what long shoulder height), he had to push apart in order to force his passage. On arriving at the waterfall he saw a fine old bull rhino taking his "sundowner." Old Mac retreated on his foot steps, closing the ground in front of him as he went backwards. 'Twas a fine thing.

Crocodile v. Lion.

It happened on the lower stretches of the Uaso Nyiro, beyond Archer's Post. An eland had been shot right on the river bank at sunset. As it was too late to skin it, we merely split him open to remove the entrails. Returning first thing next morning to skin our eland, we saw a lion on the kill. Simba was evidently nervous—an unusual phenomenon—for he would take a mouthful, look back over his shoulder, and then growl ominously.

We stood still, and watched the performance repeated—the lion eating, turning anxiously round, and growling. Then we saw that a crocodile had hold of one of the lion's hind legs. Gradually the tawny King of Beasts was pulled towards the river. A terrific splash, a last roar, then silence. And the river regained its peaceful yet sluggish look. Not a trace of lion or croc, was seen again.

Zebra.

We were out after zebra. My companion picked out a fine stallion, standing about two hundred yards straight ahead of us, took careful aim and fired. To our great amazement another zebra well to the left of us fell down. Naturally, we immediately examined the rifle, but no kiff was to be seen in the barrel. Then, to add to our astonishment, the original beast fired at fell also. We discovered that the bullet had hit the first beast through the shoulder, and, coming out of its side, had ricocheted off the ribs, hitting the second zebra in the kidneys, felling it instantly. It was an event in a million shots, to some people, perhaps, quite unbelievable, yet nevertheless absolutely true.

Tommie.

The larder was empty, so I went out one afternoon to try and bag a "Tommie" for the pot. Coming out to a large plain, I espied a solitary ram. Whilst I was loading and cocking my rifle the cow-founded dogs had given chase, so I was not surprised on looking up to see no sign of the gazelle. He had literally vanished before my eyes. Walking up to the spot where I had last seen him, I found him on the ground, alive and kicking, with both his hind legs broken at the hocks. Apparently, in jumping away from the dogs, he had in some mysterious manner broken his legs, but was a kindness to shoot him.

Donkeys.

In reply to an inquiry for some donkeys to pull a light ricksha for our kiddies, the following letter was received from an educated Somali:

"I sented two donqueses for sale. Other days at Nairobi you tell me about donqueses for your rickso. This donqueses the best for rickso, and donqueses. The price Shgs. 100/- each. If you liked give the bearer cheque.

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THE INTERNATIONAL INSTITUTE OF AFRICAN LANGUAGES AND CULTURES.

Fourth Meeting of the Executive Council.

Specially reported for *East Africa*

by the Rev. E. W. Smith.

THE Council was accorded literally a royal welcome when it met in Brussels the other day. King Albert received the members at the Palace and conversed individually with them—with the English in English, with the French in French, and with the Germans in German. The Belgian Prime Minister, M. Jaspars, opened the first session, and he invited a large number of distinguished men to meet the members at l'Hotel des Colonies. There they had the honour of being received by Prince Leopold, Duke of Brabant, who stayed a long time in conversation with them individually. H. R. H. showed remarkable knowledge of African affairs and was deeply interested in the Institute's plans.

The members attending the Council meeting were Sir Frederick Lugard (chairman), Mr. J. H. Oldham, Sir Denton Ross, Professor Seligman, the Rev. E. W. Smith, the Revs. H. Dubois, S. J., and J. Schebestor, Professors Schachtzabel, Van Der Kerken, and L. Levy Bruhl; Dr. Westermann and M. Labourgat, the Directors; Mr. Hanns Vischer, Secretary-General, and Miss Brackett, Secretary.

Increasing Support.

Excellent reports were received of the growing support received by the Institute. Its members are divided into (1) governing; and (2) ordinary, the former being associations whose representatives constitute the Governing Body. The many Roman Catholic missions working in Africa have formed an association, with a central office in Rome, to collaborate with the Institute. Like the Protestant International Missionary Council, this association is one of the Governing Members. Three other Governing Members have recently been enrolled, including the University of Cape Town. Private members, who pay £1, now number nearly three hundred. Practically all the British Colonial administrations in Africa have subscribed, as well as the Belgian Congo and some of the French Colonies. A few commercial firms have given donations, and it is hoped that more will do so.

The Institute is becoming known as a central Bureau of Information. The Directors were able to report a number of instances of inquiries answered and of advice given. Two very fine bibliographies of African linguistic books, one prepared by Professor Struck and the other by the late M. Delafosse, have been acquired by the Institute, and will be published as soon as they have been collated and fused.

Following his successful visit to the Gold Coast, Dr. Westermann has been invited by the Sudan Government to advise on the linguistic problem in that country. He will leave for Africa in early February, at the same time visiting Kenya and Uganda. He will attend a conference at Mongalla, where administrative officers and missionaries will discuss questions of orthography and the languages to be used in the schools.

Proposed Publications

The Institute is beginning important ethnological investigations into land tenure, the basis of African law, secret societies, and the economic life of the Africans. It is hoped to publish monographs on these subjects. A very full questionnaire, prepared by M. Labourgat, with the assistance of other experts, will be issued in English and French. A second series of publications will take the form of docu-

ments, made up of Native traditions, &c., written down or dictated by Africans, original texts being filed for reference and stored in the Institute. A volume in each series may be published next year.

The Institute is endeavouring to make a complete collection of all books written for use in African schools. Already many have been sent in. Special attention will be given to works on hygiene with a view to selecting the best for more universal use.

The first number of the Institute's journal, *Africa*, will be published in January through the Oxford University Press. Members have the right to receive four consecutive numbers for their first year's subscription. The January number will be distinguished by a very important article on African Music, written by Professor Hornbostle, the leading authority on the subject. It will also contain Dr. Westermann's valuable paper on African school books. The Editor, Dr. Westermann, has arranged an attractive programme for later issues. Being international, the journal will contain articles in English, French and German, with, when necessary, synopses for the help of readers who are not acquainted with more than one of these languages.

Orthography of African Languages.

As readers of *East Africa* are aware, the Institute has published a memorandum on the Orthography of African Languages, which has already attracted a good deal of attention. Help is now being given in the application to individual languages of the general principles formulated therein.

Altogether, this meeting of the Council proved that the Institute is gaining the support of governments, missions, learned bodies, commercial firms and individuals interested in Africa, and further, that it is now engaged in work of the utmost importance for the future of the Continent.

The office of the Institute is at 22, Craven Street, W.C.1.

THE FUTURE OF THE TWO RHODESIAS.

Renewed Discussion of Amalgamation.

Bulawayo, December 1.

THE question of the amalgamation of the two Rhodesias is again being discussed. Sir James Maxwell, Governor of Northern Rhodesia, mentioned the matter in his speech at the opening of the Legislative Council in connection with the coming visit of the Hilfton Young Commission. A motion thanking the Secretary of State for appointing the Commission was taken advantage of by the elected members to discuss the matter.

Mr. L. F. Moore, the representative of Livingstone constituency, strongly opposed the Commission and favoured self-government for Northern Rhodesia. Other elected members spoke in favour of an informal discussion with Southern Rhodesia.

Mr. Moffat, Premier of Southern Rhodesia, speaking at a St. Andrew Day banquet, said that while Southern Rhodesia had always favoured amalgamation, she feared to make a premature move, but a new situation had now been created. Mr. Moffat gave the impression that the Cabinet would consider the possibility of such a conference. It is understood that the members of the Progressive Party, the newly formed Opposition in Southern Rhodesia, asked the elected members in Northern Rhodesia to discuss the question, but that the elected members for the northern territory prefer a discussion with the party in power.—*Times* telegram.

"EAST AFRICA'S" BOOKSHELF.

THE COUNTRY OF THE BLUE NILE.

Mr. C. F. Rey's New Book on Abyssinia.

IN THE COUNTRY OF THE BLUE NILE" (Duckworth, 25s net) is an interesting record of another visit paid to Abyssinia by Mr. C. F. Rey, author of "Unconquered Abyssinia." With an account of a trek undertaken by his wife and himself through outlying provinces the author blends reflections on Abyssinian customs, past and present, and on the measures which the country should take if it is to be saved from the dangers which threaten, less from external Powers than from a perpetuation and aggravation of unsatisfactory internal conditions.

We are shown an enlightened Regent, Ras Tafari, hampered at every turn by powerful and hostile reactionaries of his own race and by foreign intriguers. Mr. Rey's suggestion is that action should be taken on the lines adopted thirty years ago by Siam, then in a position very similar to that of Abyssinia to-day. Siam, by the utilisation of able and upright foreign advisers, has retained her independence, established her international credit, created an efficient and honest administration and good systems of justice, education and communications, and has developed an appreciable volume of foreign trade. Abyssinia, he thinks, can do likewise.

"Given a cessation of foreign intrigue, which in the past has done so much to wreck any effort at progress, and to stifle legitimate commercial development, and given that the Regent be enabled to acquire the necessary authority and power to enforce his will at home; given also that he be assisted by the right type of European and American advisers in the different branches of administrations, the future of Ethiopia may be as bright as her past history is fascinating."

Mr. Rey for whom the publishers claim a longer and more intimate acquaintance with the country of which he writes than that possessed by any other Englishman, is very outspoken in his denunciation of many of the Europeans to be found to-day in Ethiopia. He says:

"It is not in the least surprising that the good folk in and around Addis Ababa especially should regard the alien invaders with disfavour; they have had a pretty bad experience of them. The majority of the so-called Europeans settled in the country from Menelik's time until recently are, with a few notable exceptions, the most unfortunate representatives of the white race which it would be possible to imagine from the point of view of impressing the Native mind."

Drawn from the ranks of Armenians and other Levantine races, they have for the most part done nothing but harm to the name of the white race. They cringe to the great chiefs and do for their underlings; they follow a code of morals and a standard of living which is no higher than that of the Natives; and are pretty generally and cordially disliked. That would not matter so much, but the more unfortunate aspect of the case is that the Abyssinian proletariat who rub shoulders with these folk, and do not come so much into contact with the lower decedent and more recently arrived Europeans, learn all their manners together and judge them all from those they know, thus producing a misleading and disastrous idea of European standards and mentality."

Elsewhere he relates having seen a half-caste representative of a dago race "drink a dash of milk and then deliberately refuse to pay the Native girl; while another took a stick of sugar cane out of a bundle just as the train was pulling out from a wayside station, and then pretended there was no time to meet the bill. By such poor specimens the castigations of Mr. Rey are well merited."

Of Abyssinian talent some striking instances are cited. At a school in the capital he was told by the French masters that the average child would learn in two years as much as the average European child

would learn in three and "as a race he and them more able than the average European peasants, farmers and merchants being on a par with the serious and worthy population, though the soldiers and numerous retainers of the big chiefs are described as a pretty worthless lot. One of the dangers indicated is the disinclination of the sons of wealthy chiefs to give themselves the trouble of learning; thus there is being slowly created a class of well-educated Abyssinians without wealth or status, under a reactionary aristocracy with whom the possibility of a clash must be faced unless the Regent's plans for a broadening of education be brought to fruition."

Ras Tafari is depicted as a man of thirty-four years of age, able, enlightened, and with a great sense of public duty. Possessed of immense estates, he would be happier living a quiet life amongst his own people in Harar, but he elects to work in the service of his country for some fifteen hours a day, exposed to criticisms, opposition and misunderstanding from within and without; nor is the personal danger to be overlooked, for a plot to assassinate him was discovered and frustrated barely a year ago. He is, we are told, probably the only person of note in the whole of Abyssinia who in the seclusion of his own hearth habitually lives and eats in the European way. But Mr. Rey portrays him breaking other age-old traditions and sponsoring educational, social, and agricultural experiments, largely out of his own private resources, and with the sole object of leading his countrymen along right lines of development.

Several useful and interesting books on Abyssinia have been reviewed in these columns during recent months, and Mr. Rey's is a welcome addition to their number, for, although a confessed friend of the country, he is not blind to the urgent need of reform in many directions. Though he builds on faith in the Regent, he realises the endless amount of obstruction which even Ras Tafari has to overcome. If some of the author's arguments facilitate even slightly the arduous task to which the Regent has set himself, Mr. Rey's volume will have been of service to a country which has shown him hospitality and given him many pleasurable experiences—and that the reader feels would be the author's best reward.

WHAT BECOMES OF DEAD ELEPHANTS?

Hunting Big Game with a Camera.

It has long been a mystery," writes Mr. F. W. Champion, of the Imperial Forest Service of India, in his book, "With a Camera in Tiger Land" (Chatto & Windus, 7s 6d)—which although it deals with India, has much of interest for the East African reader—as to what happens to elephants when they die, and many fanciful tales have been written based on the supposition that elephants all go to some hidden place to die when they feel death coming upon them. Indeed, one or two expeditions have, I believe, been made in Africa, purely with the object of searching for such treasure troves of hidden ivory. The point has never been solved, and is certainly remarkable that so few traces are ever found of wild elephants which have died a natural death. In all Mr. Champion's service in the sub-mountain forests of the United Provinces, he recorded only four instances of elephants being found dead, and of these only one was a case of death from old age. He concludes:

"I would suggest that the tradition of wild elephants collecting in some secret place to die, had little foundation in fact, and that the hidden treasure trove of ivory exists

only in imagination. Elephants live in very sparsely populated districts in tropical forest and their life span is very long. Deaths are therefore not common and may occur anywhere within immense tracts of forest. In tropical countries, carcasses are attacked by innumerable scavenging creatures, such as vultures, crows, hyenas, jackals, pigs and porcupines, whereas their work is soon supplemented by that of ants, termites and fungi. The annual monsoon produces grass and other rank vegetative growth, twenty feet or more high, in a few months, so that a single season may easily remove the entire body and much of the skeleton of an animal even as large as an elephant.

Mr. Champion's hobby has been the photographing of the wild animals of the Indian jungle, for which his official position has afforded him unrivalled opportunities. The results of many years' work he has published in this splendid volume, which is one of the most delightful it has been our good fortune to review. It contains eighty-three full-page pictures in half-tone, is printed in clear type with large margins, and is a thoroughly artistic production. The photographs have been carefully selected and have been taken with the eye of a real naturalist. The flashlight pictures of tigers are especially happy, the one forming the frontispiece having already been described by an authority as "the finest animal photograph ever taken"; but the portraits of elephants, leopards, monkeys, and deer are equally good. The squirrels are charming.

Mr. Champion has long discarded the rifle for the reflex camera, and he claims with justice that photographing wild animals in their natural surroundings is every whit as sporting a proposition as shooting them. The work entailed is very great, the risks are many, the disappointments frequent, the trophies rare but well deserved. The spirit in which the author went about his work is well shown in the following extract:

"We came suddenly on this tiger and tiger found a corner almost empty. The tiger was a little cross at being disturbed and snarled at us, but, as we stood perfectly still, he finally decided to go away without interfering with us in any way. Had we shouted or attempted to gain away, there would almost certainly have been an accident, which shows that one cannot be too careful to stand quite motionless should one happen to meet a tiger unexpectedly."

Mr. Champion pays a well deserved tribute to the African exponents of the photographic method—Chilling, the pioneer, Major Radcliffe Dugmore, and Martin Johnson. He devotes a chapter to the technique of flashlight photography which will be found invaluable to anyone taking up this difficult work, which nevertheless tends to become yearly more and more popular, and for which the author's experience will be found indispensable. A. L.

THE BLUE BOOK OF UGANDA

The Uganda Blue Book for 1926, recently published at Kampala by the Government Printer, Entebbe, is an excellent record and, even indispensable in fact, to those anxious to have readily available full facts and figures regarding the many details of administration and trade in the Protectorate. East African officials, business men, and publicists know how useful these Blue Books are and what a mass of information they reveal, but few have the time to extract the obscure and interesting little items unknown to the great majority of the public.

Do you know, for instance, that it costs 150s. to export one unblown ostrich egg? Had you realised that there were 11 Native convictions for murder during the year, compared with 8 in 1925, 17 in 1924, and 4 in 1923? Are you aware that this annual record details the size of the Reception Rooms and bedrooms in Government House, Entebbe? Would you have thought that Uganda had more than 336

miles of telephonic or less than 100,000 miles of telegraph? This Blue Book is full of facts and interest.

AN ENCOUNTER WITH A NANDI BEAR

What Two Kenya Colonists Recorded.

RECENT discussions regarding the Nandi bear and other mysterious East African animals render especially interesting a record of an unknown animal encountered by two Kenya colonists well known to many of our readers, who, immediately on their return home, set down a full description of the incident. In October, 1917, Major A. Braithwaite and Mrs. C. Kenneth Archer, while out shooting, met what they believe to have been a Nandi bear, and which they jointly described at the time in the following words:

"When the beast was first seen amongst tall grass and scattered scrub, only the top of the head (full face) was visible above the grass, and the animal was taken to be a hyena, though the ears were rather more pointed. The next view of the beast was at about 250 yards amongst scattered bushes. It was moving slowly away through these, every now and then pausing and gazing back. A side view of its head at this distance gave the impression of a snout or elongated nose. The head was very big, and the beast stood very high forward, possibly 4ft. 3in. or 4ft. 6in. at the shoulder, with the head fairly erect on the shoulders.

The back sloped away very steeply to the hind quarters, which were very low to the ground. The animal moved with a peculiar shambling gait, which can best be compared to the shuffle of a bear. In view of the distance at which it was seen, it is difficult to say whether it had a tail, but our impression was that there was no tail, and that the coat on the top of the quarters was parted. The coat was thick and dark brown in colour. Finally, at about 400 yards the beast left cover and immediately broke into a shambling trot and made for a belt of trees near the river, where it was lost."

Confirmation from Other Observers.

Major Braithwaite, to whom we are indebted for permission to publish the above account, has also kindly placed at our disposal some further comments of Mr. Archer, who wrote some weeks after the incident:

"From various sources I have heard that the description I have given tallies with the description of the 'Nandi' or 'Masai Devil,' which is supposed to be something between a hyena and a bear. One has never been shot, yet, but reports of the beast have been received from Mount Elgon (once or twice), and from Mogadi, Narok, and the Ngong, A South African I have met says my description is identical with a beast which he almost undoubtedly saw, seen on Mount Elgon by a friend of his."

As a matter of fact, our animal has been seen again by two game-keepers who were out for hyenas at Juba. They were both new to the country, having been out only a few weeks, and they both said they had seen a bear. One of them had dined with me last night, and told me about it before ever I had told him of my experience. He was within thirty yards of the beast, but had only a shotgun, his friend having the rifle. It took refuge in a hole behind some rocks, and, being newcomers, they did not recognise it as anything very unusual, though they said they didn't know there were bears in this country. He was certain there was no tail, and that it had a linking, shambling quarters and the coat of a bear.

Have any of our other readers had similar experiences?

THE COMMERCIAL MOTOR TRANSPORT SHOW.

Vehicles Built to East African Conditions.

From Our Motoring Correspondent.

EAST AFRICA will probably absorb upwards of 1,000 commercial motor vehicles this year, and East Africans have therefore a growing interest in lorries. Gone is the time when any vehicle above a carrying capacity of 30 cwt. was considered unsuitable for operation in the territories. Though this is still true of operation over roads in many areas, the advent of the virtually go-anywhere six-wheeler has revolutionised the East African motor transport aspect. As the conventional type of heavy-duty lorry must be left out of the prospective buyer's reckoning for East Africa, this review of the Commercial Motor Transport Exhibition at Olympia will ignore this class of exhibit.

The Society of Motor Manufacturers and Traders claims that this Exhibition was marked by great improvement in vehicular design, comprehensiveness of display, and market extension, and my own observations suggest that public interest was greater than ever before. Besides motor vehicles, a number of motor cycle commercial sidecars were shown, the exhibits thus representing carrying capacities ranging from 2 cwt. to 15 tons.

What Manufacturers Should Do.

My plan of campaign in making the round of the stands was to urge exhibitors to treat the East African market with greater seriousness. Only about 10% of the commercial vehicles imported into East Africa come from Great Britain, which ratio compares very unfavourably with that of motor cycles and motor cars well with that of motor cars. North America's present predominance is due largely to the fact that American and Canadian manufacturers have produced what has been regarded as the right type of vehicle for local operation at a comparatively low price, have established a reputation for service, and have thus had the market pretty much to themselves; but quite a number of British makers now build lorries that will stand up to East African conditions. If they would only advertise on right lines, appoint reputable agents, establish service stations, and send out demonstration vehicles, they would soon possess much of the trade. Of that there can be no doubt.

It was more difficult to get information at this Show as to agency arrangements in East Africa than at the Motor and Motor Cycle Shows. On many of the stands no information whatever was available, and on several the executive who might have given me the news was either absent or very elusive. Mention must be made of the admirable film prepared and shown gratis by Motor Transport. The first part, of particular interest to East Africans, showed the ease with which heavy loads and full complements of passengers could be transported over every kind of ungraded terrain by motor vehicles. To show this film throughout the Empire would be most excellent propaganda.

Some Vehicles Well Known in East Africa.

Four of the exhibits on the Dodge Bros. stand were of interest to East Africans. Full agency arrangements are not available, as export business with the territories is handled from Detroit, but it is well known to readers that the main distributors are S. Fisher & Simmons (East Africa) Ltd., Nairobi. The exhibits referred to were a 30-cwt. commercial chassis (£135), 15-cwt. commercial chassis (£295), 15-cwt. standard delivery van (£250), and 13-cwt. de luxe van (£285).

All the Rosen Thornycroft rigid six-wheelers in East Africa were afterwards sold to Johnson & Fletcher Ltd., Box 224, Bulawayo, who are now Thornycroft agents for Northern Rhodesia. Carr Lawson and Co. Ltd., Nairobi, are agents for Kenya and Uganda, while the Sudan is covered by the company's Cairo office. The six-wheeler is of the subsidiary type (£765) and will haul 3-ton loads over roads and 30 cwt. over open country. John F. Thornycroft & Co. Ltd., Smith Square, S.W.1, also show a subsidiary type 30-cwt. box van, the price of the chassis being £455.

Galley & Roberts Ltd., with headquarters in Nairobi, and branches everywhere in Kenya, Uganda and Tanganyika, are agents in East Africa for the Albion Motor Car Co. Ltd., Scotland, Glasgow. Interest on this stand was concentrated on the rigid six-wheel chassis. Capable of handling loads of four tons over roads and three tons over rough country, this chassis sells for £1,070.

East African Representatives.

White Overland Crossley Ltd., Heaton Chapel, Stockport, are fully represented in East Africa. Messrs. Arnold Cheney & Co., Khartoum, are agents for the Sudan; Messrs. Moulton and Morrison, Nairobi, for Kenya and Uganda; Messrs. Esmaeljee, Mirvanjee & Co., Zanzibar, for Tanganyika and Zanzibar; the African Lakes Corporation for Nyasaland; and Kimpton's, Salisbury, for Northern Rhodesia. The big overseas job on this stand is the 20 h.p. 4-cylinder Overland 25-cwt. lorry (£255). The other Overlands are a 25-cwt. box van (£255) and a 1-seater saloon coach (£300). Three commercially-converted Whippets were also shown.

The Export Department of Bean Cars Ltd. are Regent Street, S.W.1, and have the most extensive arrangements for cars and lorries in East Africa. A 30-cwt. commercial chassis (£325) was shown, together with five complete vehicles built on this chassis. To East Africans the most appealing of these would be the hinged-bed lorry (£365).

The Austin agency arrangements are the same for commercials as for cars. On this stand were seen two ambulances (400 and £400), a 10-cwt. delivery van (£425), 3-seaters Brookman (£300) and a light delivery van (£140).

Morris Motors, 100 St. Victor House, Aldwych, W.C.2, show a Cowley 10-cwt. chassis (£130), two complete 14-runners (£165) and a 14-runners car (£167 10s.). The Morris agency arrangements in East Africa were detailed in the Motor Show article.

The only territory in East Africa so far covered by Morris Commercial Cars Ltd., 100 St. Victor House, is Zanzibar, the dealer there being Mr. J. M. Jansen, P.O. Box 224. The eight vehicles on show comprised a 14-cwt. 14-runner (£210), light ton lorry (£205), ambulance (£245), 11 P.D. van (£275), 10-cwt. chassis (£315), 14-seater coach (£370), six-wheeler chassis (£400) and six-wheeler 14-cwt. lorry (£1,040).

Six-wheelers.

Guy Motors Ltd., Fallowfield Park, Wolverhampton, have already demonstrated their six-wheeler in East Africa, and negotiations for agencies are going forward. The Guy subsidiary type six-wheel lorry (£1,025) can carry 5 tons, over roads and 3 tons across country, while it can be converted into a haul track machine in a few minutes. A 25-cwt. chassis (£295) is also of interest.

A rigid six-wheeler chassis for 400 lbs. of six-wheeler was shown by the Ford Motor Co. Ltd.

Lorry Co. Ltd., 46, Charni, Cross, S.W.1. The vehicle will pull seven tons on good roads and from four to five tons across country. Of interest, too was a half-track machine of 4 tons capacity (£1,450). This firm is open to negotiate for agents.

Crossley Motors, Ltd., showed an ambulance on their 209 h.p. six-cylinder (£1,025); a 25-30 h.p. six-wheel chassis (£1,050) and the Dregesse endless-band attachment for replacing rear wheels of vehicles required to negotiate difficult country.

Another subsidy type six-wheeler was shown on the clean stand, the chassis selling for £1075. Another exhibit was a 30 cwt. general purpose lorry.

Agents Wanted.

One of the best 30-35 cwt. jobs seen was the chassis shown by Garner Motors Ltd., Tyseley, Birmingham. A tilt van body on this chassis was priced at £495. Mr. Henry Garner told me that he will have to extend his factory to cope with orders. He would like to hear from interested agents in East Africa.

Agents are desired in East Africa by Karmel Motors Ltd., Huddersfield, and in the meanwhile service can be rendered by Bartle & Co., Ltd., Johannesburg. It was on this stand that I saw the vehicle that struck me as being the best equipped in the show for all-round operation in East Africa. This was a 30/40 h.p. 4-cylinder six-wheeler tilt van with a load capacity of three tons, a power winch gear, and a producer-gas plant. The vehicle was priced at £1,375.

The Compound Gas Producer fitted was tested by the company for more than a year before it was adopted. Among its fuels might be mentioned cotton seed, paddy husk and small-cut branch wood. It is built in a single unit, has no moving parts, requires no water, and lights on natural draught. No alteration is needed to the lorry engine, which may be started on petrol, the gas from the producer being switched on from ten to fifteen minutes after lighting the producer. This is done by dropping in and lighting a bunch of shavings and immediately adding the fuel. A hopper above the tub feeds the producer and holds 5 cwt. of fuel—enough for about 150 miles. The producer will hold enough fuel for thirty miles' running, can be loaded while moving, and virtually no ash is left.

Other Exhibits

The single exhibitor in the tractor class was Siddleley Motors, Ltd., Coventry, was a 35-40 h.p. 4-cylinder 4-forg wheel drive tractor incorporating the Pavesi patents. The rear-hull swivels on the centre tubular members allowing for the tractor to go over very uneven ground while the strokes of the wheel may be readily swung into position should the going demand their use. The tractor is priced at £1,250, a 3-ton trailer being available for a further £250.

I was informed on the counter stand that this firm is represented in East Africa, but full particulars were not available. A 30 cwt. chassis was priced at £375.

Reo business with East Africa is handled from America. The vehicles of interest on this stand were a 30-35 cwt. van (£550) and a 15-cwt. box van (£395).

I was informed on stand 24 (Dennis Brothers Ltd., Guildford) that Sir Herbert R. Dennis himself handled the export business, but I was unfortunately not meeting him. The 30-cwt. chassis shown was priced at £335.

The Benguela Railway—the completion of which is likely to affect profoundly the course of Central African development—reached the Angola-Beira-Congo border on November 27. The frontier is some 780 miles from Lobito Bay, and the Belgians have now to construct about 400 miles of line to complete the connection with the Katanga. In some quarters it is held that the completion of that link will divert the present Katanga copper traffic from Beira to Lobito Bay.



The E. A. M. R.

We have still a limited number of copies of the last seven issues of *East Africa*, each containing an instalment of Mr. J. Granville Squiers' interesting record of life in the East African Mounted Rifles.

East African campaigners not already subscribing can, as long as the supply permits, date their annual subscription of 30/- back to our issue of September 20th, which contained the first of a series "The Army that Found Itself" and a full report of the East African Campaign Dinner.

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NOMBASA AND ZANZIBAR

East Africa in the Press.

A CAPE TO CAIRO MOTOR ROAD.

SIR ABE BAILEY says in the course of an article in the Sunday Times on "Cape to Cairo by Car" "Remember Cecil Rhodes's magnificent scheme of a Cape-to-Cairo railway? Well, time and inventions, and especially the huge development of motor transport, have largely superseded it. To open up a new country nowadays you need not railways but roads; and what I propose to agitate for is a trans-African highway, running from the Cape to Cairo, linking up all the British possessions, opening the dark places of the Continent, feeding and led by their tropical products and resources—the greatest and the most binding highway in the world.

As a means of communication in comparison with the motor lorry and the motor car, the railway suffers from the same defects that the city tramways suffer from in comparison with the motor omnibus. In saving so much of their time and thought and money to railways and so little to roads, the Governments of British Africa have been backing a "form of transport that is antiquated already, and may in the future become obsolete, in the sense that no one even to-day would think of building a railway to develop a virgin country when for the same sum of money he could obtain ten times as many miles of road. A Cape-to-Cairo motor road, with the branches and the cross roads that would quickly spring from it, would be the main artery of the continent.

I shall hope to get all the Governments in Africa to join together in this scheme. It would make the continent, for the first time, and from one end to the other, accessible to aeroplanes by providing them with safe landing places. It would attract tourists and start a vital current of energy that would penetrate everywhere and lead to the colonisation of settlers and the discovery of new wealth and the launching of new enterprises on a scale hardly imaginable to-day. A grand trunk road like that would mean more for Great Britain than almost any undertaking in the world, and it would be to Africa all that the transcontinental railways have been to America. To forward and to concentrate on such a scheme is what I call practical imperialism.

Hitherto in Africa there has been development at both ends, but very little in the centre, and the separate Governments, Colonies and Protectorates have lived and worked too much apart. I look forward in the future to a United States of Africa, as splendid and powerful as the United States of America, with free trade between all its parts, and a vast volume of traffic pouring down the Cape-to-Cairo motor road.

Advertisement for East Africa journal. Text: "Advertisement get good results from East Africa. They tell us so, and that is why our advertising revenue grows and enables us to increase the size of the journal. But East Africa is deprived of some of its due credit whenever a reader fails to mention its name in replying to an advertisement. Please make a point of quoting East Africa. Thank you."

writing in the South African Woman's Weekly. "Where East Meets West" says:

Mombasa has rightly been termed the Gateway to East Africa. North of Durban she is the most queenly port along the eastern route. Ceaseless activity surrounds the twin harbours, with their sheltered anchorage capable of accommodating ships of all descriptions and tonnage. Here at the congested wharfs are gathered the choicest fruits and foodstuffs garnered from the thriving hinterland.

As a town Mombasa appears strikingly cosmopolitan. Narrow streets with white-washed buildings are surrounded with rich overgrown vegetation. Everything is kaleidoscopic in aspect and bizarre in effect. Here congregate a conglomeration of mixed nationalities. The obsequious Indian artisan fosters the trading Arab of dark-visaged countenance. There a pure-blooded sheik parades in all his splendour. A descendant of far-back Persian colonists gazes scornfully upon the gaudily-dressed Goanese from whose ranks the "cook boys" are invariably chosen. To the more primitive Kikuyu, wearing beads and crude barbaric coverings, falls the lot of being the drawer of water.

'Tis not the red flag of anarchy that greets one on arrival at Zanzibar, but the emblem of His Highness the Sultan. Zanzibar, the city of mosques, is noted for its oriental setting. Brightness and sound, peculiar to the eastern races, greet one everywhere. Flashes of colour in the way of vividly-hued garments, larzel-painted placards in Arabic inscriptions adorning low-built shops; the spontaneous vivacity of animated crowds; and the perfume of many scents add their quota to first impressions.

In handicrafts the Arabs are past masters. Especially have they excelled in the fashioning of beautifully carved woodwork. In a doorway one comes across an exquisitely panelled door or, with a pile of garbage to discover a floor bearing an intricate mosaic pattern in subdued tints, whilst the shadows screening a dimly discerned corner often hide a latticed window most delicately traced. The walled courtyards enclosing private residences are still as secretive as in centuries ago. Many of the outer gates are to this day iron spiked; a reminder of the piratical incursions and a stubborn resistance to surrender.

INCIDENTS OF LIFE IN UGANDA.

AN Uganda cotton ginners' wife tells the Glasgow Herald an interesting little tale of woe. "Over here," she says, "it is a great triumph for a housewife if she can produce a perfectly jolly jelly. With the aid of oranges, lemons and the like, I achieved this miracle of the kitchen and I hoped enjoyment of some of my own making, who were coming to dinner. I even boasted of my jolly to my guests—unpardonable, you may think, but human. Alas! my jelly appeared on the table a strange and broken mass. Josephine, my cook, confessed afterwards that, somehow, it did not look right. So he had put it through the mincing machine!

It is an odd one, but a very happy one. I have a couple of mixed-bred fox terrier and two wire-dale puppies to keep me company when my husband is at work, and I have also Chonabel, a spaniel whom I have trained to keep me. My pets keep me busy. One of the Arab dogs had just eaten a large hole in the dining-room wall, and Pat, the fox terrier, has eaten a success pie ornament with a pair of silk stockings inadvertently left on a chair.

SMOTHERED BY A LIONESS.

MR. A. A. PIENAR, maker of the Tibu, Kijimajaro, which has just been released in South Africa, has told a representative of the Johannesburg Star a graphic story of an early morning struggle without rifle or camera. He watched a tough old bull wildebeeste advance into long grass and suddenly turn and bound for the open again, closely followed by a fine lioness. He had got about twenty yards from the grass when the lioness made her spring, landing on his back and with her right forepaw catching him on the muzzle, jerking his neck sharply round and bringing him down on his back.

Mr. Pienar expected to see her pin or tear her victim, but she did neither. She merely proceeded to hold on to the wildebeeste's nose and mouth, and it was a very considerable time before he discovered that she was engaged in smothering her prey with her paws instead of killing it by tearing. In the meantime two more lionesses emerged from the grass, but all the beasts must have fed well, for they looked on in the manner of disinterested observers. A Native belonging to the expedition arrived on the scene and disturbed the group, but not before the original lioness had killed the wildebeeste and then ripping up the carcass, feasted itself on the entrails. When, having been disturbed, it relinquished its prey, Mr. Pienar examined the carcass, which was in no way injured save by the marks of the claws made in the original spring. He estimated that the lioness must have been half an hour in its killing by suffocation, during which time the heavy breathing and growling of the wildebeeste never ceased. It was something in natural history quite unknown to him, and he has never heard anything like it or seen anyone who has witnessed a similar occurrence.

MONEY GRUBBING IN BEIRA.

The cost of living in Beira is outspokenly criticised by the local newspaper, which says in the course of a leading article:

"The feverish scramble after private gain is the curse of the town. Population is fast. The cost of living is raised. Something must be done to stop the continual increase which is now transgressing all bounds. It is impossible to live really comfortably, because real comfort is not to be had except at a price so prohibitive that not half a dozen families attempt to pay it. All the firms are overburdened with ridiculous pay-rolls for the amount of work performed. The employees get less value for their money than they would anywhere in Africa, including Mombasa, which used to be considered about the most expensive place in the continent. It is time the matter was taken in hand with a will, even if it means some sacrifice. Some months ago, when we published some strongly written letters on this subject, a Commission was set up to inquire into the matters of rents. Yet a man is now putting up a building at a cost of £1,000 from which he will get £50 per month in rent.

The social life, the sports and business, the whole progress of the town is suffering from the reluctance of firms to employ married men on a wage that they know is inadequate, but cannot increase, from the absolute inability of many men to maintain their families in the town, and from the complete absence of any visitor except those who cannot avoid passing through it. Shortcomings in money grubbing is bad business, even Lourenco Marques taxi drivers have recognised that."

TOBACCO FROM WITHIN THE EMPIRE.

The importance of the tobacco industry within the Empire, and the interest which American growers are believed to be concerned about the encroachments on a market which they have consistently dominated, says *The Times*. In the first ten months of this year imports from the Dominions amounted to nearly 34,000,000 lb., as compared with slightly under 10,000,000 lb. in the corresponding period of 1925 and 25,200,000 lb. in the first ten months of 1926. Imports of American and other foreign tobaccos, which were 131,950,358 lb. in the first ten months of 1926, have declined for the same period of this year to 124,735,007 lb.

Rhodesia, Natal and Canada are growing tobaccos of fine quality which are attracting smokers on their own merits. Mixture of British African tobaccos, sold at its own price, have enjoyed a steady, though comparatively limited, popularity for several years among those to whom they have been known. What has been lacking in the past to extend the market for this high-grade leaf has been business enterprise on a large scale and there are indications that this is now to be associated with the industry. It is considered that Empire-grown tobacco, with the support of the preference, can take the place of American tobacco to an enormous extent, particularly as it is claimed that Dominion leaf of the best type is now equal to the finest that is produced in other tobacco-growing countries.

The Dominion Tobacco Company of London and Glasgow is now importing, manufacturing and marketing tobacco which is grown exclusively within the Empire. The company has the first claim on the crops of plantations which are under the supervision of experts and from a new and well-equipped factory at Harlow is sending out weekly millions of packets of Empire-grown tobacco of superior quality, for which the demand is constantly increasing.

SIR ALAN COBHAM'S MISSION.

SIR ALAN COBHAM, writing in the days of his flight round Africa, says:

"We want to find out whether the flying boat is the best vehicle for transport from the Mediterranean to Lake Victoria via the Nile. We want to lay the foundation of the first branch of the through African route, namely that from Egypt to Nyasaland. In connection with this we shall run one experimental service with our Short 'Singapore' flying boat from Kisumu to Khartoum and back."

"When that is accomplished we shall direct our attention to ascertaining from people on the spot and from the authorities which, in their opinion, is the best route through Central Africa. We believe that the old route, by way of Mwanza, Tabora, Abercorn to Ndola, is not, strictly speaking, the most useful one, as it passes over a depopulated area and a swampy region that is practically useless at the present stage of land development."

"On the other hand, the route that we shall take, via Lakes Tanganyika and Nyasa, is purely a compulsory one, because we are using a flying boat. One of our chief aims is to determine the practicability and the possibility of establishing an air route by way of Kisumu, Nairobi, Arusha, Dodoma, Tukuyu and so on, across Northern Rhodesia to Broken Hill. Hence we shall pick up the more or less definite line to Bulawayo in Northern Rhodesia, and so on, into the Transvaal of South Africa. I am confident that it is only by going out there and talking with the people on the spot that one can find out what is really wanted."

Subscribe to "East Africa"

PERSONALIA.

Mr. J. Nettleton left last week for Port Amelia.

Mr. A. D. Lawley has arrived in England from Beita.

Dr. T. W. Stephens called a few days ago for Beira.

Major J. E. Willcocks, District Officer, Kenya, is in this country on leave.

Sir Rennell and Lady Rodd left New York yesterday to return to England.

The Rev. and Mrs. E. G. O. Rye-Andersen are outward-bound for Mombasa.

Mrs. H. L. Lees lectured in Manchester the other day on her travels in East Africa.

We learn with regret of the death in Kampala of Capt. W. H. A. Turner, late R.A.S.C.

Mr. P. W. Perryman, O.B.E., Deputy Chief Secretary of Uganda, is at present on leave.

Mr. T. W. West has been appointed a Justice of the Peace for the Malindi District of Kenya.

Messrs. W. B. Sotheron-Estcourt and G. M. Fletcher, Administrative Officers, are on leave from Uganda.

Miss Whittemore, a nurse at the C.M.S. Hospital at Masseno, has left London to return to East Africa.

Congratulations to our contemporary *The African World* on the recent celebration of its twenty-fifth birthday!

Mr. J. M. Thorburn, of Mikolongwe, and Miss Irma Sparke, of Limbe, were recently married in Blantyre.

Mr. Charles Brown, Editor of the *Lourenco Marques Guardian* during 1925-6, died recently in Johannesburg.

Mr. A. E. Blackmore, Capt. H. G. Lloyd, and Mr. and Mrs. M. Ridley leave Genoa for East Africa in a few days.

Major Archibald Bey, Director of the Wellcome Research Laboratories, Gordon College, has returned to Kenya.

Lieutenant Colonel John Asinger Pollock, D.S.O., of Kenya, was married last week in London to Mrs. Freda Hoyle, of Harley Street, W.

Messrs. T. A. C. Rubie, E. E. Fillgal, and W. W. R. Crosse-Crosse are among Administrative Officers recently returned to Uganda from leave.

The death is announced at the age of seventy-nine of the pioneer directors of Tanganyika Co.

We learn with regret of the death in South Africa of Captain John Massey Dawson Hemsworth, who won the M.C. during the East African Campaign.

Lord and Lady Strafford are shortly to leave for Kenya with their daughter, Lady Elizabeth Byng, who is to be married in the Colony to Mr. Michael Lafone.

Miss A. L. Allen, who last year received the M.B.E. in recognition of her splendid service as an educationist at the C.M.S. girls' boarding school at Gayaza, has sailed for Uganda.

Among those returning to Kenya after furlough is Archdeacon Maynard, who has spent over thirty years in Kenya, and whose station of Dabida is commonly known as Maynard's.

It is reported that Mr. C. Percival Small, a well-known artist, is to paint a portrait of Aloysius Horn, whose remarkable book of reminiscences was reviewed in these columns a few weeks ago.

East Africa is authorised to state that Lord and Lady Islington are to leave Genoa on January 5 for Kenya, where they will spend five or six weeks with their son-in-law and daughter, Sir Edward and Lady Grigg.

Among those on the water for Kenya are Mr. and Mrs. R. B. Boyd, Mr. J. B. H. Burgess, Mr. E. J. Foote, Mr. Struan Robertson, Mr. J. H. Stenhouse, Mr. J. H. Symons, and Mr. J. H. F. Thacker.

Mr. Robert L. Ballantyne, one of the most popular Association football players in Nairobi, is recently married to Miss Mary Braidwood, daughter of Mr. W. Braidwood of Messrs. Elliot and Company.

Two plays by Mr. Bernard Shaw, "Candida" and "How he Lied to her Husband," were performed last week at the Savoy Theatre at a special matinee in aid of the Ross Institute and Hospital for Tropical Diseases.

It is announced that Mr. Mansfield Markham, son of the late Sir Arthur Markham, has resigned the position of prospective Liberal candidate for the Mansfield Division in view of the fact that he now has extensive interests in Kenya Colony.

Mr. and Mrs. W. A. Atterburn, Mr. and Mrs. W. G. Barnes, Mr. and Mrs. R. Hollyer, Mr. and Mrs. W. W. B. Kitching, Mr. and Mrs. F. J. Lake, and Mr. and Mrs. C. C. Richards are among those now on the water for Tanganyika.

Departing last week in Newcastle, Major A. Ratchiffe Ongmore said that big game is becoming extinct in Kenya and other parts of East Africa "because a man cannot plough a straight furrow if a rhinoceros is making ugly faces at him!"

The Prince of Wales was present at Westminster Abbey and at the Albert Hall on Saturday last when representatives from Toc H branches from all parts of the world celebrated the twelfth anniversary of the founding of Talbot House at Poperinghe.

A fund has been opened in Nairobi in order to erect a memorial to the late Mr. J. O. W. Hope, who had given twenty-eight years of distinguished service to Kenya. The Honorary Treasurer is Mr. A. A. Legat, manager of the National Bank of India, Nairobi, to whom donations should be sent.

The Acting Chairman of the Empire Marketing Board, Mr. W. G. A. Ormsby Gore, M.P., after consultation with Sir Halford Mackinder, chairman of the Imperial Economic Committee, has invited Sir Francis Newton, K.C.M.G., C.V.O., High Commissioner for Southern Rhodesia, to become a member of the Empire Marketing Board, and Sir Francis Newton has accepted the invitation.

The dinner given by the Mombasa Chamber of Commerce to Mr. W. A. M. Sim on his leaving Kenya on retirement, was a notable occasion and the culmination of a series of functions with Mr. Sim as the central figure. Among the visitors present were the Senior Commissioner for the Coast and Colonel W. H. Franklin. Mr. Sim first joined the Chamber in 1908, and was President in 1912, 1914, 1915, 1920, and 1926.

Colonel D. P. Driscoll, of Carroll's Scouts and "Old and Bold" fame, left Southampton on Friday last to return to his coffee estate in Kenya. We have heard regret expressed many times recently that he was not able to be present at the East African Campaign Dinner. Perhaps he will be able to attend the Dinner on his next leave. He will be sure of a hearty, perhaps a tumultuous, welcome. Campaigners are not likely to forget the man who led the Frontiersmen in East Africa.

EAST AFRICAN SERVICE APPOINTMENTS.

The following appointments to the East African Public Services were made by the Secretary of State for the Colonies during the month of November.

KENYA COLONY.—Assistant Entomologist, Agricultural Department, Mr. H. C. James, N.D.A. B.Sc., Ph.D.

NYASALAND.—Nursing Sister, Miss, D. C. Howard.

TANGANYIKA TERRITORY.—Nursing Sister, Miss M. Taylor, Mycologist, Miss H. Storer, R.A.F., Analytical Chemist, Medical Department, Mr. W. Whitley.

ZANZIBAR.—Nursing Sister, Miss M. A. McKie. Recent transfers and promotions made by the Secretary of State include the following:—

Mr. P. A. McElwaine, Senior Crown Counsel, Kenya, to be Attorney-General, Fiji.

Mr. A. C. Vivian, late Inspector of Mines, Gold Coast, to be Assistant Secretary of Mines, Northern Rhodesia.

Mr. S. B. Jones, Native Commissioner, Northern Rhodesia, to be Administrative Officer, Tanganyika.

Mr. R. W. Willcocks, First Class Superintendent of Public Works, Jamaica, to be Chief Draughtsman, Public Works Department, Tanganyika Territory.

Mr. W. C. Mitchell, the late, returned from



week-end with Mr. Mitchell, who is generally recognised as one of the ablest business men in the Colony. Though his duties as general manager of Messrs. G. North and Son Ltd. make great demands on his time, he has been a prominent public worker, having been a Member of the Legislative Council and of Executive

Council, President of the Association of East African Chambers of Commerce, and twice President of the Nairobi Chamber of Commerce. He is also Consul for Sweden in the Colony and Protectorate of Kenya.

The son of one of the best-known East Anglian agriculturists, Mr. Mitchell first went to East Africa twenty-five years ago. At the close of the War he was appointed lecturer at, and manager of the Government Farm, Nairobi, which establishment made marked progress under his guidance. Since he undertook the direction of the East African interests of Messrs. North, one of the great South African companies catering for settler requirements, rapid headway has been made, and the Nairobi branch is now one of the leading commercial concerns in the capital.

VICED-ADMIRAL CHARLES JOHNSTONE, whose death at the age of eighty-four is announced, was the hero of an unusual incident which happened in South-East African waters in 1883. He was then commanding H.M.S. "Dryad," a wooden sloop of 4,600 tons, armed with nine 64-pound guns, so antiquated as to be scarcely fit for service. Nevertheless, she was senior officer's ship at Tamatave when France was making an armed demonstration against Madagascar. The story of the incident is told in Lord Fitzmaurice's life of Lord Granville as follows:—

"Admiral Pierre, the French Commander in those seas, was probably suffering from the incipient stages of the disease of which he died before his return to France. At the moment when the French expedition at Tamatave landed the British Consul, Mr. Pakenham, was dying. Nevertheless, Admiral Pierre sent him a preliminary order accompanied with what resembled threats of personal violence, to haul down his flag within four and twenty hours. On his refusing to do so, the Consul's secretary was arrested in his presence, and the flag hauled down. Next day the Consul died, and it was more than surmised that his death, though certain to have occurred, had been hastened by these violent scenes.

"Admiral Pierre next directed his attention to Her Majesty's ship, "Dryad," and to the mail steamer "Taymouth Castle." He forbade the former to have access to the shore and boarded the latter, placed a sentry on board, prohibited passengers landing, seized the control of the outgoing and incoming mails, and ended by even demanding the Consular dispatches. It was fortunate that Commander Johnstone, who, by the death of Mr. Pakenham, became acting Consul, was an officer not only of great courage, but of tact and resource. He succeeded in getting the dispatches on board the "Taymouth Castle," and himself on board the "Dryad," escorted her past the French guns till she was well out to sea and safe from capture.

Other serious provocations followed, but Johnstone handled a very critical situation with great firmness and discretion, for which he was promoted to the rank of captain. Relations between Britain and France were seriously strained for a time, but the death of Admiral Pierre in circumstances which pointed to insanity led the French Government to yield all the British demands for reparation. Johnstone was later in command of the "Camperdown," when she came into collision with and sank the "Victoria" off the coast of Tripoli.



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WAS IT A "MUPUNDU" TREE?

To the Editor of "East Africa."

DEAR SIR,

In his most interesting account in your issue of December 1 of his conversation with Matthew Wellington, the only African now alive who was with Livingstone when he died, Mr. Rampley, I notice, refers to the great doctor having been buried under a *mola* tree at Chitambo.

The name *mola* is unknown to me, but it may be just a difference in dialect. The local Natives all called the tree a *mupundu*, and I knew a *mupundu* well by sight. A missionary of my acquaintance who had lived entirely amongst the Natives since his boyhood, and who spoke the language possibly better than he spoke English, visited Chitambo some time after I did, and he also called it a *mupundu*. Anyhow, whether it was a *mola* or a *mupundu*, it has been called by the latter name ever since. Glave and I discovered the spot some thirty odd years ago, and that name has been used in all the correspondence—a good deal at one time—on the subject. The tree, as you know, was cut down, and the section containing the inscription is in the Royal Geographical Society's room for relics, photographs, &c.; and over the section is a very large photograph of the tree given by myself.

I had, as I remember right, only three films left when I reached Chitambo, all the rest, some dozens, having been destroyed through the sinking of the "Vigilant" in Kampolombo by a hippo. Through that encounter the water-tight compartment alt was above in, but there being only eleven feet of water, the fore compartment remained above water, and on this my crew and I perched ourselves till rescued by canoes. We then had to manufacture ropes out of fibre, and after many hours' hard labour got the "Vigilant" ashore. I did not lose a thing except my watch, which was damaged beyond repair, and the bellows of my only camera. This I remedied as best I could, but I do not think I ever suffered greater anxiety than when developing the negatives of the tree at Chitambo, for fear I had left some crack through which the light could penetrate. However, both films turned out well.

But to return to the word *mupundu*. My knowledge of the dialects, especially of Chiwemba, was quite good enough to prevent any misunderstanding as to what I was being told, for I had been several years in the Congo without a break for four years of which I had not seen a European. In any event, for me the tree always has been and always will be a *mupundu*.

Yours faithfully,

Bourneouth.

POULETT-WETHERLEY.

(We have asked Professor Alice Mether of the School of Oriental Studies whether she can throw any light on the two different names used by the correspondents, *Umpundu* and *mola*, and she kindly states in reply that *Umpundu* is a common word, and *mola* is a name which may be a dialect name, though it does not appear in the only book on the language in the school. Can any of our readers help to explain the matter?—E.A.F.)

"MULE" FOR RAILWAY SLEEPERS.

To the Editor of "East Africa."

DEAR SIR,

I have read, with great interest, the letter on the above subject in *East Africa's* issue of December 1, for the views expressed by "A Lover of What is Left of the East African Forest," coincide with those held by my late brother, Mr. P. C. McGowan, who in 1925 obtained a concession from His Excellency the Governor of Tanganyika Territory to fell and market *mule* timber on certain Crown Lands on the north side of the Kilimangara Highlands.

In one of his letters I am sure that the *mule* timber is synonymous with African teak. From what I can gather the wood called *muringu* is known as African teak. It is a much inferior article to *Umuli*, and is sold at half the price. *Umuli* is a furniture timber, and is ant-resistant. I saw a table made from *Umuli* a day or two ago. It was from picked planks with knots in them, and was about the nicest piece of furniture I've seen for some time.

In another he wrote: "The timber is too good for sleepers, &c." It is essentially a furniture timber. I've seen some tables, doors, &c., made from it locally, and I don't think I've seen anything previously to touch them.

Might I be allowed to add that my brother intended to introduce and push *mule* for cabinet-making purposes in Britain? Unfortunately for his programme, he died as the machinery and plant shipped from England and America was being landed at Tanga, and the concession lapsed; but I understand that the Government would be prepared to re-grant it.

Out of this excellent timber there seems to be a golden opportunity for one of our big furniture people—Maple's, Harrods, Waring & Gillow, or others—to specialise in making high-class furniture.

Yours faithfully,

JAMES MCGOWAN.

London, N. 10.

BIG GAME HUNTERS OF NYASALAND.

To the Editor of "East Africa."

DEAR SIR,

In a letter in your issue of December 1 Mr. J. F. Cunningham states perfectly correctly that Captain Poulett Wetherley has had great experience of big game shooting, but when he goes on to say, "I know of hardly any other sportsman who has had his unique opportunities, except His Excellency Sir Charles Bowering, Governor and Commander-in-Chief, Nyasaland, whose numerous records I see in books of reference, or the Hon. William Wheeler, C.M.G., who had also full scope in the days before Game Reserves were thought of," he leaves out many better known hunters.

Your correspondent has omitted the names of many really noted hunters, such as Sir Alfred Sharpe, the late H. C. McDonald, J. C. Galloway, who killed a good many elephants; the late Major H. Sedgwick, later killed in a Native rising in the Southern Sudan; other old officers of the King's African Rifles, such as Captain J. Brander Dunbar; and last, but not least, George Garden, tea and tobacco planter, Mbanje, who had had great experience of big game shooting and animal photography before cinema pictures came in.

Without any question of doubt Sir Alfred Sharpe has had a longer and greater experience of elephant hunting than any man living to-day, and his name should most certainly have been mentioned in connection with the game of Nyasaland, to which he first went in the early days, helping to fight the Arabs when Captain Lugard was in charge of operations. These facts are given in works by Sir Frederick Lugard and Sir Harry Johnston, and in other books dealing with South Central Africa.

I quite agree that a book by Captain Poulett Wetherley on his experiences of hunting and travel would be a most interesting one, as it would be founded on a long knowledge of the wilder parts of North-Eastern Rhodesia.

Yours faithfully,

Peches.

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Camp Fire Comments

The Zanzibar Fowl.

Most newcomers to Zanzibar remark on the length of leg exhibited by this breed of domestic fowls native to the island. The explanation is easy, says a correspondent, who proceeds to state that since the introduction of motor cars and their rapid multiplication, a ruthless "selection" has been at work. It can hardly be called "natural selection," but its effect on the local chicken is much the same. As the youth said when asked to explain the phrase "the quick and the dead," "the quick are those who dodge motor cars; the dead are those who don't." That, our correspondent argues, is exactly the case with the Zanzibar fowl, so that the good people of the island have had "creative evolution" going on under their very eyes.

The Food of the Native.

THE late Zulu King, Cetewayo, was a stout fellow in every sense of the phrase: a fine figure of a man with an appetite in proportion to his height and generous birth. A correspondent of the *Morning Post* who knew Cetewayo when he was staying in Melbury Road, London, writes: "He always had three pounds of beefsteak as the chief item of his breakfast. At his dinner I have no doubt he could have mastered seven pounds. Some one once sent him six brace of grouse from Scotland, and at first he would not look at them, as no Zulu will eat any chicken or other tame bird. But when it was explained that they were killed in proper hunting he polished off six birds at the beginning of his dinner that evening. Picking a bird out of the dish with his hand, with a clean sweep of his sharp thumbnail he carved out the whole breast of one side. Then a similar action with the other hand, and the bird disappeared in two mouthfuls."

No Wonder!

Among a host of good things, Game Warden Ritchie's latest report from Kenya contains one delightful paragraph. It runs—

"I have recently been told in all good faith of a method of staring off baboons, which my informant had seen used in Southern Africa with unvarying success. It is as follows:—

A baboon is caught, a cage trap or gin with muffled jaws being used, and a tick sack or rug thrown over its head. Several persons then hold the animal, which is shaved, so far as possible, all over. This operation being completed, the baboon is painted with a thick coat of *Cambridge blue*, and liberated. No member of his troop will again approach the scene of the indignity for an indefinite period.

"Considering the highly organised intelligence of baboons, I cannot but feel that the proceeding savours of cruelty, more especially in the colour used. However, if all other means fail, some modified form of this method might merit a trial, for truly they are a curse to those whose *shambas* they are in the habit of visiting."

The italics are ours.

Out for Sunny Africa.

The long lists of passengers leaving England for East Africa make one envious of the happy fate which takes people away from England at this time of year into sunny seas and a warm climate. Here the land is waterlogged. Those travellers who were in London recently had within one week an example of what our climate can do when it puts its mind

to it. They experienced, if they did not enjoy, a perfect specimen of a "darkness over the city," so that at midday the sky was as black as midnight. There was no mist near the ground; the streets were clear, but the brilliantly lighted shops, gay for the approaching Christmas, the lamps on the vehicles, and the electric bulbs burning at every office were a typical night scene. Then came a real, old-fashioned "pea-souper," which disorganised traffic completely, blotted out everything in a thick, choking, yellow fog, and made crossing a street a life-risking adventure. Yet have not these trials their compensations? It is the climate, rather than the roast beef of Old England, which has made us what we are. If we can stand that, we can stand anything!

"Stuffed" African Animals.

A good many East Africans dislike visiting zoological gardens. They have seen wild animals truly wild, and it distresses them to look at old friends cooped up, even though they are well fed and carefully tended. The East African is a "fan" on freedom. He is apt to be critical, too, when he visits the Natural History Museum at South Kensington, and notes the appearance of the collection of "stuffed" specimens. The older ones look so very stuffed.

The art of taxidermy has made great strides in recent years, and no one is more alive to this than Dr. Calman, the Keeper of Zoology, and his staff. Already "George," the splendid African elephant, has been overhauled and remounted, losing six inches in height in the process, but gaining immensely in looks. As time and means—that perennial trouble, means!—allow, other specimens are being taken in hand. It is probably impossible to reproduce artificially the play of muscles under the skin which makes a wild animal so beautiful, but there seems to be no need to give a uniformly rounded contour and a "bloated" effect.

One can understand Captain Ritchie's lament over the death of Mr. Carl Akoley. "He was," writes Kenya's Game Warden, "immeasurably the greatest taxidermist and animal sculptor there has ever been, and his knowledge, artistry, and breadth of conception alone made possible the great scheme on which he was engaged at his death. It will be long, I fear, before the same love and observation of wild life will join with the skill to translate it into lasting art." A fine and well-deserved tribute.

East African Campaign Stories.

East Africa offers three guineas for the best true story of the East African Campaign, received on or before March 31st, 1928. Entries may be of any length, and may deal with any side of the Campaign.

The sole conditions of entry are: (i) that the Editor's decision shall be final; (ii) that entries be typed or written on one side of the paper only, and bear on the first page the words "Campaign Competition"; (iii) that each entry bear the full name and address of the writer, though a pseudonym may be used for the purposes of publication; (iv) that every entrant attach a written statement that the facts are true (though the actual names of persons may, if desirable, be suppressed).

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WHAT KENYA THINKS.

Points from the Budget.

From Our Own Correspondent

Nairobi.

OUR budget proposes the abolition of the Land Office and the creation of local government and land settlement branches of the Secretariat. Provision is made for the extension of Native services, including new hospitals in the Native Reserves and the training of African women in domestic science, and for the establishment of a school clinic for the treatment of African and Indian children. The erection in the Reserves of schools for technical and vocational training is included, and it is intended to extend veterinary services in the Reserves. Considerable sums are voted for tree planting, contributions towards this reforestation having been made by some of the Native Councils. There is no increased taxation for European, Indian, or African, and the basis for taxation remains unchanged.

As to Civil Service conditions, it is proposed that second class travelling privileges only be granted to those drawing £600 per annum or under—in which connection it is interesting to note that one of the steamship lines which carries large numbers of civil servants between England and Kenya provides only first and third class accommodation. The institution of rest houses at the Coast should be of very great benefit for the local holidays of civil servants.

Criticisms by Elected Members.

The Elected Members, criticising the budget before it was referred to Select Committee, urged Government to exercise care that a large public works staff was not built up of persons whom they could not discharge at a later date; suggested the payment of a subsidy to the Railway to permit reduced freights on fuel oils in order to develop production; emphasised the grave danger of East Coast fever to the stock industry and to the schemes for closer settlement; and pleaded that a portion of the annual surpluses should go to reduce taxation.

One member suggested a contributory pensions scheme for new officials, that Kenya should have her own buying agents in London, instead of using the Crown Agents, the reduction of the K.A.R. and an inquiry into the running of Government Departments, while Mr. T. J. O'Shea said that Kenya had a government of officials by officials for officials. All suggestions adopted would, he said, benefit Government servants, while those which would save the country money were ignored, and he alleged that persons who should have been dismissed had been put on the pensions list. The administration of the Education Department he considered a public scandal, and he believed that much of the medical work in the Reserves was "window-dressing."

A Fair at Nakuru.

A Fair and Carnival in aid of the Nakuru Chaplaincy Fund has proved so great a social success as to raise £600. People from all over the country attended, and His Excellency and Lady Grigg were present. A concert was held on the Friday evening, and on the Saturday night the spirit of carnival invaded the grounds. The King and Queen of Carnival arraigned various offenders, including the Bishop of Mombasa, who was alleged to have appeared improperly dressed on parade, in that he was minus the episcopal gaiters.

Nakuru European School.

Amongst other functions performed by the Government during his visit to Nakuru was the laying of the foundation stone of the new European School situated some three miles from the township.

EDUCATION IN KENYA.

Criticisms of European Education.

In the Legislative Council, Mr. Orr, the Director of Education in Kenya, was spoken frankly of parental neglect to send European children to school at a sufficiently early age. Amongst his statements were the following—

"Higher education of European children is not doing as well as the education of other races. In an Indian school of 700 boys in Nairobi we find that they are passing the London Matriculation of the first division; that they are going home to study for the Indian Civil Service and to study for medicine. In games they have exactly the right spirit, and yesterday I had the privilege of presenting a cup to the Indian school in Nairobi which had defeated all the adult Indian teams in Nairobi at football.

"A large number of European boys in the Colony—whether it is lack of accommodation or the failure of parents to send their children to school—are not going to school until late. Now in training the mind of the young they must be brought under education earlier. Intelligence grows very rapidly from the fourth, fifth and sixth years and develops steadily up to the age of sixteen. Results in America and elsewhere show that the actual growth of intelligence as compared with the growth of knowledge and experience ceases at the age of sixteen, and therefore it is imperative that children should be under education from the age of four or five up to the age of sixteen. We have cases in the schools of Kenya of children coming to school as late as eight years, and whereas they are now sixteen years old they have been absent from school three, four or five years. It is for that reason that Government have been very seriously considering the question of compulsory education.

"I do not believe that there is any service which is going to affect the Colony so much as the right education of boys and girls who are going to stay and live in Kenya. Great nations like Germany and Japan have used their schoolmasters as their chief agents for the development of national well-being, and it is in the aim of Government and the Education Department to pay the greatest attention to European education and far more to get the right spirit into the schools. These boys who will grow up are going to be the leaders in this Colony; they are going to succeed those who are living in the Colony now, and no expense can be too great to get the right spirit into these boys which will help them to solve the very difficult racial question.

TWO NEW KENYA RAILWAYS

A CABLE received from Nairobi on Monday states that the Legislative Council of Kenya has resolved on the building of two new branch railways, one from Kisumu to Yala in North Kavirondo and the second from Gilgil to Thompson's Falls. The first line, which will cost £175,000, runs for some thirty miles through the Native Reserve, and the second, which is estimated to cost £265,000, will be about four or seven miles long. In both cases Government will guarantee interest and redemption.

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WHAT KENYA COLONISTS ARE SAYING.

"I congratulate the Director of Medical and Sanitary Services on having put aside £500 for having Government officials X-rayed."—*Major Robertson Eustace, M.A.C., Kenya Colony.*

"It is probably true to say that most African pupils come to school because they think that school is an escape from work, from darkness and from fear."—*Mr. James Dougall, Principal of the Levens School, Kenya.*

"The Government is following a very selfish and arbitrary policy in summoning the Council for only an hour on Tuesday last, and then adjourning it till Monday next."—*Mr. R. S. Nohg, M.L.C., Kenya Colony.*

"There are in Kenya about 100,000 cows, female stock used for dairying or breeding. There are only about 400 pure bred bulls for that amount. There should be something like 3,000."—*Capt. the Hon. W.O.B. Wilson, M.L.C., Kenya Colony.*

"The more I see of the working of Government Departments, the more I am convinced that the present administration of the country is rotten at the bottom and is not on solid foundations, and that it is practically useless to carry out minor repairs."—*The Hon. T. J. O'Shea, M.L.C., Kenya Colony.*

"I see exceedingly muddled administration reflected in this Budget. The Feetham Commission's Report has not yet been debated or approved by the House, and yet we see provision made for carrying out the recommendations of that Report."—*Capt. the Hon. E. M. V. Kenedy, M.L.C., Kenya Colony.*

"We should get far better value from the Railway Administration spent its own funds and extracted the fullest possible value from every pound that is spent, instead of unnecessarily employing the medium of the Crown Agents to do our shopping."—*Mrs. Conway Harter, M.L.C., Kenya Colony.*

"The defect so apparent in African servants introduced into towns can, it is believed, be largely met by the introduction of the African woman to useful domestic service and occupations in which there is no reason to believe she cannot be as well trained and as useful as the thousands of African women employed on such duties in America, the West Indies, and in other parts of Africa."—*Sir Edward Denham, Colonial Secretary of Kenya Colony.*

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Cheapering of Kerosene and Paraffin.

H.M. Eastern African Dependencies Trade and Information Office has received cabled information from East Africa that as from December 1 substantial reductions, estimated to total £60,000 per annum, have been effected in rates upon the Kenya and Uganda Railway system. The principal reductions are that the old Class 9 rate will in future be reduced to Class 8 rate plus 25%, and that kerosene and paraffin will be reduced to Class 1 plus 10%. The latter reduction is of great interest in connection with the cheapering of the price of power media with regard to the growing mechanism of agriculture in Kenya and Uganda. Baggage and parcel rates will also be substantially reduced.

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THE NYASSA COMPANY'S CHARTER.

Lord Kylsant on its Renewal.

LORD KYLSANT, the Chairman, who presided last week at the eighteenth ordinary general meeting of Nyassa Consolidated Ltd., said in the course of his address:

Seven years have now elapsed since the Companhia do Nyassa first applied to the Portuguese Government for the repeal of its existing Charter. Notwithstanding the fact that the Colonial Consultative Council had declared in favour of an extension of the Charter under certain conditions, I regret to say that the Government have now intimated that, for the time being at all events, they do not propose to take any steps in the direction of extending the Charter.

This outcome of our continuous representations is very disappointing, as it involves the further prolongation of that state of uncertainty which for so extended a period has been a severe handicap to all our activities and plans. It is obviously impracticable for any company to embark upon operations on a large scale when it might within a brief period be deprived of its position under the Charter and of its tenure within the Territories.

It has been alleged by certain interests antagonistic to the renewal of the Charter that the Companhia do Nyassa has not carried out as much development work within the Territories as might have been expected. The answer to this is that the early years subsequent to the granting of the Charter had necessarily to be devoted to occupying and pacifying the country and to setting up in face of great difficulties an efficient administrative organisation over a large area. Then came the Great War with its aftermath, which prevented the company from taking in hand the many important works it had in view, including the construction of the railway from Port Amelia to Lake Nyasa.

With the return to more normal conditions in recent years the risk that the company's Charter might be drastically modified in 1929 naturally operated against undertaking developments which could not even be completed before the date on which the Charter was due for revision. There are only two years to elapse before the Charter is due for revision, and under these circumstances it is impossible to carry out negotiations with anybody to build the railway. It was for this reason that application was persistently made to the Portuguese Government to anticipate the year 1929, and to extend the Charter definitely for a further period of twenty-five years, subject to such modifications as might be agreed. We have not abandoned hope that the Portuguese Government may yet see their way to reconsider this matter, and I am pleased to say that, in connection with our efforts for the renewal of the Charter, we have received and are receiving the sympathy and active support of the British Government.

I cannot assure that the Portuguese Government are unmindful of what we have done in the interests of the country, and I feel sure they will eventually recognise the claim of the Companhia do Nyassa by extending its Charter, and thus place the company in a position to carry on and fulfil the work to which it has devoted so many years of patient and unselfish labour in the welfare and advancement of a great Portuguese colonial possession.

Countries unless it can feel confident that in any difficulties which may arise it will find in the local Government a true spirit of co-operation. In the present case, the High Commissioner for Egypt and the Sudan and the Sudan Government have realised our difficulties, and have made a generous attempt to enable us to overcome them.

KASSALA COMPANY'S NEW

Removal from Cash Delta to Blue Nile

ADDRESSING shareholders of the Kassala Cotton Company Ltd. at an extraordinary general meeting, the Hon. A. M. Agnith, the chairman, said:

Our company has established a system of irrigation in the Cash Delta, and has popularised the growing of cotton on the share system, but conditions, partly physical and partly political will make it impossible to bring under cotton in the Cash Delta very large areas, such as we and the Sudan Government anticipated. In order to carry a cotton crop to maturity the soil of the Cash Delta has been found to require as much water for its single flooding as the soil of the Gezira takes in thirteen to fifteen fortnightly waterings.

In moving from the Cash Delta to the Blue Nile, our company will be moving to an area familiar to our management and will be drawing upon a river of comparatively certain flow. The conditions of the new concession are generally similar to those of the Sudan Plantations Syndicate's concession. In both cases the normal period is until 1950. In the event of the Government's exercising its right to terminate at an earlier date, it has to pay to the company an annuity—based on a five years' average—and intended to be equivalent to what would have been the company's annual profits had it continued its management until 1950. The Government retains the right to compound for this annuity by a lump sum payment.

I shall not attempt to predict what cotton yields and prices will be on the average between 1931 and 1950. With 15,000 acres under cotton in the Gezira, under the terms of the new proposals, assuming yields averaging slightly lower than the average of the yields actually experienced to date in the Gezira, and assuming continuance of to date cotton prices, there should be a surplus after deducting all charges and the preference dividend, of some £10,000 to £15,000. On the actual average yields and prices of the last six years in the Gezira the surplus would be considerably better. These six years include two of low and two of exceptionally high yield. Throughout the period prices have been good, and I doubt whether we ought to count upon prices continuing at such levels.

Advantages of New Arrangement.

Acceptance of the present proposals frees us from all pre-occupations about any possible railway deficits, improves greatly the security for our debenture service, and gives us some prospect of being in a position to pay some moderate dividends on our shares in or after 1931.

The Board strongly recommend you to ratify the proposed new agreement. The Sudan Government take over as a going concern the agricultural management of the Cash Delta. They will be inviting some members of our local staff to enter Government service, and they lay some stress upon our giving them the help of our experience and advice. This we have undertaken to do, but we hope to be able to retain for the development of these new areas in the Gezira the services of our manager, Mr. Fleming, and of our chief engineer, Mr. Bedford, who have done such fine work in the Cash Delta, and have produced such good results in difficult circumstances.

Finally, I wish to pay a tribute to the attitude of the Sudan Government in our recent negotiations. Governments of countries such as the Sudan are wise to enlist the help of private enterprise to develop their resources, but private enterprise will hesitate to expend its efforts and to risk its money in such

(Continued at foot of page 414.)

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TO HELP ZANZIBAR'S CLOVE TRADE

British Resident's Important Statements

ADDRESSING the Zanzibar Legislative Council in mail week, His Excellency the British Resident said *inter alia*—

I am opposed to the suggestion of the Retrenchment Committee to do away with the Babubu Rail way, even if run at a loss, because it fulfils a useful function. I am also averse from the amalgamation of important Departments, because I am convinced that the administration of those Departments would suffer and further, for the substitution of junior for senior appointments, because I set a high value on experience, especially in the case of public administration in the Tropics. Unless, therefore, we are compelled by force of circumstances to adopt a permanently restricted revenue, I am not prepared to recommend to His Highness the Sultan, or to this Honourable Council, or to the Secretary of State for the Colonies, any drastic changes or reductions.

In order to broaden the base of taxation, to lighten the burden which weighs so heavily on the producer of cloves, more especially at prevailing prices, and at the same time to make good the drop in revenue derived from this source, the Secretary of State has agreed in principle to an increase in import duties from 10% to 15%. From the additional receipts under this head, it is proposed to raise the existing bounties to clove growers to the equivalent of two-fifths of the duty, or in effect to reduce the duty to 3%.

Clove Duty to be Paid in Cash.

As a further measure of assistance to the industry, the Government hopes to substitute payment of the clove duty in cash for payment in kind. A Committee appointed in 1922, with the exception of two of the three Arab members, reported in favour of the substitution of a specific rate of duty, and buttressed their finding with the arguments that a Departmental saving of Rs 25,000 per annum would be effected; that the weighing operations involved in the payment of the duty would amount to about 500 in the case of an average "crop" of 7,500 tons, as against 20,000 under the existing system; that the cost of handling and weighing, and waste and damage in handling, would be reduced to a minimum; that the industry would gain in purchasing and financing power and in interest by the turnover of the export crops; and that the check to the free flow of produce at the Customs stations would be removed. I may add that the Arab Association, ultimately towards the end of last year, that the Arab plantation owners were not opposed to the substitution of payment in cash for payment in kind. In principle we are all of one mind.

With the substitution of cash for kind, the weekly auction sales of Government cloves would automatically come to an end, but Government stores in the store on the principle of regular auctions as a method of disposal and measure of value of the commodity that it is under consideration to maintain this long-established constitution as a minor Government service, which would be open to all, and for which only so much would be charged as to cover the expenses incidental thereto.

Secure Grade Cloves for Whiffin.

Negotiations have been in progress for some time with manufacturers of Whiffin with a view to the supply of clove to that side of the trade in our staple, which has hitherto been in competition of high prices as will enable clove growers fully to compete with rival products. To this end the Government have now under consideration the grading of clove

into two qualities, the first to meet the demand for high price and the second to meet the demand for low price other than spice. To safeguard the first it is proposed to introduce the second quality prior to export. There is some reason to hope that the institution of grades will serve the purpose not only of replenishing more secure the important trade in clove and its derivatives, but of appreciating the value of cloves sold for spice. Draft legislation will be placed before you at an early date to give effect to these proposals.

KAGERA PINFIELDS DIVIDEND

Highly Satisfactory Progress Reported

KAGERA PINFIELDS LTD. announce highly satisfactory developments at the Mwirasandu mine. Traditionally all of the workings are yielding considerable quantities of rich ore, which can be hand-dumped for immediate shipment, and one of the richest lodes has been traced on the surface for a distance of about 900 feet.

In view of the large tonnage of ore reserves already proved, the continued satisfactory results for development work, and the substantial and regular shipments of ore now being made, the directors have declared out of profits already accrued an interim dividend of 10% (actual, on the company's capital). This dividend will be paid, less income tax, to all shareholders on the register on December 14, and is in respect of the company's financial period from December 14, 1926 (the date of incorporation) to December 31, 1927, to which latter date the directors have decided to make up the first accounts. Warrants for the interim dividend will be posted on December 21.

The directors remind shareholders that a very large area of the company's property has not yet been prospected, but the engineers dispatched by London Tin Syndicate Ltd. in terms of the agreement with the company are now actively engaged in prospecting work, and there is no reason to believe that the Mwirasandu Mine will prove to be the only rich tin deposit in the company's extensive territory.

TANGANYIKA DIAMOND OPTIMISM

Mine Manager's Confidence in Property

TANGANYIKA DIAMONDS LTD. announce that a cable from Mr. Henry Gould, manager of the mine, says: "All of the spinel Kimberlite occurrence here is a true diamond pipe which has suffered very little denudation, only a trace as compared with similar occurrences in South Africa. There is more intact than anywhere else discovered. Good exposures open in the vicinity, but a section on top of Kimberlite. While prospecting reached state, numerous diamonds being found, of various sizes, but the stones have been retained in bags and cracks and since released by denudation. It is very recommended sink shafts. Without any optimism, the future prospects are, assuming a shaft of 100 feet, promising smoother."

A latex cable from Mr. Gould says: "I have discovered a shaft of 100 feet, and the diamonds are being removed, forming a line of mine, which lacks a carriage wheel diameter, the beyond some banks of basins, and the diamonds are of the Kimberlite world. A shaft of 100 feet, north of the shaft, with west of the shaft, and from the shaft, or identifying the shafts. I feel that the diamonds of the mine, and the shaft, and that you have to be in the future. It is very promising."

Marvellous Ride Across Africa!



Through the lovely bush, the swamps, the mountains, the forests and the deserts, Mr. A. de A. Lama rode from Sao Paulo de Loanda to Khartoum, across the Belgian Congo and Uganda, 3,250 miles, with 85 lbs. of luggage and his bicycle came through unscathed because it was a

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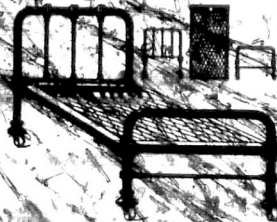
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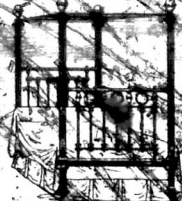
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"East Africa's" Information Bureau exists for the free service of subscribers and advertisers desiring the Editor's aid on any matter. One of its principal objects is to contribute to the development of British trade throughout East and Central Africa, 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 in such matters.

Kampala is shortly to have a cinema for Europeans.

Kenya's present expenditure on military and police is £270,000 per annum.

Telephone extension schemes totalling some £10,000 are under consideration in Kenya.

In the last five years the volume of postal matter handled by the postal authorities of Kenya Colony has increased 75%.

About 1,000 tons of fertilizers will, says a leaflet of the Nyasaland Department of Agriculture, be imported into the Protectorate during 1927.

The British Industries Fair, to be held in London and Birmingham from February 22 to March 2 next, will be at least one-third as large again as this year's Fair.

A cotton ginnery is, we learn, to be erected at Meridi, in the Southern Sudan, in order to deal with the increasing cotton production of the Azande tribe.

Kenya proposes to spend £200,000 on the Thompson's Falls branch railway, £100,000 on Colonial roads, and £100,000 on the roads of Nairobi.

Owing to the ravages of draught and insect-bug it is estimated that the value of Kenya's coffee exports this year will be about £700,000 less than last year.

Since the beginning of 1923 the Kenya and Uganda Railway has purchased 20 locomotives and 1,300 goods waggons, besides other miscellaneous rolling stock.

The British Government has offered the Egyptian Government the services of R.A.F. aircraft to combat the locust invasion which the Egyptian authorities expect in the near future.

The Empire Christmas pudding, which is to be presented to the King by the Empire Day Movement, was ceremonially mixed last week in the City in the presence of the representatives of the Overseas Dominions, Colonies, and Protectorates. Major C. H. Cole, Deputy Commissioner for the Eastern African Dependencies, Trade and Information Office, attended and presented 14 oz. of Zanzibar cloves as East Africa's contribution to the puddings.

The Portuguese veterinary officer at Quelimane advocates the use of claud, buffalo, and elephant for agricultural operations in isolated areas, and pleads that the Government should subsidize them.

Among the exports from Kenya and Uganda during the first two weeks of October were: Coffee, 7,410 bags; groundnuts, 3,725 bags; hides, 1,325 bales; maize, 5,574 bags; cotton seeds, 14,776 bags; sunsun seeds, 1,134 bags; sisal and sisal tow, 5,848 bales.

Imports into Kenya and Uganda during the last two weeks for which returns are available included: Blankets, 522 bales; cement, 11,384 packages; cotton piece goods, 1,475 packages; disinfectants, 354 packages; industrial and agricultural machinery, 636 packages; iron and steel manufactures, 4,604 packages; tobacco and cigarettes, 787 cases.

A firm in Nairobi is anxious to obtain the representation for Kenya, Uganda, Tanganyika Territory, and Zanzibar of a manufacturer of woollen pullovers, cardigans, etc., of very cheap quality for the Native Trade. Any manufacturers interested are invited to communicate with the Department of Overseas Trade, 135, Old Queen Street, London, S.W. (Quoting Ref. No. 454).

The Royal Air Force flight from Cairo to Kano, Nigeria, and back was officially regarded as ended last week, when one of the three Fairey biplanes, which left Cairo on October 10 landed at Heliopolis. Of the two other machines, one crashed at El Fasher, on the outward journey, and the second broke its propeller shaft on the homeward journey at El Obeid. A spare shaft has been sent to El Obeid by air.

Telegrams from Johannesburg state that the Government of Mozambique has given notice to end, as from June next, Part I of the Mozambique Convention relating to the recruiting of Natives in Portuguese Territory for work on the Rand, which part was specially continued in force after the lapse of other provisions of the Convention. The official statement is interpreted as meaning that a considerable proportion of the Portuguese Natives, approximately 80,000, now employed in the Transvaal will no longer be available for work on the Rand. As the labour requirements of the industry are to-day higher by 5% than ever before, the position is serious, but it is hoped that the various parties concerned will recognise that their mutual interests lie in working together, not against each other.

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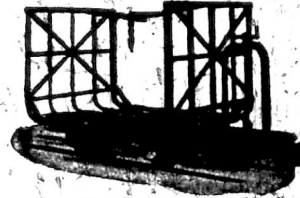
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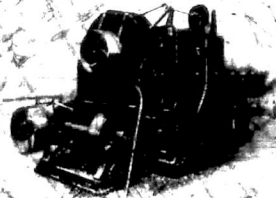
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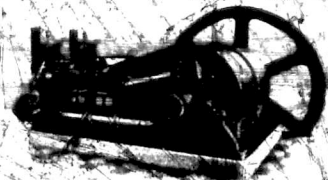
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EAST AFRICAN PRODUCE REPORTS.

COFFEES.

EAST AFRICAN coffee predominated at last week's public auctions. Good to fine qualities sold well, prices for other grades being rather easier.

Kenya				
"A" sizes	1128	6d	to 1158	6d
"B" ..	978	6d	to 1278	6d
"C" ..	868	6d	to 1288	6d
Peaberry	1098	6d	to 1408	6d
Pale and brown	728	6d	to 1018	6d
London graded:				
First sizes	1318	6d	to 1408	6d
Second sizes	1028	6d	to 1238	6d
Third sizes	928	6d	to 1228	6d
Peaberry	1128	6d	to 1268	6d
Ungraded	828	6d	to 1118	6d
London Cleaned:				
First size	1148	6d	to 1148	6d
Second size	1078	6d	to 1148	6d
Third size	1068	6d	to 1148	6d
Peaberry	1208	6d	to 1148	6d
Tanganyika:				
Kilimanjaro				
London cleaned				
First sizes	1138	6d	to 1158	6d
Second sizes	1038	6d	to 1208	6d
Third sizes	948	6d	to 1208	6d
Peaberry	1158	6d	to 1308	6d
Usambara:				
Dull mixed	818	6d		
Small	788	6d		
London cleaned:				
First size	1178	6d		
Second size	1048	6d		
Peaberry	1168	6d		
Uganda:				
First size	808	6d	to 1138	6d
Second size	858	6d	to 1048	6d
Third size	918	6d	to 888	6d
Peaberry	728	6d	to 918	6d
Pale and mixed	718	6d	to 808	6d
Robusta	688	6d	to 758	6d
Small	558	6d	to 578	6d
Toro:				
"A" size	1128	6d		
"C" size	828	6d		

London stock of East African coffee on November 1st totalled 26,424 bags as compared with 16,024 bags on the corresponding date of last year.

COTTON

A moderate business in East African cotton has been done during the past week, according to the current account of the Liverpool Cotton Association, and quantities of East African sorts have been imported in ports. Imports of East African cotton into the U.K. during the eighteen weeks since August 1 total 16,750 bales, as against 32,000 over the same period of 1926. Imports of Sudan cotton since August 1 amount to 6,581 bales, compared with 7,000 bales in 1926.

OTHER PRODUCE

Cattle Seed.—The market is steady, the nominal value for November-December shipment being £37 15s.
Cotton Seed.—Buyers are willing to pay £8 7 1/2s for A 17s 6d, but nothing is being offered.
Groundnuts.—Near position as usual, November allot being offered at £21 12s 6d. There are buyers for both near and disto.
Maize.—The market for East African is quoted at 38s 6d in bags, but this is a firm seller.
Sisal.—The market is quiet, nominal value of East African being around £4 10s.
Sisal.—The market is steady, but little business is being done, estates appearing reluctant to sell. The season is unlikely to change before the New Year. Prices are around £36 10s. for No. 1.

NEWS OF OUR ADVERTISERS.

We have received from a copy of an interesting and excellently illustrated booklet on the subject of their Mediterranean cruises for 1928. Thirteen cruises have been arranged for next year. De Luxe tours range from £130 to £180, ordinary tours from £60 to £84, and holiday tours from £40 to £70. Further particulars are obtainable from the company's London office, 72-75, Fenchurch Street, E.C. 3.


We have received a copy of the accounts and report of the annual meeting of the Mersey Docks and Harbour Board, which during the year ended July 1, 1927, handled no less than 20,739,163 tons of shipping, easily the record for the port—and this despite the unfortunate effects of the coal strike. The documents are most interesting to anyone shipping to or from that enterprising port.

SHEEP AND SHEEP-FARMING.

A Valuable Pamphlet.

BULLETIN No. 29 of the useful series issued by the Department of Agriculture, Pretoria, deals with "The Management of a Sheep Farm," and should be in the hands of all interested in sheep-farming in Africa. Written by Mr. J. H. Visser, lately Sheep and Wool Expert of the Department, it deals concisely with water supply, dipping, salt-licks, mating, shearing, lambing, wool-classing, breeding, and all the problems which are likely to occur in the business. Excellent advice is given by an experienced authority, which, if taken, should prevent many mistakes and lead to commercial success.

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THE Editor of "East Africa" is always pleased to consider articles and sketches of East African interest, and to pay promptly on publication for such as he is able to publish. Photographs which illustrate the story are welcomed.

USE OUR POSTAGE-SAVING COUPON.

PASSENGERS FOR EAST AFRICA.

THE S.S. "Amiral Pierre," which leaves Marseilles to-day, December 8, for East Africa, carries the following passengers for

<i>Mombasa</i>	Miss N. E. Savile
Mrs. C. M. Alexander	Mr. F. R. Jackman
Mr. and Mrs. A. Barclay	Mr. H. T. Ward
Russell	
Mrs. H. Comely	<i>Zanzibar</i>
Miss H. E. Comely	Baron and Baroness de
Miss P. Fraser	Bonhomme
Mr. F. W. J. Jar	Mrs. G. Clarboux
Mrs. K. M. E. Lillingston	Mr. H. Feys
Capt. F. J. and Miss	Dr. A. Scott
Mitchell	
Mr. H. O. Savile	<i>Mauritius</i>
Mrs. H. O. Savile	Mr. H. H. Stourton
Master P. D. Savile	

THE S.S. "Giuseppe Mazzini," which left Genoa for East Africa on December 5, carries the following passengers for

<i>Mombasa</i>	Mr. O. Stjernholm
Miss R. L. Brand	Mr. and Mrs. H. E.
Mr. Coe	Talbot
Mrs. Fitzgerald	Mr. Rumsey
Mr. Jameson	
Mr. and Mrs. Long	<i>Zanzibar</i>
Mr. Piers Mostyn	Mr. and Mrs. Costa
Mr. W. Boyce	Mrs. Davidge
Mr. H. Probst	Mrs. Northcote
Mr. S. Sanford	

Embarked at Port Said.

THE S.S. "Garth Castle," which left London on December 1 and Plymouth on the following day for South Africa *via* Las Palmas, carries for

<i>Beira</i>	Dr. P. P. Martyn
Mr. C. B. Bisset	Miss A. C. E. McDonald
Mr. J. Gray	Mr. W. R. H. Morgan
Mrs. Gray	Mrs. Morgan
Mr. J. A. Gray	Mr. R. J. Paul
Master J. E. Gray	Mrs. Paul
Mr. W. J. Jeffrey	Mr. K. W. Switzer
Mrs. E. E. Jones	Lt. A. H. Thornhill
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BRITISH INDIA.

"Matiana" arrived Dar es Salaam Dec. 7.
"Modasa" sailed Dar es Salaam outwards, Dec. 7.
CLAN-ELLERMAN-HARRISON.
"City of Mandalay" left Dar es Salaam outwards, Nov. 30.
"Clan Mackenzie" left Dar es Salaam outwards, Nov. 30.
"Huntsman" left Port Sudan outwards, Dec. 2.
"City of Mobile" left Birkenhead for East Africa, Nov. 26.

HOLLAND-AFRICA.

"Springfontein" left Cape Town homewards, Nov. 27.
"Zenada" arrived Durban for further Cape ports, Nov. 27.
"Nias" left Port Sudan for East Africa, Nov. 22.
"Mehserk" left Antwerp for East Africa *via* Suez, Nov. 22.
"Randfontein" left Hamburg for East Africa *via* Suez, Nov. 20.
"Grypskerk" arrived Hamburg, Nov. 20.
"Biliton" arrived Marseilles homewards, Nov. 28.
"Ryperkerk" left Mozambique for East Africa, Nov. 25.
"Somatra" arrived Beira for East Africa, Nov. 26.
"Giekerk" left Mossel Bay for South and East Africa, Nov. 26.
"Klipfontein" left Rotterdam for South and East Africa, Nov. 27.
"Aalsum" left Hamburg for South and East Africa, Nov. 29.

MESSAGERIES MARITIMES.

"Aviateur Roland Garros" left Zanzibar for Mauritius, Nov. 30.
"Leconte de Lisle" left Mombasa for Marseilles, Nov. 27.

UNION-CASTLE.

"Bampton Castle" left Suez for East Africa, Dec. 5.
"Bratton Castle" arrived Natal for Beira, Dec. 3.
"Dunluce Castle" left St. Helena for Beira, Dec. 3.
"Durham Castle" left Ascension for London, Dec. 4.
"Garth Castle" left Plymouth for Beira, Dec. 2.
"Gascon" left Las Palmas for London, Dec. 2.
"Glengorm Castle" arrived Algoa Bay for Beira, Dec. 1.
"Gloucester Castle" arrived London from Beira, Nov. 30.
"Grantully Castle" left Tenerife for London, Dec. 1.
"Guildford Castle" left Beira for London *via* Suez, Dec. 7.
"Llanstephan Castle" left Cape Town for London, Dec. 3.

EAST AFRICAN MAILS.

MAILS for Kenya, Uganda, Tanganyika and Zanzibar close at the G.P.O. London, at 6 p.m. to-day, and at the same time on December 15, 20, 22 and 25. For Nyasaland, Northern Rhodesia and Portuguese East Africa mails close at 11.50 a.m. to-morrow, December 9.

Mails from East-Africa are expected in London on December 10, 14, 17 and 24.

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