

The Smith Mackenzie interest was in trade and so it was decided that in order to extend the facilities provided by the partnership that a company be formed. In 1877, the firm of Smith Mackenzie and Company was launched with a nominal capital of £5,000.

By this time five British India Steamship Company vessels were making the scheduled run from Bombay to Zanzibar, Kilwa, Lindi, Johanna to Zanzibar, Kilwa, Lindi, Johanna, Mayotte, Mozambique and Nosse Be. The new Zanzibar company handled the stevedoring and supplied water and victuals to the vessels. At the same time commercial trade began to expand. In the 1877 ledger is an item reporting a sale to King Mutesa of Uganda of a double-barreled shotgun. The Sultan of Zanzibar was a good customer and his first half year's invoices, for purchases, totalled £1,800.

Items included fishhooks, muskets, pistols and a second hand safe. The C.M.S. ordered ten casks of cement

During the same year the company's road account shows expenditure on the first Mackenzie road in East Africa. This was started from Dar es Salaam and was intended to reach Malawi.

In 1882 Archibald Smith died. By this time the firm had entered the insurance business and had been appointed agents for Reuters; they were also dealing with the affairs of the Union Steamship Company (later to be amalgamated with the Castle Line).

mainland office. During 1877, Mr. E.N. Mackenzie died of malaria.

One of the first coffee plantations in Kenya was established by Smith Mackenzie at Dagcretti; the price of the land being a bale of Amerikani cloth, five oxen and a quantity of beads. Unfortunately the venture was a failure.

During the life of the I.B.E.A., Smith Mackenzie acted as financial and general agents for the organisation. In the mid-90's the I.B.E.A. surrendered their rights over Uganda and East Africa and the British Government decided to build the Uganda Railway. A great burden of traffic fell upon the shoulders of Smith Mackenzie. B.I. ships were employed in bringing railway material to Kilindini while from Indian ports came coolies and foodstuffs. At the same time the company was dispatching trading caravans to Uganda and fitting out caravans for other enterprises. In 1896 a branch was established at Kampala. An agency was procured for petroleum products and £50.00 spent on tanks and equipment; later the company was given the concession for cutting mangrove bark at Lamu and an agency was set up on the island.

The first war strained the company's resources to the limit, and it was during this period that branches were set up in Nairobi, Kisumu and Kampala; later branches were opened in Dar es Salaam, Tanga and Lindi.

It would be impossible to catalogue in this small compass the interests of Smith Mackenzie and Co. Ltd., but the company has had a finger in every

East Africa from the days of caravans and slaves to those of travel and independence.

I believe that the story is in the writing. It will be a fascinating saga, starting with the meeting of Archibald Smith and E. N. Mackenzie and the formation of a small company which grew into an industrial, commercial and maritime empire the largest East African complex we have ever known or are likely to know in the days to come.

