

DESPATCH

EAST AFR. PROT.
No. 13494

C O
13494
APR 16 07

No. 99
1907
March 13
Next previous Paper

(Subject.)

Railway Rates
on Chemical Manures

For copy letter for making recommendation of
to 1/2 p. ton per mile during July, any later or at. Comm.

Mr. Lombard (Minutes.)

Copy to Treasury asking them
to sanction the proposal of
recommended by the Com. Minuta
of liquidation.
It speaks emphatically for the
profits of the industry that might
out. It regulars remaining in
this way.

1907 17/14

Very badly, but I am afraid
it is true

W. H. P. 19
at once

Copy to Treasury and to Mr. Lombard
and to Mr. P. 19

Next subsequent Paper

1920

Commissioner's Office,

No. 16 APR 07

Nairobi,

March 22, 1907.

OFFICE OF THE DIRECTOR GENERAL

No. 90

Circular

With reference to my despatch No. 22 of January 1907, in which I recommended that agricultural machines

should be exempted from import duty, I have the honour

to transmit herewith a copy of a letter with enclosures

which I have received from the Manager of the Uganda Railway

advocating that imports of this nature should be carried

to the country at a reduced rate of 25 per ton per mile

during the months of July, August, September and October.

A concession of this nature, which would result

in the land being rendered more productive, would

undoubtedly be much appreciated by the farming community

and

H. M. Principal Secretary of State

for the Colonies,

Downing Street,

LONDON, E.C.

and as Mr. Currie does not anticipate that it will
involve expenses to the Railway I could recommend his
proposal to Your Lordship. I have the honor to be

Very truly
Yours

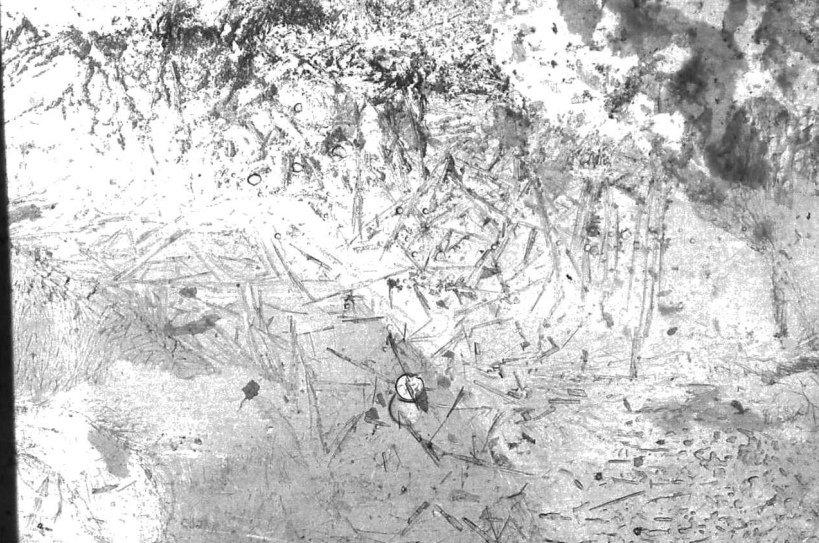
Mr. Lord

Your Lordship's most obedient

and humble servant,



Acting Commissioner



INCLOSURE

111

In Despatch No. 99 of *Kia.* 13, 1907

C O
13494
Recd
16 APR 07

No. 29
100

Manager's Office,

NAIROBI, March 12

Your Excellency,

I have the honor to forward herewith a copy of correspondence I have had with the Honorary Secretary, British East Africa Agricultural and Horticultural Society as also a copy of a letter I have received from the Director of Agriculture.

You will observe from my reply to the former that I have agreed in future to carry manure in small quantities at "Special" class rate i.e. 1 penny per ton per mile instead of at "Intermediata". In our existing tariff "Special" class is only granted for "full wagon loads".

This concession is really of very little value but it is all I am able to grant without the sanction of the Colonial Office. Our present minimum up rate for all traffic is "Special" class and includes articles like Agricultural implements, charcoal, minerals, salt, sand etc.

From correspondence regarding the Magadi Scheme and elsewhere you will observe that I have all along advocated that as regards imports generally - with the exception of live stock - the minimum up rate should, for the present, be fixed at 1 penny per ton per mile. I am still of this opinion, but if the introduction of artificial manure is essential for the production of good crops in this country I would advocate our carrying it

in

His Excellency,

The ACTING COMMISSIONER,

B.E.A.P. - NAIROBI.

(2)

in full wagon loads at $\frac{1}{2}$ penny per ton per mile i.e. at
 "Special" class rates.

This concession should be granted during the months
 of July, August, September and October only because
 during these months our down traffic is generally at its
 maximum and we have more vehicles going into Embass and
 consequently have probably better facilities for carrying
 the manure up country without loss. I do not anticipate
 that any actual loss will be incurred on the quantities
 we shall be called upon to carry, but even if actual loss
 be incurred it should be more than compensated by the
 increased down traffic we shall receive as the result of
 increased crops and the general advancement of the country.

I have etc.

Sd/- H.A.P. Currie.

Manager,

Uganda Railway.

EAST AFRICA AGRICULTURAL &
HORTICULTURAL SOCIETY.

Nairobi, 23rd February 1907.

The Manager,
Uganda Railway,
NAIROBI.

Sir,

I am instructed by my Committee to call your attention to the high rates at present existing on the Uganda Railway on imported fertilisers and chemical manures.

My Committee hopes that, bearing in mind the largely increased producing capacity which must follow the application of suitable fertilizer to large districts of land tapped by the Railway, you will see your way to granting a substantial reduction of the existing rates, and thus assist the cheap importation of an essential article.

I am &c.

(Sd). Claude H. Tritton,

Hon. Secy.

UGANDA RAILWAY.

Copy of letter No. 610/100, dated 4th March, 1907,
From - The Manager, Uganda Railway,
To - C.H. Britton, Esq., Hon. Sec. E.A. Agr. & Hort. Dept.

In reply to your letter, dated 28th February
last, I am sorry that I am at present unable to grant
you any very substantial reduction in freights for im-
ported manures. In the existing goods tariff, manure in
full wagon loads is carried at "special" class rates and
in small lots at "intermediate" class.
I am altering this so that in future, manures
will be carried at "special" class or special weight in
any quantity.

(Sd). H.A.P. Currie,

C.

U. G. RAILWAY

MANAGER

1001/1000

1001/1000

1001/1000

1001/1000

1001/1000

I am instructed by the Committee to advise you that the
Uganda Railway on account of the present condition of the
road is unable to carry full wagon loads of manure at
special rates.

The Committee have considered the matter and have decided
that in the existing goods tariff, manure in full wagon
loads is carried at "special" class rates and in small
lots at "intermediate" class. I am altering this so that
in future, manures will be carried at "special" class or
special weight in any quantity.

I am,

(Sd). H.A.P. Currie,

Manager.

UGANDA RAILWAY.

Copy of letter No. 810/100, dated 4th March, 1907.
From - The Manager, Uganda Railway,
To - C.H. Britton, Esq., Hon. Sec. E.A. Agr. & Hort. Dept.

In reply to your letter, dated 20th February
last, I am sorry that I am at present unable to grant
you any very substantial reduction in freights for im-
ported manures. In the existing Goods Tariff, manure in
full wagon loads is carried at "special" class rates and
in small lots at "intermediate" class.

I am altering this so that in future, manures
will be carried at "special" class on actual weight in
any quantity.

(Sd) H.A.F. Currie,

C.

A JAMBUQUIDA ADITVA TRAM

.YXELIOM JAMBUQUIDIONOM

YOSI YLAWDOL BURE , IOWIOL

THE MANAGER
UGANDA RAILWAY
KAMPALA

I am sorry that I am at present unable to grant
you any very substantial reduction in freights for im-
ported manures. In the existing Goods Tariff, manure in
full wagon loads is carried at "special" class rates and
in small lots at "intermediate" class.

(Sd) H.A.F. Currie,
KAMPALA

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(Copy).

No. 269.

AGRICULTURAL DEPARTMENT,

Nairobi, March 4th, 1907.

Dear Sir,

At a Committee Meeting of the local Agri-Horticultural Society held on 2nd instant we unanimously decided to approach you, through the Honorary Secretary, with the view of enlisting your kind co-operation in the matter of conveying artificial manures generally on the Railway at the lowest possible rate.

2. I need not, perhaps, point out to you the extreme importance of manures to the soils generally in this Protectorate, but will quote from leaflet No. 15, herewith submitted, in which the Director of the Imperial Institute says: - "The peculiarity of the Nairobi soil is its extreme poverty in phosphoric acid, which is one of the indispensable plant foods".

From the analysis of the soil it will be seen that Nairobi soil (and the same holds good as regards Kikuyu) contains only 1/5, lbs per acre of phosphoric acid whereas a fine crop of potatoes, say about 2 tons, require about 15 lbs of phosphoric acid per acre.

Potash can be obtained locally from burnt bush etc. and lime is also obtainable here, though the cost is high, about Rs. 50/- per ton.

Nitrogen, the most generally valuable of fertilisers is present in good quantity.

Light soils such as those around Nairobi and Kikuyu are immensely benefitted by farm yard manure as this imparts a body to such land and makes it more retentive of moisture. It can be cheaply made in a country like this where bush, grass etc. are abundant and a small

Yours,

(2).

herd of cattle kept on the homestead. I have never
 never lost an opportunity of urging on settlers the va-
 lue of this kind of manure and how it should be propa-

The following experiments conducted at the Go-
 vernment Farm during 1905-06 will show the great value
 of manure applied to the local soils:-

Potato	Manured	yield per acre	8 tons	8 cwt.
"	Unmanured	"	4 "	7 "
"	Manured	"	4 "	8 "
"	Unmanured	"	1 "	14 "
Maize	Manured	"	7410 lbs.	
"	Unmanured	"	3044 "	
Mangel Wurzel	Manured	yield per	14 tons	
"	Unmanured	"	8 "	8 cwt.

The above experiments were conducted with Faragard manure
 which contains "Phosphoric Acid" but as, so far, our
 settlers have not been able to prepare this kind of ma-
 nure in sufficient quantities it is necessary to import
 "phosphoric acid" in the form of "superphosphates".

Yours faithfully,

(Sd). E. FORBES,

for Director of Agriculture.

The MANAGER,

Uganda Railway,

NAIROBI.

75
23

Cover
13494

E.A.P. 120

DRAFT

The Secretary
Treasury

and

10/20/4/3

Inclosed

23rd April 1907

Sir I am directed by the
Chief of the General Land Office
to say to you to be laid before
the L.C. of the Treasury
the accompanying copy
of a despatch from the A.G.
of the E.A.P. recom-
mending that the rate for
the carriage of chemical
manure in the London
Railway should be reduced
to 1/2d per ton during
the months of July August
September & October in
each year.
Lord Alger would be glad
if T.L. would give their
opinion to the proposal
which is recommended by

O.C. to the P. of L. No 91 13th March

[Signature]