



537

DOMESTIC.

EAST AFR. PROT.
13921

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13921
REC'D
APR 24 1909

Office of Individual

Delivered, May 26

1909

23 April

Last Previous Paper

8/13555

L. Magadi Scheme

offer suggestions which he thinks might facilitate negotiations
(1) Branch line to be built & worked by Co. (2) New engine for main line to be hired out to Uganda by (3) Loco to be built & worked by Co. (4) Loco to be made for local people to float to Co. in connection with L. Malou

Put to

at mee

L. J. R.

10/VI

Daisy

U.S. G. P. O. - 1909/10 - 1000-1100

Next subsequent Paper

209
14619

TELEPHONE
1970 PRODUCTION

ROYAL MAIL

Tonbridge

~~LANE AT DUNDEE AND GLASGOW~~

April 23. 09.

528

Dear Mr. Cantor.

East Africa Soda & Railway

I write to confirm what I stated at my visit with
you this afternoon.

namely that I have suggested to Mr. Samuel & Co. that
in order to avoid delay which would probably take place
should the Treasury be asked to find any large sum
of money for the above undertaking

1. The Soda & Railway Company should build the
branch line & develop the deposit I should work
the branch line as far as the junction with the Uganda
main line - I should provide the whole of the necessary
rolling stock on the Branch line & I should lease to
the Uganda Railway any extra engines which they
may require in order to conduct the Company's
rolling stock to & from Kilindini.

but that the Uganda

Raydon Road

2nd July 1902

GREAT CUMBERLAND PLACE

W
509

Railway should have the right to take on the branch
line & the rolling stock & to work the branch line in
conjunction with the Uganda service line at any time
on (ay giving one year notice - on terms to be agreed
upon.

That the Company should survey, build & own a
Pier at Kileleshwa - in order to facilitate the
shipping of the soda.

But that the Uganda Railway should have the right
to take on this Pier on giving one year notice -
and the Public should always have the right to use
the Pier subject to terms to be agreed upon with the
Uganda Railway.

I am afraid I shall not be able to further discuss
this matter with Messrs Samuel before Tuesday next
the 27th Inst.

TELEGRAMS
BY POST

Royal Hall

530

London
1, GREAT CUMBERLAND PLACE

But I now place this suggestion before you as you
may consider it advisable to consider these
suggestions as an alternative & possible solution.

Yours

Very truly

Charles Williams

1. The Treasury would if the above were agreed upon
by them be obliged to agree to the rates proposed
and not to ask for any money.



Royden Hall

13821
REC'D
APR 24 1909

LEGAL-CUMBERLAND-TRUST

April 23 09.

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Dear Colonel Peel-

In view of the fact that we have
now in this country & that I understand that
the various points in connection with the development
of Lake Tanganyika are now being considered by the
Colonial Office. I should like to offer a suggestion
which if adopted I think might facilitate the
present negotiations.

namely that the company formed to handle the
branch line should provide the very following stock
which would work the branch line from Lake Tanganyika
to a any other point on the Uganda line -
entirely independent of the Uganda Railway.

Roydon Hall

London.

LEGAL-CONSULTANTS-FEROC

1899

the Uganda Railway reserving the right that it
the purchase & construction of the branch line
the Uganda line. and that any extra or special
expenses required for this purpose by the Uganda
Railway should be paid out of a fund of the
Uganda Railway by the Company
but that the Gov: should have the right to take
in the branch line & the rolling stock at any
time on giving 12 months notice in writing & to require
that the Company should also transfer the Plant
& materials & run it on similar terms that
the Gov: should have the right to take it over at
such low depreciation at any time on giving
one year notice.

Royden Hall

Cambridge

1, GREAT CUMBERLAND PLACE

533

TELEPHONE
LETO HABBSTON 3/

But that the public should also have the right
from the Pie in making a fair payment, is a
different payment to cover their proportion of the
company's expenses of the Pie. This charge is
managed with the Canadian Railway authorities.

There is one other subject which I think I should
mention at this time -

There is in fact a piece of land at a great distance from
Lake Meagachie another lake marked on the map
as Lake Katron. This lake was wholly in
American territory until the new boundary
was fixed by the Commission under Col. Smith.
Then it was found that the northern end of that

King's Hall

LOCAL-SUMMERLAND PERIOD

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was partly in British territory.

The location of this lake is strongly suspicious and
 the soda & there is no doubt that a large supply
 could be obtained from this source by means
 of evaporation.

So long ago as 1902 the East Africa Syndicate sent
 a prospector under Major Buchanan to report
 on this lake, of course if then being in
 German territory no application was made in
 respect of it. & when the British had come into
 British territory he still did not apply to
 have it included in the Magadi concession.

Roydon Hall

Tisbury, Wilt.

~~WIMBORNE, WILTSHIRE~~

W.

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5.1
I think the Lake would be a very desirable one to obtain
the Lake is situated a considerable distance
from the Uganda Railway than Lake
Nyasa. It has sufficient water naturally
to supply the whole of the district.

It did not occur to us that it might be possible
for these people to get a grant of a concession
for their northern end of Lake Nyasa, in order
to make a city of Lake Nyasa - but I have little
doubt that the fact that Messrs. Jamieson are
taking up the Nyasa business will make
some people attempt this -
My reference to the Map will show that

TELEPHONE
8770 WASHINGTON
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Roydon Hall

Cambridge

~~REPORT NUMBER AND DATE~~

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we can hope to surpass these bottles in
competition with Lab. Magaki.

I mention this because I think it would be
best thing for each office if when it becomes
known that the Japanese are taking up the
Magaki business - responsible people must
get hold of any soda impregnated water in
order to flush it into a Company.

Yours

very truly

Charles D. Villiers

I will endeavor to get Mr. Samuel & Co. to make one offer
on the lines I have suggested.

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G.T. SYMONS & CO

TELEPHONE NO 2933, AVENUE

TELEGRAPHIC ADDRESS

"TRAUSTIC" LONDON

41, 43 & 45, MARK LANE
 LONDON, E.C. 3
 TELEGRAMS TO BE SENT TO
 "TRAUSTIC" LONDON

in Lambhall Street

London, May 21, 1906

Dear Colonel Seely,

I have spent a good deal of time this morning with Messrs Samuel & Co. over the soda railway business, as there appears to be a serious hitch in the negotiations. Messrs Samuel are quite prepared to build the branch line and to supply all the necessary rolling stock for carrying over the branch line as far as the junction of the Uganda railway, and according to a telegram received from Mr. Currie previously, he was, when he sent off that telegram, prepared to carry from 160,000 to 180,000 tons a year on the Uganda line, but he now says that he cannot carry even such a small amount as 150,000 tons per annum, (which would not mean more than two trains a day at the very outside down the Uganda line,) without a large expenditure of money for new sidings, new rolling stock and other capital expenditure, which he puts down at the huge sum of £400,000. Messrs Samuel say that, of course, it is absolutely impossible to burden the soda and railway Company with this extra expense for improving the Uganda line, but that they are perfectly willing to lend the Government the money at 3%, although they and their experts are of opinion that Mr. Currie's estimate as to his wants are very much too high. In fact their experts have informed them that if Mr. Currie's own figures are correct as to the amount of rolling stock that he possesses, he ought to have ample to carry on the existing traffic of the line and this extra 150,000 tons. 150,000 tons, spread over a year, is a very small amount for a railway to carry, and particularly a railway which has cost

The Right Hon.
Colonel J. E. B. Seely, D.S.O., M.P.

£6,000,000.

Messrs Samuel & Co. have spent a considerable amount of time and money over this business, and they actually for some months have had an expensive manager appointed to go into the whole matter, but unless this question of finding money for the Uganda Railway can be decided in some way so that it does not burden the Soda Company, they will be compelled to abandon the business.

I have written fully to Sir Clement Hill about this and asked him to see you, because it seems a pity that, after years of work and having succeeded in getting a responsible firm like Messrs Samuel & Co. to undertake to find the necessary money for the building of the branch line, the equipment of locomotives and rolling stock, the soda works at the lake, and the pier at Killindini, and also to start the business of exporting the soda from East Africa which means a capital expenditure of about £1,000,000, - the business should fall through because the Uganda Railway is said not to be sufficiently equipped to carry an increase of traffic of 150,000 tons in 12 months, when a line of practically the same gauge in Natal is carrying 1,500,000 tons of coal per annum.

The only conclusion that any one looking into this matter can possibly come to is that they have not got the proper people in Uganda looking after the line, particularly as I hear that Mr. Currie's figures and ideas are very much questioned.

I have, of course, not been present at the different meetings at the Colonial Office, but it appears to me that as Messrs Samuel are prepared to find all the rolling stock for the branch line, the engines used on the branch line should be

The Right Hon.
Colonel J. E. B. Seely, D.S.O., M.P.,

.3.

leased to the Government to run over the main line as well. Then the money required by Mr. Currie - even if his calculations are correct - will not be \$400,000, but a much smaller sum, as he will not then require any extra rolling stock; and this smaller sum being only required for passing stations &c., as the business increases, will only be required very gradually and need only be expended as the Government see the business increasing.

Yours sincerely,

Charles G. Villiers

The Right Hon

Colonel J. E. B. Seely, D.S.O., *M.P.*

COLONIAL OFFICE,

Downing Street,

LONDON, S.W.

Mr. CURRIE'S WAGGONS. *taken from his account of the*

There are 948 waggons in the country of which 748 are more or less suitable.

The railway cost £9400 a mile to make and Currie wants to spend another £1600 a mile on it up to the junction.

The line carries now 64,000 tons up and down, equivalent to less than one train a day.

As a rule a waggon will go 7500 miles a year.

Mr. Currie's waggons are not travelling 4,000 miles per annum.

Therefore, Currie has sufficient rolling stock to spare 200 trucks and 200 trucks would carry the whole of the soda traffic.

Mr. Currie has 70 engines of which he is only using 44 engines.

In addition to extra money for rolling stock, Currie wants £240,000 to be spent on the Uganda Railway.

He asks for 25 engines at £4800 each, whilst all the West African Mines have engines at £3500 each, erected (46 tons)

Currie has already agreed that his original estimate for rolling stock was £70,000 too much - on rolling stock alone.

He wants six special engines at £8,000 a piece.

He wants 300 covered bogie waggons at £200 each.

150 is sufficient for all the rolling stock; we allow him 200.

He wants 35 brake vans - whereas he might have none at all, because they are now made part of the wagon.

He wants £3500 for plant.

He wants £2000 spent on existing station buildings.

He wants £40,000 for ^{buildings for} 32 Europeans, that is, £2000 each.

He wants buildings for 64 Indians at £2500 a piece, that is, £160,000.

Therefore, he wants £44,000 for the buildings for

for 146 extra staff for the three trains each way a

513

16,000 for additional quarters at Nairobi for staff-
extra ca. for running the soda business.

This all in addition to what he has already got.

Six new crossing stations and a house at £2500 a
piece.

15 additional sidings at £400 a piece = £6,000.

4 extensions of yards at £2000 a piece = £8,000.

Water supply to Sultan Hamud, £5,000.

Another water supply at mile 44 = £27,000. There is

a scarcity of water and he proposes to carry it 70 miles.

There are empty trains going up and all the water necessary
could be carried up.

Exactly the same proportions have been put forward
rates

by Mr. Currie on the ~~xxxx~~, but Messrs Samuel have agreed to
the rates.

For instance everything has been included in the
rates, such as, schools for the children and even then it
cannot be forced up to $\frac{1}{2}$ rate.

More instances. £1200 a year for cleaning 200 waggons
6000 rupees for clothing the additional men.

His station staffs are working at a greater cost than
the wayside stations on our English Lines.

CITY OF LONDON CLUB,
 OLD BROAD STREET,
 LONDON, E.C.

May 24 1879

Dear Colonel Staley,

I am sending you a pair of the Russian
 Memoranda which have been officially given
 me by General Samarski's reports, so I think
 you ought to be told.

They maintain that at the rate of the
 Russian money market a day would be saved
 by an advisory manager without any
 of the absurdly extravagant expenditure.

It is quite needless for the British money
 market, but the Russian's proposals &
 Memoranda are not calculated to create confidence

Yours sincerely
 Charles William

I am writing
 of the Russian Memoranda
 will be with them
 as they are
 confidential in character

TELEGRAMS
 INVARIANTLY LONDON

Colonial Office.

Downing Street, S.W.

May 26

Dear Colonel Villiers

I am in receipt of your two letters with regard to the soda railway scheme for East Africa, but as the whole subject is under discussion between our office and Messrs. Sarswell with the assistance of expert advisers on both sides, I do not feel that it can profitably intervene. I trust that you are dissatisfied

Colonial Office.

Bainbridge Street, S.W.

May 16

Dear Colonel Villiers

I am in receipt of your
 two letters with regard to the
 soda railway scheme for East
 Africa but as the whole subject
 is under discussion between an
 official and Messrs. Gouard with
 the assistance of expert advisers
 I do not feel
 that it can be profitable to discuss
 I must therefore close for this time

... Currier's attitude, but
I may say that we have
taken expert advice from other
sources which supports the
Currier's conclusions. The matter
under discussion is of a technical
character upon which I do not
feel competent to express a
personal opinion.

Yours sincerely,