

DOMESTIC

EAST AFR PROT  
No. 18447

18447  
REC  
REL 30 MAY 05



(Subject)

Africa  
London  
1905  
May 29

Proposed Railway  
Lake Magara - Nyanga Railway

Previous Paper  
1904/61

Submits news in reference to - at the rate to be charged for the conveyance of coal from Mombasa to this

(Minutes)

5th month  
27th  
46

Copy sent to  
And to June 1905

Subsequent Paper

1911

THE EAST AFRICA BUREAU LIMITED.

19, GECOTTING LANE,  
LONDON, E.C.

1905

Sir,

Referring to Mr. Davis and Major Villiers, and the Colonial Office yesterday, I am now directed to enclose herewith a draft telegram prepared in accordance with arrangement made with you, the substance of which we desire to be cables out to the Protectorate, and we hope you will be able to forward promptly, as, in the meantime the business concerned must wait.

I have the honor to be, Sir,  
Your obedient servant,

*Edward*  
Secretary.

~~Enclosure~~  
Draft telegram.

A. E. Ambrose Esq.,  
Colonial Office,  
S.W.

DRAFT SUGGESTED TELEGRAM.

*19 June 1908*

East Africa Syndicate states, manufacturers can sell very large quantities soda provided reasonable railway rates fixed; soda must be calcined at Lake Magadi; for this purpose one ton coal required there for every three tons calcined soda produced; first years estimates 10,000 tons coal up 60,000 ~~tons~~ <sup>calined</sup> soda down, second year double quantities, third year double again, fourth year and afterwards 100,000 tons coal up and about 500,000 tons calcined soda down. What rates do you suggest? Whole scheme depends upon cheap ones, syndicate consider suggested rate penny ~~per~~ <sup>per</sup> ton too high. Scheme includes construction line Kisumu to Magadi at expense of East Africa Syndicate, line ~~can~~ <sup>to</sup> be worked by Government as part of Uganda system. What percentage of rate over this branch line do you suggest should be refunded to East Africa Syndicate?

DRAFT SUGGESTED TELEGRAM.

*10 June 1907*

East Africa Syndicate states manufacturers  
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 reasonable railway rates fixed; soda must be  
 calcined at Lake Nagardi; for this purpose one  
 ton coal required there for every three tons  
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 includes construction line Kiu to Nagardi at  
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 worked by Government as part of Uganda system,  
 what percentage of rate over this branch line  
 do you suggest should be refunded to East  
 Africa Syndicate.

10, ST. MARTIN'S LANE,  
LONDON, E.C.

C O  
18442

1908  
MAY 30

Sir,

In accordance with the suggestion made by Sir Montagu Quinsey at the Meeting held at the Colonial Office on the 26th instant, I have the honour to submit the views of my Board in reference to the construction of a line of railway from Lake Magadi to a point on the Uganda line, and to the rates to be charged by the Government for the conveyance of coal from Mombasa to Kiu, and soda from Kiu to Mombasa.

The Syndicate will have to raise a large sum for railway construction and for the erection and equipment of factories at or near the Lake and on the River Thames. It is necessary that the cost price of the soda delivered at a United Kingdom Port should be ascertained, and, therefore, I am desirous to suggest that His Majesty's Government inform the Syndicate of the lowest rates it will be prepared to accept for the carriage of coal and goods up the line and soda down.

Experiments so far made with the crude soda, brought over at great expense from the Lake, have been of a most satisfactory nature, and, although the value of the product in its raw state is a comparatively low one, there is margin for a fair profit provided that a very reasonable railway rate can be obtained, and arrangements made for cheap freights from the Coast. The Syndicate has made a survey from Lake Magadi to Kiu, the line

10, SOUTHAMPTON LANE,  
 LONDON, E.C.

C O  
 10447

20th Mar, 1906.

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 reference to the construction of a line of railway from Lake  
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Mr. Hon. Alfred Lyttelton, M.P., M.C.

being about 89 miles in length, and estimates of cost will be complete in a few days for the construction of a line of the Uganda gauge. My Board would like to know whether an arrangement could be made whereby the said line could be worked as part of the Uganda railway system - a proportionate amount of the railage rate to be refunded to the Syndicate in consideration of the Capital to be expended on construction, or alternatively a specially low rate to be fixed over this part of the line.

With regard to the rates on the line, we have already received a letter from Sir Francis O'Callaghan, in which he quotes Mr. Currie as follows:-

"That the Uganda line can carry the soda from Kisumu to the Coast at 4d. per ton per mile, that the whole question of the rate depends upon the number of empty trucks which they have up country, that at the present moment he would be able to carry 200 tons per month at one-third penny per ton per mile."

As it will be necessary to calcine the soda at Lake Magadi and thus avoid the expenditure that would be incurred in the transport of a useless product, it is necessary to transport a large amount of coal for this purpose, and this is roughly estimated to be about 1 ton to 3 tons of the calcined soda. This would enable the line to earn freight with at least one-third of the trucks which would otherwise have to be taken up empty. Under these circumstances, my Board would suggest that the Government agree to reduce the proposed rate on the coal which, from the copy cablegram we have received, we understand Mr. Currie suggests should be at 1d. per ton per mile.

I am to point out that the manufacturers state that the profitable working of the large soda deposit absolutely depends upon cheap railway rates for the coal up the line and back down. My Directors understand that the present shipping facilities at Killindini are not sufficient for the contemplated traffic, and that the pier accommodation requires enlargement in order that ships should have no difficulty in running alongside, and the soda thus be shipped at a minimum cost, economy in every charge being of vital importance to the undertaking.

I am directed to add that, in the event of arrangements for the construction of the line and railway rates being such as to allow the necessary capital provided, the enterprise will be of great benefit to British trade, as the soda will provide regular outlets for most of the British ships engaged in the African returning trade, which, for a great part of the year, have to leave the African Coast seeking further East for return cargoes. A flourishing settlement will be established in the Colony, and would certainly assist in the development of the country; a market would immediately arise for the disposal of Colonial produce, and settlers with a knowledge of the existence of such a market would naturally be attracted to the country. Very large quantities of coal, as well as other products, would be shipped from Great Britain to the Colony, and the general traffic between Kiu and Mombasa would greatly increase.

I am requested to draw your attention to the fact that a tract of land would be required at the Port to provide storage accommodation, so that steamers calling for cargoes at



I am to point out that the manufacturers state that the profitable working of the large soda deposit essentially depends upon cheap railway rates for the coal on the line and the soda down. My directors understand that the present shipping facilities at Killisnoe are not sufficient for the contemplated traffic, and that the pier accommodation requires enlargement in order that ships should have no difficulty in running alongside, and the soda thus be shipped at a minimum cost, economy in every charge being of vital importance to the undertaking.

I am directed to add that, in the event of arrangements for the construction of the line and railway rates being made to and the necessary Capital provided, the enterprise will be of great benefit to British trade, as the soda will provide return freights for most of the British ships engaged in the African shipping trade, which, for a great part of the year, have to leave the African Coast seeking further East for return cargoes. A flourishing settlement will be established in the Colony, and should certainly assist in the development of the country; a market would immediately arise for the disposal of Colonial produce, and settlers with a knowledge of the existence of such a market would naturally be attracted to the country. Very large quantities of coal, as well as other products, would be shipped from Great Britain to the Colony, and the general traffic between Klu and Mombasa would greatly increase.

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St. Hon. Alfred Lyttelton, K.C., M.P.

I am to point out that the manufacturers state that the profitable working of the large soda deposit absolutely depends upon cheap railway rates for the coast up the line and a soda sea. My Directors understand that the present shipping facilities at Mombasa are not sufficient for the contemplated traffic, and that the pier accommodation requires enlargement in order that ships should have no difficulty in running alongside, and the soda thus be shipped at a minimum cost, economy in every charge being of vital importance to the undertaking.

I am directed to add that, in the event of arrangements for the construction of the line and railway rates being come to and the necessary Capital provided, the enterprise will be of great benefit to British trade, as the soda will provide return freights for most of the British ships engaged in the African shipping trade, which, for a great part of the year, have to leave the African Coast seeking further East for return cargoes. A flourishing settlement will be established in the Colony, and should certainly assist in the development of the country; a market would immediately arise for the disposal of Colonial produce, and settlers with a knowledge of the existence of such a market would naturally be attracted to the country. Very large quantities of wool, as well as other products, would be shipped from Great Britain to the Colony, and the general traffic between Kiu and Mombasa would greatly increase.

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I am to point out that the manufacturers state that the profitable working of the large soda deposit absolutely depends upon cheap railway rates for the coal up the line and the soda down. My Directors understand that the present shipping facilities at Killindini are not sufficient for the contemplated traffic, and that the pier accommodation requires enlargement in order that ships should have no difficulty in running alongside, and the soda thus be shipped at a minimum cost, economy in every charge being of vital importance to the undertaking.

I am directed to add that, in the event of arrangements for the construction of the line and railway rates being come to and the necessary Capital provided, the enterprise will be of great benefit to British trade, as the soda will provide return freights for most of the British ships engaged in the African shipping trade, which, for a great part of the year, have to leave the African Coast seeking further East for return cargoes. A flourishing settlement will be established in the Colony, and should certainly assist in the development of the country; a market would immediately arise for the disposal of Colonial produce, and settlers with a knowledge of the existence of such a market would naturally be attracted to the country. Very large quantities of coal, as well as other products, would be shipped from Great Britain to the Colony, and the general traffic between Kiu and Mombasa would greatly increase.

I am requested to draw your attention to the fact that a tract of land would be required at the Port to provide storage accommodation, so that steamers calling for cargoes at

any time could be readily and speedily dealt with.

It would greatly facilitate the schemes my Directors have in view were the Government to see its way to grant alternative square mile blocks of land on each side of the contemplated line.

I have the honour to be, Sir,

Your obedient servant,

Secretary.

The Right Hon. Alfred Lyttelton, K.C., M.P.,

One of His Majesty's Principal Secretaries of State,

Colonial Office,

S. W.

4

1847

~~1847~~ 8 Apr. 1847

317

DRAFT

S. 2<sup>d</sup> Part 5 (No. 2447)



John  
Graham

MINUTE.

- Mr. Read. 1 June
- Mr. [unclear]
- Mr. Antrobus
- Mr. Cox.
- Mr. Lucas
- Mr. Graham.
- Sir M. Omswaney.
- The Duke of Marlborough.
- Mr. Lyttelton.

Sir, I have the honor to  
 transmit to you, with a copy  
 to my tel. of the 1<sup>st</sup> of June  
 the accompanying copy of  
 letter from the East India  
 Syndicate with reference  
 to the proposed construction of  
 a line from Lake Nagpur  
 to a point on the Upper  
 railway + [unclear]  
 to be changed by the [unclear]  
 for the conveyance of coal  
 from [unclear] to [unclear]  
 and for [unclear]

Sept. 29<sup>th</sup> 1847

Yours,  
J. G.

Draft Lyttelton.

\* No. 18447. + No. 18447.

A. J. S. Afr. Pol. Co.  
18467

318

DRAFT

Jobyan to  
Stewart  
Nairobi

Ind  
Despatch

17 June 1894

Ans 19674

East Africa Syndicate  
Major

MINUTE.

Mr. Peab. 31 Aug.

states that manufacturers  
requiring

Mr. Anthon. J. J. J.

can sell large quantities  
of soda

Mr. ...

Soda provided at the  
market at the  
rate reasonable for

Mr. ...

Mr. ...

that Soda must be collected  
from

Mr. ...

The ... of ...

Mr. Lytton

at Lake Magadi and

sup to ...  
at ... supply

Sent with  
5 25/100

for this purpose one ton  
of coal required for every  
ton of soda

three tons of collected  
soda

three tons of collected  
soda

soda

1894

A. J. E. Afr. Publ  
18467

Ind  
breakfast

1 June 1905

DRAFT

John...  
Stewart  
Nairobi

Ans 19610000

East Africa Syndicate  
Abaya

MINUTE.

Mr. Reed. 31 May.

Mr. ...  
Mr. ...

Mr. ...

Mr. ...

Mr. ...

Mr. ...

The Duke of Marlborough.

Mr. Lytton

states that manufacturers  
regulating

can sell large quantities  
at once

side provided  
adequate

rates reasonable

that Soda must be collected  
from the ground

at Lake Mogadi and

for the purpose of the

ton of coal required for every  
ton of plant

three tons of collected  
sodium

soda

copy ...  
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Wed 2/5  
Wm.  
2/6

sent  
with  
25/10/05

40

First year estimated for

20,000 transport up  
created

20,000 two columns  
down second year double

quantities third year

double again fourth year

and afterward 150,000  
algorithms theory technical

tons of coal of and  
created

500,000 two columns  
theory

soda down theory

on stage data  
material

what do you consider  
created

would be lowest  
possible

remunerative rates for

soda and coal on

main line & ~~theory~~

Syndicate consider one

money per ton for coal  
sent

to high 0 January 1919  
below includes

construction of line from  
colliery

line to ~~main~~ main

expense of Syndicate line  
efficient

to be worked by financial  
section

as part of their system

if this could be  
regulated by syndicate

appeal to  
state government

general interest

what financial

what arrangements do you  
socially

arranged should be made  
with syndicate

as to cost of convergence  
associated convergence  
contract on branch line?

Lyttelton