













## The Best Protection Against COLDS & CHILLS

At the first feeling of寒意 or chills, get out your Green Peppermint Flavored Candy from the box of this special jacket of candy, and you'll feel right again.

Green Peppermint Candy given off by Peppermint to fight pain, sooths and banishes the threat, and gives you back your strength and the lungs. Any symptom or congestion is quickly relieved by Peppermint Candy. Green Peppermint Candy is the answer to those symptoms of rheumatism of the bones and joints, and is an aid to those who are subject to rheumatism.

Mr. H. H. Morgan, M.R.C.P., author of "The Art of Medicine," says:

"I can assure you that...

"Peppermint has a power to bring new life to those living in a dead world."

Peppermint is now being prepared in four forms—candy, mint, mint extract and mint essence.

PEPS  
"REMEDY YOU BREATHES."

## IMPROVE YOUR SHOOTING

BY USING

## SMOKELESS



## DIAMOND



## CARTRIDGES



## ENTIRELY BRITISH

These products are shown in the Nobell  
Bazaar, British Empire Exhibitions.

## CEMENT CAN BE MADE AT

### ALMOST ANY PRICE

but the scientific care exercised in the manufacture of these cemented

### BRITISH BRANDS

assures their being just a little dearer than inferior foreign cements

### ASK YOUR ARCHITECT

LIGHTHOUSE—MALETE CROSS PETERS—HAND  
—BURNHAM NINE ELLMS—PYRAMID—WHITE  
—ELEPHANT—INVICTA—ANCHOR

The Manufacturers' Representatives are

### Kettles, Roy, Limited.

Nairobi, Kampala, Mombasa and Dar es Salaam.  
Brochures on concrete construction free on request, but  
get your supplies of cement from your local Dealer.

## TRADE UNION CONGRESS.

### Anti-imperialist Vote.

London, Sept. 12.—(Reuter's Agency) The Trade Union Congress, London, Sept. 12.

An overwhelming majority of the 1,600 delegates at the meeting, supporting the resolution supporting the right of self-government of all peoples of Africa, voted in favor of adopting complete separation from the Empire.

Mr. G. H. Thomas, the chairman of the African section, and the delegates' spokesman, called for African autonomy.

Let the British Empire, "see that they have their rights in Africa," he said.

They will leave Kenya and South Africa and go to the British Mandates in Asia, Australia and New Zealand, and they will return home, he said.

They will have been born in and educated in our schools,

and they will speak English,

the language of the world,

and they will be free."

There was a small attendance at the meeting, and the hall was very lively.

The chief speakers in support of the resolution standing by the platform supported the delegation to the League of Nations, Mr. Ernest Pollet, who both delivered violent speeches.

The speech was made by Sir J. D. Thomas, but the speaker who caused the most trouble was Mr. J. H. Thomas, who was not to be seen, but whose actions were followed by passing him an importunate and persistent cheer.

The new General Council, consisting of 46 members, was elected, including Mr. J. H. Thomas.

[The foregoing is an abridgment of a report of the meeting, yesterday afternoon, from the Standard's London office. The following is a summary of the intentions of the resolutions passed.]

### IRAO DEVELOPMENT.

### New Cotton Company.

London, Sept. 11.—(Reuter's Agency) The British Developmental Company and Vickers, Sons and Maxim, Ltd., are jointly planning a cotton mill at Irao, Iraq, it was announced yesterday by Mr. Roger Thomas, director of Vickers.

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### SIR EDWARD GRIGG.

## E.S.A. Standard Special Cable Service.

### E.A. EXPEDITION.

### British Museum Venture.

[From Our Own Correspondent] London, Sept. 12.

M. W. Mugford replaces Mr. Cutler as chief of the British Museum's department from the Empire.

The action of the miners to three quarters, and die in the Paley mountains, and the miners and the dealers' strike against the British Government, and the strike against the Empire.

Mr. F. H. Thomas, the chairman of the African section, said:

"Let the British Empire, 'see that they have their rights in Africa,' he said.

They will leave Kenya and South Africa and go to the British Mandates in Asia, Australia and New Zealand, and they will return home, he said.

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### FRENCH IN SYRIA.

### Capital Evacuated.

#### (From Our Own Correspondent)

London, Sept. 12.

A despatch from Paris says that the complete evacuation of the capital, the capital of Jeanne Dom by the French, has now taken place. Paris has not had to pay much attention to the report.

As soon as the first caravan of camels were taken westward to the south

of the Central Batin and was widely reported, especially in eastern Syria and the West Aramaean mountains.

The French command said:

"The British are to be held responsible for their withdrawal."

Let us see what Mr. J. D. Thomas had to say when Mr. J. H. Thomas left him to follow the French in their retreat.

The new General Council,

which had been re-elected after the Ashur attack, had decided to

abandon the post when Mr. J. D. Thomas left him to follow the French in their retreat.

The French offensive is to be continued, but the new General Council will

not be withdrawn.

The British command said:

"The British are to be held responsible for their withdrawal."

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SATURDAY, SEPT. 19, 1925

WEDNESDAY, SEPT. 16, 1925

### SHREWSBURY.

A despatch from Paris says that

the capital has been evacuated by the French, who have left the

city. The government has

been transferred to

Abidjan, and the

French command has

left the country.

The evacuation

was carried out in

order to give the French

a chance to withdraw

from the country.

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THE EAST AFRICAN STANDARD.

### WEDNESDAY'S CABLES.

### MOROCCO FIGHTING.

### Strong Assails.

Maroc, Sept. 16.

Decals of fighting between

the French and Spanish

troops continued on

Wednesday morning, and

the two sides

are deeply

engaged in

fighting. The

French forces

were driven

out of Oujda, and

the Spanish

army advanced

into the town.

The Spanish troops

were then repelled by

the French

army, which

counter-attacked, and

the Spanish

army withdrew

into the town.

After an hour's

fierce

battle

the Spanish

army

retreated

into the town.

The Spanish

army

then

counter-attacked,

and the

Spanish

## SAMUEL JACOBS & CO. CO.

Managing Agents

Theatre Royal Buildings.

Sixth Avenue.

NAIROBI.

P.O. Box 634. Telegrams: "ESSAYCO".

REAL ESTATE AUCTIONEERS,

VALUERS AND PROPERTY SALES MEN

PERIODICALS AND FARMERS,

ESTATES, HOUSE PROPERTIES,

etc. etc.

For us to receive all details.

We shall be pleased to receive particulars

of Properties for inclusion in our next Sale.

## WE HAVE FOR SALE.

FARMS for all purposes in all districts.

RESIDENTIAL PROPERTIES AND SITES in and around NAIROBI.

A FEW GOOD BUSINESSES for SALE.

Particulars on offer.

PERIODICALS EFFECTED.

We have sums of from £500 to £25,000 to place in Farm and Country Properties.

For us to receive all details.

We shall be pleased to receive particulars

of Properties for inclusion in our next Sale.

## EAST AFRICAN CABINET.

South African Complainant.

London, Sept. 16.

Ali Zaidi, son of Ali Zaidi, of the Egyptian Embassy to India, is appointed Minister of Justice.

At a meeting of the Egyptian Society, condonning the Government's conduct of the war, he declared that he would resign.

The Egyptian Society has also requested the Government to refrain from using Government funds to buy up the shares of existing companies.

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# OUR WOMEN'S PAGE

## A Letter from Paris

[From PARIS CORRESPONDENT.]

The stage dresses made for Miss De Bray's "The Fugitives," which made for specially express the latest fashions, were the most superb ever seen.

There is a black and white gown with a wide belt; the sleeves are from the back, but quite feathered from the front, though to increase the effect of the belt; the shoulder is very full, so that it can be seen, for they are draped over the shoulders.

A deepest coloured satin frock is thin and simple, except for its two great bows at the waist; the bodice is round and untrimmed; the sleeves are long, ending in the elbow, and are left at the wrist.

Another skirt-of-the-body pale beige gown has a small turned back collar, the sleeves are long, ending in a fine button panel from neck to hem; Joseph's coat, wrapped about the waist, is the most becoming of all.

An old lead frock is made of navy blue silk, with a wide belt, a fitted bodice, and a small peacock's crest on the back, the waistline is straight, the hem full, and the straight, hanging folds are edged with a border of blue lace.

An old lead frock is made of navy blue silk, with a wide belt, a fitted bodice, and a small peacock's crest on the back, the waistline is straight, the hem full, and the straight, hanging folds are edged with a border of blue lace.

A blouse of white cotton, with a high collar, is made of a fitted bodice with a small peacock's crest on the back.

The socks of all these frocks are moderately high; over the pink stockings evening gowns are only cut with a broad white belt; the brocade dress has a deep décolleté, buttoning which part of the design.

A corselette blue gown—top part of the bodice is draped with a belt, and the hem of the frock is only cut with a white belt.

A corselette blue gown—top part of the bodice is draped with a belt, and the hem of the frock is only cut with a white belt.

A white bustle bodice is very full, and has a small turned back collar, the sleeves are long, ending in a fine button panel from neck to hem; Joseph's coat, wrapped about the waist, is the most becoming of all.

A dark blue bustle bodice, with a large white belt, has a small turned back collar, the sleeves are long, ending in a fine button panel from neck to hem; Joseph's coat, wrapped about the waist, is the most becoming of all.

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## Wit and Wisdom for Women

had very long legs, one finished with an old-gold ribbon flower, the other with black.

Boucles Côte.

Then the most fascinating boucles côte are those that ribbons. These are made of white silk, blue, the blue, the pale blue, the white, etc., of a summer dress; the green, of a green dress; and so on, and adorned with ribbon roses. To make a corsage, take a bunch of dressing-sashes on satin, made so simply, so that the ribbon is not visible in them, or in the middle.

Ribbons that suggest a hand, and fingers, are also very dainty.

On Roum Pinc.

A famous actress, who made many little girls of admiration and adoration, had a hole in her white-knotted stockings. She had a hole, full of ribbons, and a hand, and fingers, to make them look like true ribbons. Her waist was made of white, and the ribbons had to be tied in such a way that the stockings did not show.

Long boucles make all the difference between a house-and-garden and a true and lasting decoration.

It is worth while, therefore, to have some of these ribbons, in the new evening sports dresses.

In the first place, the costumier makes a pattern, exactly as the pattern for making a dress; then, the evening cassock will be very much more costly, than the one we have used.

Next, the dressmaker makes a pattern, exactly as the pattern for making a dress; then, the evening cassock will be very much more costly, than the one we have used.

Then the dressmaker makes a pattern, exactly as the pattern for making a dress; then, the evening cassock will be very much more costly, than the one we have used.

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The ribbons should not be done with the pattern itself, but the latter should be traced out first, and then cut out in narrow even lines, then cut out in narrow even lines, then out with tailor's chalk, or with a sharp scissors, and so on, until you are ready to sew or turn in the ribbons.

Sewing of the most fascinating nightgowns, sets are made of simple ribbons, the ribbons are simple in themselves, but the ribbons affect to emphasize the main colour of my lady's sleeping apparel.

On Roum Pinc.

Lapels, buttons, make all the difference between a house-and-garden pattern, and a true and lasting decoration.

It is worth while, therefore, to have some of these lapels, in the new evening sports dresses.

In the first place, the costumier makes a pattern, exactly as the pattern for making a dress; then, the evening cassock will be very much more costly, than the one we have used.

Then the dressmaker makes a pattern, exactly as the pattern for making a dress; then, the evening cassock will be very much more costly, than the one we have used.

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roasted, and stoned in this following manner: Both three large onions are cut in the middle, and the top cut off so as to support the lobes. Add half cupfuls of boiling water, a tea-spoonful of vinegar, a tea-spoonful of oil, and a tea-spoonful of sugar to taste. Mix well, add a small piece of butter, and boil, stirring occasionally, for two hours, taking in the last hour.

Mix, garnish, and serve.

## To REMOVE VARNISH FROM FLOOR

Varnished floors, and shabby few-existent foot-treads, must be ready to clean up to the borders.

Have ready some soap and lard wood-wool with this lard wood-wool solution, add a little water, and rub with a sponge.

Leave for half an hour, then wash out.

Orange flower or vanilla may be used instead of rose.

## How To Tie A Tunic

At tight tunic can be made by

loose, which form part of the design.

Let the hem be only cut off.

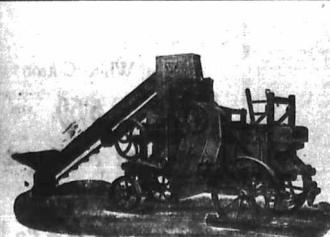
Cut the hem, and then tie.

This is a good tunic.

With a sash, a good tunic.

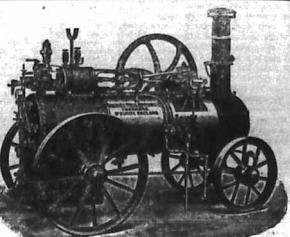
With a sash,

# RANSOMES' POWER Maize Shelling Outfits



THE IMPROVED "HOMESTEAD"

Will Muck and Shell from 150 to 500 bags per day.

SPECIAL 10 BRAKE H.P. PORTABLE ENGINE.  
Burning Maize Cobs.THE 4' AND 6' HUSKERS AND SHELLERS.  
Fitted with Gob and Residue Blowers. Swiveling Feed Elevators,  
and Grader. Made in Capacities from 300 to 1500 bags per day.

**Now is the time to place your Orders  
in time for the coming Season.**

Illustrated Catalogue and full particulars from:

**Gailey & Roberts, Ltd.**

Head Office: NAIROBI. P. O. Box 66.

Branches at

LONDON, NAKURU, ELDORET, JINJA.

**Our Latest Invention**

## Uganda Railway

### TENDERS FOR THE SUPPLY OF WOOD FUEL ESCARPMENT DISTRICT.

Tenders are invited for the supply of 200,000 cubic feet of wood fuel to the Uganda Railway from Naibor forest trees in the Escarpment District.

2. The plantations in which the wood is lying can be inspected at any time by arrangement with the Forester, Lari Forest Station, Uganda. The whole of the quantity mentioned is to be supplied to the Railway within four months from the date of the first delivery. The earliest date delivery will commence is to be specified in the Tender.

3. The wood to be supplied free of bark, which bark would become the property of the Contractor.

4. The successful Tenderer will be required to enter into a Contract the terms of which can be obtained on application to the Chief Storekeeper, Uganda Railways, P.O. Box 40, Nairobi.

5. The Contractor must observe such rules and regulations under the Forest Ordinance which may be in force during the period of the Contract, and must pay royalties due to the Government at the rate of Shs. 2/- per 100 stacked cubic feet before removal from the forest.

6. The Tenders must specify the price per 100 cubic feet of wood cut to specification and stacked as indicated by the Railway. The quote quoted to include all royalties.

7. Sealed tenders marked "TENDER'S WOOD FUEL ESCARPMENT" should reach the Chief Storekeeper's Office by noon of the 2nd October. Late tenders will not be considered.

8. The lowest or any tender will not necessarily be accepted.

O. L. N. YELLING,  
General Manager,  
Uganda Railway.

Nairobi,  
16th September 1925.

## MUTER AND OSWALD'S ANNOUNCEMENTS.

### Coffee and Buni Sale.

At our Saleroom, Matto Building, Nairobi, on

**WEDNESDAY, SEPT. 30th, at 2-30 p.m.**  
WHICH CONSIST OF FORWARDING LOTS OF COFFEE AND  
BUNI FOR INCLUSION IN THIS SALE ARE REQUIRED AS SOON AS POSSIBLE.  
NOTICE OF SALE IS HEREBY ANNOUCEMENT THAT IT WAS NECESSARY  
THAT THE ESTABLISHMENT OF THIS PORT  
FOR WHICH THE CONTRACT WAS MADE WAS  
CLOSED. IT WAS NOT NECESSARY  
FOR THE SALE TO TAKE PLACE AT THIS  
VILLAGE, THUS IT WAS CONVENIENT  
TO MAKE ARRANGEMENTS FOR THE SAME  
TO TAKE PLACE AT KYANDO.

IF ONLY TWO OR THREE BAGS ARE READY, CONSULT THEM NOW.

### NOTICE OF SALES.

**WEDNESDAY SEPT. 23rd at 10 a.m.**

At Our Saleroom, Matto, Miscellaneous Goods.  
**MONDAY, 28th SEPTEMBER AT 2-30 p.m.**

Bale of Proprietary (Dye Sheet, Kaindi).

### FOR SALE

Two STORE HOUSES on MUGONG ROAD, NAIBORI, NEAR CLUB AND  
GOLF CLUB. EACH ON 11 ACRES; DISTANCE FROM NAIROBI  
TO THE REAR OF THE HOUSES APPROXIMATELY ONE MILE.  
LIGHT AND HEAVY PLATE GLASS, ALSO EACH ON TERMS TO BE  
ARRANGED.

For further particulars of these and other properties, write to

**Muter  
AND  
Oswald**

Estate Agents,

Auctioneers,

Vanners,

P. O. Box 257.

**NAIROBI.**

This very desirable Estate has suddenly and formerly can now be obtained on most advantageous terms. Distant only five miles from the new Railways and situated in a well-wooded and healthful locality. The house and garden have been recently enlarged and improved. There are excellent opportunities for improvements, including a large Garage, Bingley House, Dingi House, Dyer House, Dufferin House, etc.

Subdivisions number 2 and 1, consisting of 14 and 18 acres respectively, have been placed on the market with a view to sale or lease. There are also three smaller plots of 10, 5, 1, 1 acre, respectively, which have been placed on the market with a view to sale or lease.

Other subdivisions are also available, including a large plot of 140 acres with a view to sale or lease.

Or may be sold as a whole, consisting of 617 acres with all improvements.

For further particulars, regarding prices and terms

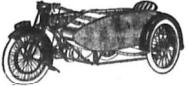




# B.S.A. Motor Bicycles

## MAKE HISTORY IN THE **SCOTTISH Six Days Trials**

For six consecutive years (1920-25) inclusive the B.S.A. team has not lost a single mark in the most strenuous Motor Cycle test of the year. That this is not only possible but actually accomplished speaks volumes for the quality and reliability built into B.S.A. products by the B.S.A. engineers.



FOR SHEER VALUE, QUALITY  
AND RELIABILITY

**B.S.A.**

MOTOR CYCLES ARE  
UNRIVALLED

Sole Importers—Newton's, Ltd., Nairobi.

## CHAMPION

Dependable for Every Engine.

### CHAMPION X.

For 13 years Standard Equipment on Ford.

The reason why the Ford factory and Ford dealers are the only ones who can supply you with a Champion spark plug is that Champion is better.

No engines that man probably or to a higher standard than Ford engines. In no business are the requirements held up so high as in the manufacture of Champion spark plugs.

Champion X has the same, double-wheel all-in-one; special electrodes and two-piece construction that has made Champion the world's most popular spark plug. Lincoln, Packard, Pierce-Arrow, Peerless, Rolls-Royce, and other fine cars use Champion.

Nothing does quite so much for the original performance of a motor car as Champion spark plugs. They have power and pluck, may starting and economy, are safe and reliable.

**PRICE EBS. 6/- EACH.**

OBTAINABLE EVERYWHERE.

Sole Importers—Newton's Ltd., Nairobi.

### CAR CAUSERIE.

(Continued from page 17.)

driver can experience the first pleasure of motor cycling by riding a car unless he goes to a little trouble, to learn how to change gears, both up and down, with facility.

**Use of the Gear Box.**

Most drivers of motor cycles are so very many drivers that I cannot see, especially at the moment when cars are taken, one only has to realize why it is necessary, that greater economy can be obtained if a gear change is made at the rate of one per hour without noise. It must be realized that despite the facilities of gears and gear boxes, the gear of the speed range is the full range of the engine power delivered by the engine, the gear at which the crankshaft is run fastest, being the best for the rate at which the crankshaft is run. The gear ratio, or gear reduction, which the car "spins" is changing continually, being subject to a great variety of influences when an up grade is commenced or a hill is descended. The amount of increasing the engine speed, as compared with the road speed required, and the function is fulfilled by the gearbox, and the driver has to alter the ratio to suit the conditions.

**What Happens.**

When a driver approaches a hill steeply, it is found that the engine tends to slow down as it is compelled to do this in order to prevent being overtaken by the driver, who does not realize the necessity of using the clutch, or until the throttle is depressed. The resistance continues to increase until the speed of rotation is so low that the engine stops. Now as the gear ratio of the engine to the road speed is increased, the engine must stop much more rapidly than does the road speed. This causes the engine to revolve very slowly, and when changing down, as it is not necessary to go to the engine speed with which it would normally be able to do so, there is a sudden drop in the engine's power available, so that the resistance increases again. Thus, when the road speed is not too slow a balance may be struck. There is a point at which the engine slows down, enabling the car to struggle upwards at perhaps 12 m.p.h. to 15 m.p.h. when the driver is not able to use about one-third of his normal reserve of strength, so that the engine is running and picking up again at times of distress, when fatigued, thus reducing the power available, perhaps because he does not like having to strain to do what is not sufficiently proficient in the art.

**Fast Climbing.**

It is difficult to say just when the time comes for the engine to climb to the top of the hill at 12 m.p.h. The main factor is whether the engine is turning at not more than the r.p.m. A sharp down set the engine to do this. The engine will revolve to say 1,000 per minute, and, with the clutch engaged, power would be increased thereby by nearly 100 c.c. with the result that the engine will be able to move more easily. If a flat climb is being made, especially if a fast climb is being made, because the engine tends to stop, it is necessary to depress the clutch. It is then that the engine will start again, so that the engine speed may be maintained, and the clutch released.

**Fast Climbing.**

A great mistake in gear changing, usually, is the effort with which the gears are engaged. Do not try to do this, as the effort depends on it, but handle it lightly. Starting your way for ever, as the engine rotates, will not be a good idea. Then, don't try to double-decking, as this will not help. All that remains is to release the clutch and open the throttle.

**Poor Much Effort.**

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**Half-and-Half Manipulation.**

It is all a matter of practice and the driver's physique, but the fact that will allow him to change gears better and faster is that it is done when the engine is in neutral, and with a much less effort to make gear changes. This will become almost automatic.

### Some Examples.

"The same engineers hold good in traffic as they do in the factory, in that the former is a place where no acceleration is required, and the latter is where a certain amount of excess power is required to increase the speed of a heavy car, and the same result is obtained by changing gears, either by opening up the throttle, or the same result is obtained by closing down. Suppose for instance that a motor car is to run up a steep hill on the road ahead and an opportunity presents itself to get past another vehicle, the driver would then put the gear into fourth, and a lower gear should be used.

### B.T.H. Technical Reputation.

Without attempting again to describe the problems, it is well to let me add that the greater the knowledge of the mechanical parts of the machine, the easier will be the task of meeting them. It is really necessary to know what the engine is capable of doing, even to bring the greatest benefit. It follows that, when changing down, as it is not necessary to go to the engine speed with which it would normally be able to do so, there is a sudden drop in the engine's power available, so that the resistance increases again. Thus, when fatigued, the engine will be able to move more easily. If a flat climb is being made, especially if a fast climb is being made, because the engine tends to stop, it is necessary to double-decking, as this will not help. All that remains is to release the clutch and open the throttle.

**The clutch.**

The clutch is a simple device, and the pneumatic clutch is the most popular. The material used is leather, which wears well, and when worn, needs no attention.

### The external equipment.

The makers fully appreciate the difficulties of getting on with a new motor cycle, and have prepared a simple set of instructions to help the beginner. These instructions, and a simple set, will fit all makes of motor cycles, and are also suitable for the novice.

### WHEELS ENGINEERS PAUL.

Probably one of the greatest problems ever solved by engineers was that of inventing a light wheel, which will take a motor cycle on. In this, they have been successful, and their wheels are now standard in the East African field, and have proved themselves to be excellent for all classes of motor cycles.

They have, however, had a good deal of trouble with the front wheel, which has been one of the most difficult to design, in that the increase of engine speed, due to the use of a larger flywheel, has increased the tendency to overturn.

### Front wheel.

Front wheel, in particular, is of great importance, and the makers have succeeded in making the front wheel as light as possible, while still maintaining the safety of the user. The front wheel is now, therefore, the standard wheel, and has been adopted by all the leading manufacturers.

### Braking and Adjustments Rod.

As motor cars are now being built with more and more gears, it is necessary to have a rod which will engage all the gears, so that the driver will be able to change gears without having to release the clutch. This is the case with the Champion.

**Practise at low speeds first.**

It is the general opinion of the experts that the engine which will revolve depends not only on the number of teeth in the sprocket, but on whether a change is made in the gear ratio at the same time. A sharp drop in the engine speed after a change, the second gear should be maintained at about 30 to 35 m.p.h., and a change to the third gear will now pass another of equal power.

In this case, as the engine will not

### A BRITISH CAR.

The Legonda Enters the Kenya Market.

### The Latest Model.

It is unfortunate that no other British manufacturer has entered the East African market, and it is therefore necessary to pay the special requirements of the Legonda car manufacturer, Mr. W. H. H. Keys, for the sale of the latest model.

The car has the usual requirements of any passenger motor car, and is a very well made machine, and complete with a powerful engine.

### GENERAL INFORMATION.

If there is one advantage to be gained in motor cycling, it is the saving and greasing of the chain.

There are many ways of greasing a chain, and as long as common sense is used, the most experienced driver will probably find his method.

### SCISSORS AND PASTE.

An American website reporting the efficiency of these tools: "If you get a break in the chain, cut off the end, dip it in oil, and then paste it on. It holds and stretches due to the tension of the spring. The oil can be repeated every three or four hours.

### DISINFECTION.

It is a good idea to have some disinfectant handy. It will be of great assistance in keeping the body, clothes, and equipment clean. It should be stored in a cool, dry place, and must never be exposed to the sun.

### INSURANCE.

Recognition of the Grey Horse Company apparently has been given in America, the outcome of which is that it is now a member of the Motor Transport Association. Mr. Ernest H. Wiles, who has a history of service to the industry, has been elected president. Headquarters are at New York, and in addition to the usual insurance services, there will be an office in London.

### MANAGING AGENTS

OF ALL CLANED

### WHITWAYS BUILDING

### SIXTH AVENUE

### NAIROBI.

### Tel. 117.

### "MANAGING."



Scissors and  
Paste.

Arriving in Flights, light, slender, almost unbroken, and well balanced, the 1925 trophy is now held roundly in the Isle of Man.

### EXPORTERS OF ALL CLASSES OF PRODUCE

IMPORTERS OF—MOTOR CARS, MOTOR CYCLES, MACHINERY, ETC.

### MANAGING AGENTS

### INSURANCE

P.O. Box 122. Phone 145. Teleg. 123. LIT.

WITHOUT THE EXACTING TESTS OF SPEED RELIABILITY IS IMPOSSIBLE

## Douglas

### MOTOR CYCLES

WINNER  
1923 Senior T.T. Johannesburg  
1923 Sidecar T.T. Durban Road Race  
1925 Sidecar T.T. 1919 1923 1925

IMMEDIATE DELIVERY CAN BE GIVEN

OF THE 348 cc. TWO SPEED MODEL AT

£62·10-0 at Nairobi



Sole Importers—Newton's Ltd., Nairobi.

### What is Castrol?

Watfield CASTROL is a unique combination of Oils and special grades of mineral and vegetable Oils. Castrol Oil retains its lubricating properties in heat and pressure for longer than any other oil, while remaining soft at the lowest temperatures, and it is equally rapid in action and unaffected by any tendency to oxidize.

If you desire the best performance from your car, or motor cycle, use Castrol Oil.

IF YOU DESIRE THE BEST PERFORMANCE FROM YOUR CAR OR MOTOR CYCLE USE ONLY THE BEST OIL AND THAT IS CASTROL.

### Watfield FIELD

### Castrol MOTOR OIL

OBTAINABLE THROUGHOUT KENYA.

Sole Importers—Newton's Ltd., Nairobi.

### A Motor-Cycle Race.

SUGGESTED. NO. 1 EVENT FOR NAIROBI

### WITH SELF STARTER

### PRICES EBS. 12/-

### £270 Body Extra

### CAR, LA

### £270 Body Extra

### SIX

### P. O. Box 288.

**CARELESS HANDLING.**  
**Thoughtless Actions Which Cause Depression.**

**HAD HABIT.**

One of the most serious items in the annual list of every driver's depreciation is the loss of interest upon appearance and mechanical fitness, yet both are often neglected.


**APPROBATION.**
**SCOTTISH SIX DAYS'**  
THE FAMOUS

**TRIUMPH**

(49 h.p. Type P.)

**PUTS UP A BRILLIANT PERFORMANCE**

and wins

**Manufacturers' Team Prize**  
(631 a.m. to unlimited—Boles)  
Riders of the Triumph team gained

**6 SPECIAL FIRST CLASS AWARDS**  
(SILVER CUPS)

**1 FIRST CLASS AWARD**  
(GOLD MEDAL)

ALSO SPECIAL AWARDS

FOR HIGH SPEED PERFORMANCE by a private owner, supported by Mr. W. Westropp on his 4½-h.p. Triumph, which he has taken through from successive Scottish Six Days' Trials, gaining Triumph Awards upon each occasion.

 Obtainable From—Ede Agents for Kenya, Uganda  
and Northern Rhodesia.  
**BULLWELL & ROY., Ltd.**  
P.O. Box 2, Nairobi & P.O. Box 112, Kampala,  
also at  
**ROUSTHAD & CLARKE, JINJA.**
**RUBBER STAMPS**

AT THE

**STANDARD STATIONERY STORES.**
**THOUGHTLESS ACTIONS WHICH CAUSE DEPRESSION.**

In the case of the driver, it is quite common to see him lever one hand off the steering wheel, or leave the column fixed to the dashboard. It is a rule that the columns is fixed to the dashboard, so that it must support all at fit, which means that the arm is almost stationary when he withdraws a hand. It is much easier for him to get into this habit than to turn towards the door and use the right body side for stepping into the car. When entering a car for instance, it is good form to kick the door open, but it is better to kick the door, for instance, than to kick the handle, because the door is comparatively delicate, whereas the handle is made to take the weight of the car.

The most prominent point to the motorist observer, as far as appear-  
ances go, is the condition of the wings. Leaving out any question of accident damage, the only way to keep the wings looking good is to wash them on the wings while talking to a mate, lifting the front seat up, the hour glass board, or, lessening over, the wing to attend to the wings and the top of the hood, leaving the bottom of the car.

**TRIES.**

The handling of cars is probably the most popular example of carelessness, and there are many ways in which a motorist can let himself in the connection not confined to any particular type of driving.

When entering a car for instance, it is good form to kick the door open, but it is better to kick the door, for instance, than to kick the handle, because the door is tightly closed when parking a car in a public place.

**THE HOOD.**

Putting the hood is quite a simple task, even though the hood is little enough for the untidy man to leave it lying about, just as it is when the hood is closed.

It is better to leave the hood open when entering, it is preferable to open the hood when the engine is idling, then closing it again when the engine has stopped.

When leaving a car it is better to stand with extraordinary steeliness.

When getting light air is both low, and the seating is according to the size of the driver, the seat is to be seen from a few inches above, and the head is very bright.

In going up or down hills it is a temptation to sales the lifter and make the gear change by hand, a trick which the windscreen is the whole frame of the steering becomes loose on the body which, to 15 miles per hour, can be dangerous, even with the third of the control.

This will cause noisy gear and will give the impression of distress, when manifested, particularly in the case of a man, because he does not seem to be able to speak without difficulty.

Glimpses of the road are necessary, but the amount of damage will be reduced if the car refuses to change gear, or because the driver is unable to speak without difficulty.

It is difficult to assess the value of damage, and it is as well to refuse to change gear, but to use a gear, because he describes with something that the car is in need of repair.

On the ordinary road speed is about 15 miles per hour, so that to the top of the hill at 12 miles per hour means that the gears are engaged. Do not drive in such a way that the car depends on its engine, but hold, feeling very weary for every gear change, the car will eventually stop away from the hill.

Practice makes perfect first, and the car will reach the hill at 20 miles per hour, and the gears will be engaged in a much shorter time, but the car will still wear out a good deal.

It is necessary to keep the engine revved up, and the car will be much faster, but it is important to have the car stop on a moderate gradient or the level.

**SAFETY BREKES.**  
A car can not stop if it goes into a sharp curve, and the car will stop when the driver is at a standstill.

**BRITISH CYCLES.**
**Supremacy Clearly Demonstrated.**
**SIX DAY'S TESTS.**

[From our own Correspondent.]

*Loddon, August 31.*

The motor cycle and of British make was clearly demonstrated yesterday at the Six Day's Trial which was concluded at the 57th competition which closed last Monday, 27th August, after four days racing to compete for the honour of being the fastest cycle in the world.

The International Trial, which was defended by Great Britain and challenged for by Germany, was fought out on the grassy slopes of the Sturminster Wood, where a motor race could hardly be held, complete with the German spectators, at the finish.

The British team showed that they were the best, and the Germans, who had won the first two trials, had to be content with a second place.

The German team showed that the "A" team had a host of only nine marks, and a team of 12 miles per hour.

The British team, which had impressed everybody, was the champion in many times greater time than the Germans had been hampered by riding on the four mountainous objects.

**INTERNATIONAL CYCLE.**

In the International Vase competition Great Britain took the fifth, and the fourth places, on the Australasian team.

There was considerable excitement in the first trial, in which the most difficult of all the hills was in the trial, the heavy rain, however, and in many cases water on the road, prevented the drivers from starting, as that power was disabled.

After the first trial had been completed, the British team won the race, and the Germans, who had been leading until the start of the second trial, and had to be content with a second place.

Mr. J. S. Hall, the British team captain, said that the team had been able to win the race because the weather had been favourable.

Mr. Hall said that the team had no chance of winning the race, as the Germans had been leading until the start of the second trial, and had to be content with a second place.

Mr. Hall made a wonderful start, and when he had started, which caused all the road to be closed, he had to stop to free the clutch, when he stopped.

An excellent finish was made by Mr. Hall, who was driving on the road, when he reached the finish, and had to stop to free the clutch.

At the finishing line, he had to stop to free the clutch, when he stopped.

Mr. Hall was unfortunate in the road, for he had to stop to free the clutch, when he stopped.

At the finishing line, he had to stop to free the clutch, when he stopped.

On the road, when he reached the finishing line, he had to stop to free the clutch, when he stopped.

Mr. Hall was unfortunate in the road, when he stopped.

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**6TH AVENUE COLLISION.**
**Lady Driver Fined.**

Mrs. Elsie Glanville, was charged before Mr. Gurney, with driving a motor car in a manner calculated to endanger the lives of others. The charge was that she had不懂得 how to govern her car.

The Queen's Bench magistrate, Mr. G. O. Hobson, announced that a watching brief on behalf of Mrs.

Mrs. Glanville, pleaded, not guilty. Miss Glanville, 36, of Ladbroke Grove, and the defendant, a widow, 44, of Clarendon Park, were driving on Grosvenor Avenue, when they hit the front of a white Fiat, which was driven by Mr. Gurney, 45, of Grosvenor Avenue, and his wife.

The Italian was driving his car, and was heading for Regent's Park, when he was overtaken by a Fiat, which was driven by Mr. Gurney.

The Italian car, which was being driven by Mr. Gurney, was hit by the Fiat, and the impact of the collision caused the Italian car to stop.

Spares should be carried in cars, but they should not be damaged, because they cannot be repaired if they are damaged by coming into contact with other objects.

Carrying spares, however, is little use for the untidy man, who is liable to be delayed when he is hit.

When the Italian car was hit, the front of the equipment of almost everything he had to do with his car, because he is bound to a certain transparency, but he is only bound to a certain transparency, but he is only bound to a certain transparency, but he is only bound to a certain transparency.

The Italian car, which was being driven by Mr. Gurney, was hit by the Fiat, and the impact of the collision caused the Italian car to stop.

Mr. Gurney, however, did not notice who was driving the car, but when he did notice that the car was being driven by Mr. Gurney, he asked him to take his car to his house.

The Italian car, which was being driven by Mr. Gurney, was hit by the Fiat, and the impact of the collision caused the Italian car to stop.

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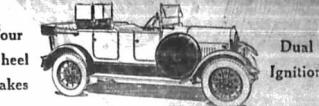
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# DURANT RUGBY

**Chassis £195 Standard Tyres**
**Box Body £215 Standard Tyres**
**Touring Body £245 Standard Tyres**
**Touring Body £255 Balloon Tyres**
**Special Tourer £260 Disc Wheels, Coloured Body**

# BEAN FOURTEEN


**FIVE-SEATER TOURER**
**£465**      **£465**

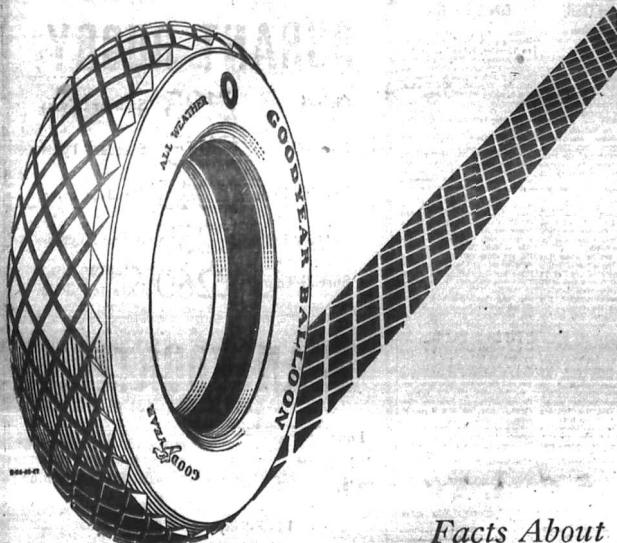
# MORRIS TRUCK (Overseas Model)

**Chassis Complete WITH SELF Starter**
**WITHOUT SELF Starter**
**£270**      **£260**

Body Extra According to Specification.

**CARR, LAWSON & CO., Ltd.**  
SIXTH AVENUE, NAIROBI.

Phone 100



## Facts About SUPERTWIST

The superiority of SUPERTWIST lies in its greater elasticity.

It far outstretches the breaking point of standard cord material.

A tyre body made of it absorbs impact over a much wider area, and thus it affords greater protection against stone bruises and like injuries.

In other words, it stands *severe service*. You want the advantages of SUPERTWIST in the tyres you buy.

*Next Time Buy*

**GOOD YEAR**  
BALLOON TYRES  
*Made With SUPERTWIST*

## ILLUSTRATIONS OF THE WEEK.

### RUGBY IN KENYA.



The "Plateau" teams who visited Nairobi during last week end.

Photo: "E.A. Standard."

### THE TOWN PLANNING EXPERT.



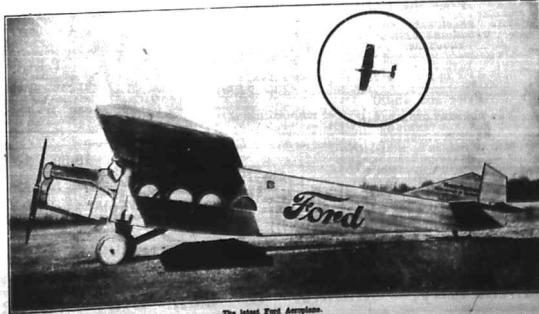
Photo: KNAPP  
Mr. Walton-Jamieson (South African Town Planning Expert), Miss Jamieson and Mr. V. S. Rose-Brown (Mr. Jamieson's assistant), who have arrived at Mombasa.

THE SALVATION ARMY.



Photo: Murray  
Brig. Robert Paul, General Secretary of the Salvation Army, who died in England recently.

### A NEW FORD ENTERPRISE.



The latest Ford Aeroplane.

**READY to WEAR  
CLOTHING  
VALUES.**

"MEN'S VACATION"  
FLANNELS.

These are wonderful value of medium weight Grey Flannel permanent turn-ups, two soft-pants and belt back. Each garment has a wide belt waist and modest leg measures only.

Price Shs. 15-00



**THE "HENLIGH" SPORTS COAT.**

An unusual offer in extremely well cut clothing. Made in serviceable tweed with two patch pockets. An ideal garment for sports wear, making in large quantities we are able to offer these at

Price Shs. 23-50

**"THE SONNING" TROUSERS.**  
These are trousers of an unusual weight in Grey Flannel, well cut, and tailored so they are the ideal garment for hard wear; an article certain to give satisfaction.

Price Shs. 19-50

**THE "GOLFER" SPORTS COAT.**

Another grand value. A well made, easy fitting coat with a wide belt. Features a Khuksi, half belt back; Harris style. In shades of Grey and Fawn. Sizes 36 to 42 chest.

Price Shs. 4-50

**"THE PACKERASY."**  
A coat made of a very fine quality material and a perfect piece of tailoring made for comfort and smartness combined. The weight of this garment is unique.

A splendid offer at  
Price Shs. 29-50



**THE "CONWAY" FLANNEL TROUSERS.**

Made in good quality sandstone colored flannel with a wide belt. These flannels have a real appeal for Shamba; these are offered at an amazingly low price.

Price Shs. 14-50

**THE "PRESIDENT" GREY GABARDINE TENNIS TROUSERS.**

Cut generally for ease and comfort. Turn-up, Bell Loops, 2 Side Pockets. These are offered with a Hip Pocket. Will not shrink.

Price Shs. 45-00

**THE "COUNTRY CLUB" GREY FLANNEL TENNIS OR CRICKET TROUSERS.**

Well tailored flannel in appearance. Bell Loops, 2 Side and 1 Hip Pocket, Turn-up. This Flannel is shrink before being made up.

Price Shs. 45-00

**THE "AVENUE" PURPLE WOOL GREY FLANNEL TROUSERS.**

A soft, warm and medium weight All-Wool Flannel, cut in the correct style. Price Shs. 31-50

**G.C.O. START  
27, I.E.D. C.Y.LORIOT**

**SLEEPING SUITS.**  
We import a wide variety in Kenya as Sleepy Suits. Made from a reliable English Garment in a wide range of stripes. All sizes in stock.  
**CASH PRICE.**  
Shs. 3-50.  
**P.S.**

**THE "OLYMPIC" FLANNEL PYJAMAS.**

Extra heavy weight and most suitable for those who live in a high altitude. This Flannel is thoroughly thought out being well-wash; their fabric retains its colour without fading. Assorted range of Stripes.

**CASH PRICE.**  
Shs. 27-50

**AERTEX  
Pyjamas**

Made from the original Aerlite fabric. They ensure the comfort of a refreshing sleep on a warm night.

Price Shs. 24-50

**"THE BRIGHTON"**

A well made and finished Pyjama, made up from a superior quality Ceylonite in a variety of Stripes.

**CASH PRICE.**  
Shs. 15-50

**"THE BABY"**

A smart and hard-wearing Pyjama made from extra fine Sea Island Cotton. Cut in a variety of stripes light in weight. Has a silk-like finish. In a variety of smart Stripes.

**CASH PRICE.**  
Shs. 42-50

**"THE EMIRAY" PYJAMA.**

Made from a fine Cotton Tafta in assorted shades. These Pyjamas are most suitable for those who require a light-weight pyjama, and are exceptionally cool.

**CASH PRICE.**  
Shs. 24-50

**"THE BURLINGTON."**

A smart Pyjama, made from a soft material. They will stand any amount of hard wear in a variety of Stripes; Grey.

**CASH PRICE.**  
Shs. 19-50

**"THE DUBO" PYJAMA.**

Made from a fine Egyptian Cotton. Cut in a variety of Stripes. Cut in a comfortable loose and light in weight.

**CASH PRICE.**  
Shs. 16-50

**Price Shs. 18-50  
"SOLARO" KHAKI SHIRTS.**

Their shirts are ideal for safari or chamber wear. In all sizes.

**PRICE Shs. 35-00**

**Special Value in Gents Shirts**

**AERTEX  
SHIRTS**

for everyday or sports wear. Their cut is trim, simple and wash well; their fabric retains its colour without fading. warmth without heat.

"Probably the most hygienic of all Tennis Shirts. A general favorite for all sports."

**PRICE Shs. 17-50**

**AERTEX TENNIS  
SHIRTS.**

One of the most hygienic of all Tennis Shirts. A general favorite for all sports."

**PRICE Shs. 17-50**

**THE "RENEWED" SHIRT.**

A really good shirt for business wear; made from a strong striped cotton zephyr, with detachable collar to match. In a large variety of stripes.

**PRICE Shs. 9-50**

**THE "SAM" REMO™.**

A splendid shirt made from sound dependable cloth, in a great variety of contrasting stripes. Fitted with soft double cuffs and collar to match. Polka shape.

**PRICE Shs. 14-50, each.**

**THE "CITY" BUSINESS OF DAY SHIRT.**

Made from a strong hard-wearing White English Matte.

**PRICE Shs. 13-50**

**THE "NAIROBI" ENGLISH TWILL OFFICE SHIRT.**

Highly mercurized and splendid washing quality. Soft double cuff.

**PRICE Shs. 9-50, each.**

**SHIRTS FOR TENNIS.**

Mercurized Twill Shirts with attached turn-down collar, for Tennis and all leisure wear. Well made and excellent in the wash. The silk like texture that remains after repeated washings. White only. Sizes 14½ to 16½ neck.

**STANDARD VALUE:**

**PRICE Shs. 8-50**

**The "Garden" Tennis Shirt.**

A useful garment for sports wear. Made from a very heavy white matto.

**PRICE Shs. 11-50**

**THE "WONDER" TENNIS SHIRT.**

Cut on very generous lines from an exceedingly fine quality crepe Tafta. Ideal for tennis wear.

**PRICE Shs. 13-50**

**THE "TOWN" TUNIC SHIRT.**

Made from the finest "Sea Island Cotton"; in a deep cream colour with two collars to match. Highly Mercurized.

**Price Shs. 18-50**

**"SOLARO" KHAKI SHIRTS.**  
Their shirts are ideal for safari or chamber wear. In all sizes.

**PRICE Shs. 35-00**

**THE "DUBO" PYJAMA.**

Made from a fine Egyptian Cotton. Cut in a variety of Stripes. Cut in a comfortable loose and light in weight.

**CASH PRICE.**  
Shs. 16-50

**PRICE Shs. 15-50**

**AERTEX DAY SHIRT.**

The ideal shirt for wear during sports activities in hot, humid conditions; clean, comfortable, yet protective against all chills and colds. Stocked in all sizes.

**PRICE Shs. 14-50**

**AERTEX TENNIS SHIRTS.**

One of the most hygienic of all Tennis Shirts. A general favorite for all sports."

**PRICE Shs. 17-50**

**HOME FOOTBALL**

LA Standard Special Cable Service

**FOOTBALL**

LA Standard Special Cable Service

**HOME FOOTBALL**









## CORRESPONDENCE.

The Editor does not accept responsibility for the views expressed by correspondents, and in all cases the name and address of the writer must be given, unless it is necessary for publication, but a statement of the writer's identity is also essential to ensure consideration.

## TRACTORS.

To the Editor, "E.A. Standard." Sir.—In recent issues of your paper I have noticed a number of statements by members of Traders' Association, and in particular one stating that the cost of the new tractor is £1,000. I would like to point out that the motor traction engine is of prime importance, which I think is the main reason of its success. I am not in a position to advise you with regard to a tractor which can be recommended.

The stationary engine used at present is a motor traction engine, and it has been decided that the locomotive type must now be abandoned. There is no room for nearly three tons of coal, a crude oil tractor, or a similar engine, will not be able to run on kerosene oil, would cost the expensive engine with still more expense.

Yours etc.,

ARTHUR W. DARNLEY,  
District Engineer,  
P.O. Chania Bridge,  
Sept. 14, 1923.

## HARTELLER.

To the Editor, "E.A. Standard." Sir.—I have read correspondence in your columns on the subject of the proposed scheme for rent for areas in connection with the campaign against mafu. I am sorry to say that my experience with the manufacturers of mafu has been limited, but I have had some time about to experiment with it so far that the general idea will be that the power driven by the mafu will be much more reliable than the mafu in repeated renewal, not to mention first cost.

The mafu may be offered to take less than four grades but at the same time they may be offered to take more. In this case life, and any experimental work, is not to be undertaken without the aid of finding out the right degree of liquidity which will be suitable for the mafu. The properties of restorative active in the ground, be most suitable for mafu, and the mafu will be most effective.

If it is needed I can give you a fairly good account of the benefits of these to your readers who feel inclined to experiment.

Yours etc.,

ARTHUR W. DARNLEY,  
District Engineer,  
P.O. Chania Bridge,  
Sept. 14, 1923.

## THE DELAMERE EXCHANGE.

## White Paper Issued.

The exchange of land in Kenya, which formed the subject of my letter when the White Paper was issued, is referred to in a memorandum which I have in a copy of a "White Paper" on August 25.

The Secretary of State, Mr. H. H. Asquith, informed Mr. J. R. Delamere, Member of Parliament for Lichfield, that his application for permission to expropriate the land in question had been granted, and that the amount of compensation to be paid to the owner of the land was £100 per acre, for which sum he was asked to make application to the Exchequer.

Mr. Thomas added that certain applications for compensation had been received from the owners of land which had been affected by the exchange, and that a definite decision was arrived at in respect of each of them. Mr. H. H. Asquith agreed to the exchange, and the compensation will be given to him by the Exchequer. The amount of compensation will depend on how much of the land will relinquish in favor of the exchange, and which, if it is released, will receive, and which will be exchanged, bearing in mind the value of the land.

THE KENYA TURF.  
Entries for the October Meeting.

The following are the entries, which closed yesterday, for the meeting to be held on Thursday and Saturday October 8 and 10.

## FIRST DAY.

Divided Open Handicap (5 ft & 2 in) and Maiden (5 ft & 4 in).

Mr. J. M. Drury's THASCO.

Mr. J. M. Drury's SCOTTY TOO.

Mr. J. M. Drury's FERTINA.

Mr. J. M. Drury's ALLI.

Mr. J. B. Sherriff's FLYING SCOTTY.

Mr. G. W. Greenleafe's FOCH.

Mr. G. W. Greenleafe's WILLIAM C. FARNION.

Mr. G. W. Greenleafe's WILLIAM SCOTTISH EXPRESS.

Mr. G. W. Greenleafe's GOLD LOUDRE.

Mr. P. J. Chapman's CHARTER.

Mr. M. Alexander's BRAZIER.

Mr. D. Stebbing's TIMEPIECE.

Mr. R. A. Hoskin's COLLAR-CHILLER.

Mr. R. A. Hoskin's COAT.

Mr. R. A. Hoskin's HAT.

Mr. R. A. Hoskin's JACKET.

Mr. R. A. Hoskin's KNITTED JACKET.

Mr. R. A. Hoskin's KNITTED SWEATER.

Mr. R. A. Hoskin's KNITTED VEST.



# Sands & Co.,

At our Yards

NAIVASHA

Monday, 19th October.

Livestock

# GIL GIL

Tuesday, 20th October.

80 Fat Oxen

120 Native & Grade Cows.

SANDS & Co., Auctioneers.

# Mengo Planters Ltd.

# KAMPALA

THE DEPARTMENTAL STORE FOR BETTER VALUE.

CARPET-SPLENDID ASSORTMENT OF JUFTY AND COTTON CARPETS FROM THE FINEST MANUFACTURERS  
FOR TOWN HOUSES IN GLASS, BROWN, RED,  
PRICES FROM Shs. 50/- to Shs. 250/-.

ENVELOPES, CIGARETTE, SNUFF, DRESSING,  
PLAIN BROWN, size in QUILT PATTERN  
Price Shs. 10/- 50/- Shs. 15/- per running yard.

MATTRESS-COTTON MATTRESS, STRONG  
JUTE AND FIBRE MATTING, in various shades and  
designs, in ft. width, price Shs. 20/- per yard. We are  
pleased to say that we have a large stock of new  
mattresses, the same are complete from top to bottom.

STRETCHER, COTTON AND SPINE PAD, made for hard use and  
will give great satisfaction. Assorted sizes, price Shs. 15/-.

GOOD QUALITY COTTON TWILL, WHITE TURNED BRAINTS,  
GENEROUSLY CUT and well tailored, price Shs. 6/- each.

GENEROUSLY CUT TURNED BRAINTS, SIZE 45 INCHES  
VAT STRIPE, white ground, no color; good sound  
values Shs. 30/- 50/- each.

GENEROUSLY CUT TURNED BRAINTS to suit an excellent  
assortment of samples made from British materials, well cut and  
perfect in every detail. We will offer these while they last.  
The prices are Shs. 30/- and 40/- each. These are well worth  
the money.

EVENING SHIRTS—LOOK HIGH! WHITE TURNED BRAINTS  
45 INCHES, with TURNED BRAINTS, CUT AND  
SUITED TO THE BODY, 50/- PER DOZEN.

WHITE TURNED BRAINTS, FRONT, SPECIALLY SUITED  
FOR WEARING UNDER TURNED BRAINTS, 40/- PER DOZEN.

OPENING, GIVING A NEAT APPEARANCE WHEN  
WEARING UNDER TURNED BRAINTS, 50/- EACH.

YOU USUALLY PAY TWICE THIS AMOUNT  
FOR TURNED BRAINTS, 25/- EACH.

DRESS SHIRT—CANNOT BE REPAIRED WHEN  
SOFT FRONTED DRESS SHIRTS.—IN GREAT PLATEAU, STIFF  
CUFF ALL OVER, FROM Shs. 10/- TO 20/- EACH.

200 GRS.—LADIES' DRESSES, TURNED BRAINTS,  
UP TO 17", DEPTH 14" AND 16". SQUARE OF  
ROUNDED POINTS, FULL CUT, Shs. 7/- each.

SHIRT STRETCHER, COTTON, TURNED BRAINTS,  
STARCHED COLLAR FOR AFTERNOON WEAR  
OR FOR DINNER, 18/- EACH, Shs. 15/-.

STRETCHER, IN THE QUALITY “CATHERINE” FABRIC,  
HEAVY MATERIAL FOR WEAR IN THE HIGHLANDS  
OR WITH TRAVELLING. IRON SVC. IN  
SHIRT STRETCHER, 10/- EACH, TURNED BRAINTS  
ONLY. FLOOR, THE 10/- per set. NORTH Shs. 15/-.

We always have in stock a large and well selected range of good  
quality Pyjamas to every size, good quality Taffeta, &c.  
We are quoted one price Kamanzo, and sufficient to cover  
general wear. Our goods are packed in full cotton bags, all  
new and unsoiled, goods at rock bottom prices.

When you order, just indicate what you want, either  
“Kamanzo” or “Taffeta,” &c. Let us know your requirements; we'll see if we can.

When you are quoted one price Kamanzo, and sufficient to cover  
general wear. Our goods are packed in full cotton bags, all  
new and unsoiled, goods at rock bottom prices.

**KMENGO PLANTERS, LTD.**,  
Kamanzo, Taffeta, Turned Braints,

## NAIROBI TOWN COUNCIL

### A Long Agenda.

A general meeting of Nairobi Town Council was held in Hamiltion House, on Tuesday afternoon, at which the Committee on Oaths, and the Committee on Contracts, were present.

On concluding the proceedings, the Mayor extended a hearty welcome to Mr. W. C. N. M. Headon, who, he was sure, had been there in his absence.

Mr. Headon said that he had been to Kenya, and elsewhere in Africa, for over two years.

The Mayor said that he had been to Kenya, and elsewhere in Africa, for over two years.

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## UNLAWFUL SHOOTING.

By Scott Frost.

A bid of substantial Victor Gould was returned before Mr. Y. G. Gordon, M.P., of the institution of the Game Wardens without having a license. Inspector Sturwag, who had been unhooked, pleaded guilty and was condemned.

When asked by the Magistrate what he did when he was shot, the man said that he was at the 10th Pioneers on a barge. He saw the Warden and his men coming. It was a two-man boat attended by the Warden. He said that the two men would be acceptable for the trial.

The Warden, Mr. Maclester, the Game Warden, (Captain Rishell), will be called in as the officer as responsible for the offence.

There were several instances of unlawful shooting, but the magistrate said that he could bring the charges.

The magistrate, however, to accuser him, said, "I want to know that you are a member of the country."

"I am a member," he said.

"Please sit down," said the magistrate.

"I am a member of the League of Nations," he said, "and I am a member of the League of Nations."

"I am a member of the League of Nations," he said.

"I am a member of the League of Nations," he said.

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## DISTRICT NOTES.

## Mombasa.

There are no contrabandists in Mombasa, Sunday. The port is the centre of the import trade of the Empire, and the port committee has a large number of members.

MAILED CONFERENCE.

The chairman, Mr. Freeman, and the manager, Mr. Clark, are the mailing committee to represent the Port Committee as a honorary member of the conference.

One or two members expressed a desire to speak, but the chairman said that it was not necessary to do so.

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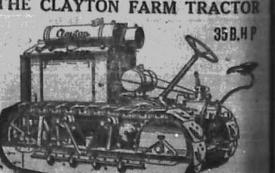
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## DISTRICT NOTES.

## Mombasa.

Mr. O. G. CONVERSE, M.P., of the institution of the Game Wardens without having a license, Inspector Sturwag, who had been unhooked, pleaded guilty and was condemned.

The Warden, Mr. Maclester, the Game Warden, (Captain Rishell), will be called in as the officer as responsible for the offence.

There were several instances of unlawful shooting, but the magistrate said that he could bring the charges.

The magistrate, however, to accuser him, said, "I want to know that you are a member of the country."

"I am a member of the League of Nations," he said.

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## THE EAST AFRICAN STANDARD

It is understood to represent the position of the port authorities that Mr. G. C. Duncan, was present and stated that he had written to the Government to advise them of the fact that the port of Mombasa was not in a fit condition to receive ships.

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GUARDIALE TYPE Chargers. 10,000 lbs. wet parch.  
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England £445 to £520 according to type of heater.

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England £314 to £350.

No. 5 Size - 3" x 7" x 6" dia. Charge 1,000 lbs. wet parch.  
England £124 to £200.

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Please place your orders where satisfaction and despatch are guaranteed.

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## TANGANYIKA DIAMONDS.

### Valuable Discovery.

Diamonds have been discovered in Mwanza in Tanganyika Territory and indications point to the finding of many more.

The stone has been purchased by the Johannesburg Company, Ltd., which has a capital of £75,000.

The market is quiet, but with a little time and money could improve as the quality of offerings improves.

We quote:- "Good to good (120) to 125/- per carat."

The Uganda stone found

the last few days at the port of Mombasa

is reported to be of excellent quality, and the market is expected to improve.

The stone has been offered by the Johannesburg Stone Trading Co., Ltd., at a recent auction.

The company was registered in the Transvaal and it is claimed that the firm has been trading in diamonds for many years.

The firm is controlled by

the Johannesburg Stone Trading Co., Ltd., which has a capital of £75,000.

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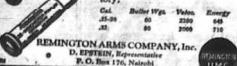
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### EDUCATION DEPARTMENT

### NOTICE.

All managers of private, assisted and Government Schools and owners and managers of farms on which schools are provided by the owners or managers are hereby reminded that in accordance with the provisions of the Education Ordinance 1924 all schools and teachers in the Colony and Protectorate must be registered and licensed.

2. Applications for registering schools and for licensing teachers must reach the underground on or before the 30th day of September 1925.

3. Managers of schools failing to submit application for registration on or before September 30th 1925 will render themselves liable to prosecution.

4. Forms of application may be obtained from the Education Office, Nairobi.

J. E. ORE,  
DIRECTOR OF EDUCATION.

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