

£1,000 FREE INSURANCE

WITH THE AFRICAN GUARANTEE AND INDEMNITY CO., LTD.—(See Advertisement on page 2).

KENYA'S NEWSPAPER.

THE EAST

Price 50 Cents.

African Standard

MOMBASA TIMES & UGANDA ARGUS.

The Oldest Established Newspaper Published in Kenya and Uganda.

1963. REGISTERED AT THE GENERAL POST OFFICE AS A NEWSPAPER.

NAIROBI, SATURDAY, MAY 15, 1926.

Official Organ of the Royal E.A. Automobile Association, Northumbrian Society of Kenya, etc.

Price 5s. per annum, Postage included, 1s. 6d. per issue.

THE EAST AFRICAN STANDARD WEEKLY EDITION.

Small Advertisements.

Advertisements are accepted only subject to approval.

DOMESTIC ANNOUNCEMENTS.

Births, Marriages and Deaths, etc., in per line of six words with 10/- extra for each line of the MISCELLANEOUS PREPAID ADVERTISEMENT.

Such as Wanted, To Let, For Sale and Situations Vacant and Wanted, in per line of six words (ordinary type) or fraction of a line; minimum 4s.

All the above Advertisements are strictly Payable in Advance, and no exception will be made to this rule.

THE SUBSCRIPTION RATES:

WEEKLY, Shs. 20/-

Locally Yearly Shs. 20/-

do yearly Shs. 11/-

Posted locally yearly Shs. 26/-

do half yearly Shs. 13/-

Posted Overseas yearly Shs. 36/-

Posted Overseas

do yearly Shs. 19/-

Locally Yearly Shs. 40/-

do half yearly Shs. 20/-

do Quarterly Shs. 11/-

do Half Yearly Shs. 12/5

do Quarterly Shs. 26/5

do Half Yearly Shs. 15/5

Subscriptions must be paid in advance.

BIRTHS.

LAWRENCE—At Miss McNulty's Nursing Home, Mr. and Mrs. W. Lovett, a son.

ANSLEY—To Mr. and Mrs. A. C. Ansley on the 15th inst.—daughter.

DEATHS.

WATCHAM—At Ruaraidh, Nairobi on the 9th May, 1926, James Robert Watcham, aged 46 years.

"Whether on horse matters not."

"Whether of high or lowly name?"

"For the great Ugandan leatheth most!"

"The man who always play the game."

CLARK—On the 7th May, 1926, Sir Edward H. S. L. Clark Bart, G.M.G., D.S.O., late of the Worcestershire Regiment and the Board of Agriculture, London.

WANTED.

WANTED Prime Quality Bacon Pigs and fat Sows. Uplands Bacon Factory.

HAND press bacon making machine. Must be in good condition. Shs. price, 1.s. Apply Voucher No. 3340. "Standard."

BUCKINGHAMSHIRE—In exchange.

For 100 Paddington Stamps (all values) well assortments of British Novels, Africa and the surrounding Islands I will give picture post cards of the Great War, 1914-1918, 10/- each. Paddington, London, England.

FOR SALE.

HIGH Grade Ayreshire Bull 4½ years, two Horned Plauders coupled or single. Four Fowler cultivators. All excellent condition. Apply Voucher No. 3340. "Standard," Nairobi.

3,000 ft. of 21ins. black coates, 1,000 ft. medium coates, 1,000 ft. light coates, 1,000 ft. 10/- per foot cash. Birling & Co., Nairobi.

MALARIA was Encountered, the local breed and proved cure for malaria fever. A. H. Wardle & Co., P.O. Box 105, Nairobi.

3 P. Farrow M.B. Fins. Tractor "Standard" Condition as new. Cheap. Apply Voucher No. 3343. "Standard," Nairobi.

TEAM of Grade Trks. Open for sale. Bredled. A.M. Apply Voucher No. 3344. "Standard," Nairobi.

CELESTE Bow Cuttings Lathe 10" x 12" with 10" cutting chuck. Shgs. 2,000/- Cutting off machine, by Messrs. Reid & Co. 6ft. opening. Shgs. 500/- McNaughton power nest mining machine large capacity Shgs. 200/- All good condition. Birling & Co., Nairobi.

COFFEE Trays, made of 1 inch timber with 5 & 6 gauge iron wire at Shgs. 10/- each. Also secondhand trays at Shgs. 15/- each. C. C. Monckton & Co., Nairobi.

CHRISTY & NORRIS 14 Gauge hand saw with automatic finger guard, spade beaters, screws, etc. practically new. 100 L.R.T. Box 4, Nairobi.

CAPEN for spraying coffee and fruit trees (spraying tools no. 1) in 4 gal. Uts. Shgs. 12/5 (no. 1) Ventilation Grate Box 6x6 in. cast iron. 6 ft. 1-inch. Each. Shgs. 20/- reduced prices. E. A. T. T. Metal Works, Hardware Street, Nairobi, Box 225.

ROUGH split cedar poles 8 ft. 1-in. Shgs. 1/- each. L.R.T. Tari. Cash with order. Wilcox, Tari.

GOOD Second-hand Ford Body 2 new tyres and tubes engine in perfect condition for best offer. Kenyan Motor Factor for sale. Apply Voucher No. 3362. "Standard," Nairobi.

GORDON Guardia Dryer 4,000 lbs. capacity in perfect order with fan and shafting, multi-tubular heater with fan, steel grilles 2300/0 or offer. Voucher No. 3351 "Standard," Nairobi.

KAVINDORO Muds. Shgs. 12/- per doz. Coffe. Padlocks and Keys. Padlock Box 10/- per doz. Nots. Chairs, Shs. 20/- per doz. L.R.T. Electric Station. Cash with order. Apply, Dennis Potts & Co., Kilimani.

STRONG Elizabeth Crown Shgs. 2/20 each. English flower Mts. of all sorts. Catalogue sent. Mrs. Shirley Paterson, Gilgil.

BUCK wagons from stock factory. Delivery, Nairobi & Co., Box 607, Nairobi.

COFFEE SEEDLINGS, well grown, Shs. 15/- per 1,000. Cash with order. Vines, Thika.

FOR SALE—(contd.).

NEW model cinema outfit latest model complete generator, capable lighting, half projection, 100 ft. screen, full pictures were cutta. Price £100 Nairobi. Apply Voucher No. 3340. "Standard," Nairobi.

WHAT Farm equipment, over 1,000 acres about 1,000 acres in district, returning high yields and safe from rust. Rights on railway and first class roads. Permanent labour force, good climate and surroundings. Apply Voucher No. 3400. "Standard," Nairobi.

WHAT Farm equipment, over 1,000 acres about 1,000 acres in district, returning high yields and safe from rust. Rights on railway and first class roads. Permanent labour force, good climate and surroundings. Apply Voucher No. 3400. "Standard," Nairobi.

£2,000 an acre will buy a well developed farm 4 miles from siding on Syekiteila line. Average 2,000, includes stone and brick house, 200 acres of maize, 22 acres coffee in bearing, cassava, ploughs, etc. All rights on main road. Only prime land needed. 5 years 1/3 down, balance 5 years at 8 per cent. Apply Voucher No. 3410. "Standard," Nairobi.

STONG Lurcher Puppies, Ten weeks old. Both sexes. Shgs. 50/- each. Lady Muriel Jess-Blaik, Kynna, Nairobi.

ONE Bull Terrier Dog (2 years) Shgs. 600. His two bitch puppies, 10 weeks old, Shgs. 30/- each. Also white Queen Pomeranian eighteen months (liver) Shgs. 30/- Apply Voucher No. 3407. "Standard," Nairobi.

FULLY Developed Farm in pick of highlands. 900 acres maize planted another 200 to be planted; also 100 acres wheat. All property would be available within five minutes. Property would show a certain amount of resistance to further 7 months and, reducing to 25 per cent rains, probably 25 per cent. Highest references given and every investigation desired. Station five miles. Apply Voucher No. 3411. "Standard," Nairobi.

MISCELLANEOUS.

YOU require labour. Write R. E. McClelland, Box 62, Kiambu.

A.T. Stud. Piglets of Pigs. A.L. Stud. Allround. Primate. Small Agricultural, Kenyan Club Chippinghami, Shove, 1925, and Nakuru 1926. Apply Farvar, Mar. Summit.

WANTED one or two good hand carts ready for service. Nathan or Swiss preferred. Milk strain. Apply with full particulars to Havelock Theatres, Australian, Nairobi.

PERSONAL.—British Ladies and Gentlemen seek Correspondents in Africa, India and elsewhere. Write R. A. CLARK, 16, Cambridge Street, London, S.W.1.

RETIRED Naval Officer, age 24, recently released from England, requires comfortable, fair knowledge of Swahili and experience stock farming in England. Apply Voucher No. 3369. "Standard," Nairobi.

REPRESENTATIVES REQUIRED IN EAST AFRICA FOR THE SALE OF THE WELL-KNOWN "HOME LAND" BLANKETS AND "EMPIRE" FRINGED TRAVELLING BUGS, ON COMMISSION BASIS. STATE REFERENCES AND FULLEST PARTICULARS TO MESSRS LEOPOLD FRANK, II, LONDON WALL, LONDON, E.C.2.

SITUATIONS VACANT.

WANTED a competent European motor mechanic. Apply stating wages and previous experience to The Kisia Garage, Kitintale.

WANTED qualified all round motor mechanic. Apply stating wages required to P.O. Box 11, Nairobi, Uganda.

APPLICATIONS are invited for the post as a nursing sister at the Eldoret Hospital. Bed matron, and other general nursing staff. Salary £100 per annum. Applications to be lodged with the Secretary, Eldoret.

REQUIRED working partner with capital £200—£300 with ability to handle mechanical and animal transport business in healthy up country district. Excellent opportunity for energetic manager. Apply for details. Only prima facie need apply. Apply Voucher No. 3369. "Standard," Nairobi.

WANTED as soon as possible suitable nurse for two children (girls) under 8 years for day school and night nurseries on healthy farm country. Apply Voucher No. 3397. "Standard," Nairobi.

WANTED European Filter against for Kenya Marble Quarries, Baladiado, Apply Office, Govt. Board, Nairobi.

EUROPEAN Nurse required for two young children in small, small township. Write Voucher No. 3381. "Standard," Nairobi.

SITUATIONS WANTED.

GENESEMAN, English, good 22, well educated, good business training, desires an opening in East Africa. Willing to pay passage from England. Write Voucher No. 3365. "Standard," Nairobi.

COFFEE Estate Manager wants position from November. Married. 7 years' experience this country, references. Apply Voucher No. 3360. "Standard," Nairobi.

YOUNG man 4 months in country require situation in town or city. Interested in money, small salary to start. Reply Allardice, Honey's Bridge, Nairobi.

EMPLOYMENT on coffee, maize, wheat or stock farm, capital or manager, references and many years' experience. H. A. Burdett, Standard Bank, Nairobi.

RETIRED Naval Officer, age 24, recently released from England, requires comfortable, fair knowledge of Swahili and experience stock farming in England. Apply Voucher No. 3369. "Standard," Nairobi.

District Notes.—

- 1. Kikuyu 10/-
- 2. Thika 12/-
- 3. Zanzibar 12/-
- 4. Nairobi 12/-
- 5. Tsavo 12/-
- 6. Lamu 12/-
- 7. Mombasa 12/-
- 8. Kisumu 12/-
- 9. Lake Victoria 12/-
- 10. Tanganyika 12/-
- 11. Nyasaland 12/-
- 12. Uganda 12/-
- 13. Compt. 12/-
- 14. R.A.F. Areas in Nairobi 12/-
- 15. Nairobi Roads and Bridges 12/-
- 16. Government Shipment and the like 12/-
- 17. Nairobi Town Council 12/-
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SATURDAY, MAY 15, 1926.

R.A.F. FLIGHT ARRIVES AT KENYA CAPITAL

An Enthusiastic Welcome.

AFRICANS AMUSED BY THE SIGHT OF "THE KING'S BIRDS."

The Royal Air Force Flight of four machines, engaged on a survey flight from Cairo to Cape Town, had again arrived in Nairobi, having made their way back to the base at Oloka after an arduous flight which took over twenty-four hours. They are the first aeroplanes to visit Nairobi.

Although the tour was uneventful, the aeroplane was welcomed by an official wine from Klement, that the King's birds had safely reached Nairobi, and the King's Aeroplane was given a hearty welcome. The enthusiasm of the spectators improved the welcome.

The aeroplane landed in Nairobi last in the day, having been delayed by bad weather in the sky and the subject of the King's birds.

A considerable crowd of Kenyans gathered at the landing ground to see the King's birds.

Leaving Nairobi, aeroplane, shortly after the arrival of the King's birds, the pilot never gave to the public any information about the flight, and the public were left in the dark as to the exact route followed and perfect order required to make the flight.

After the flight, the King's birds were disappeared without a trace.

CIRCLE THE TOWN.

Wing Commander Palfrey had planned to circle the town in the first instance in a wild and dangerous manner, but the men who had been unable to get away from the aeroplane when they appeared directly over Nairobi, were so frightened that they fled in perfect form, leaving the King's birds.

Wing Commander Palfrey had his handkerchiefs fluttered and all the time he was flying over Nairobi, the four machines broke from him.

Wing Commander Palfrey had the best of luck, and with the greatest skill and毫不懈怠地 maintained his position in the air for a few minutes, the life of the ears and spectators were saved.

The King's birds, which came from Calcutta to Mongalla, and thence to Nairobi, had to land at Lusaka from Livingstone, and the King's birds landed for the trip were specially prepared for the long distance.

The King's birds, which came from the Far East, were the fastest, and were raised, ready to start.

"Modus," Bertha.

Moss, Smith, Mackenzie, and Cook, who are the agents for a few first-class berths available for gentlemen on the aircraft, were willing on the 12th instant.

THE WELCOME.

As soon as the first machine had landed, a white feather feathered its way through the air from the tail of the plane, and the King's birds were welcomed as a noble host.

The King's birds were officially welcomed by Mr. J. C. Cook, the chairman of the Acting Colonial Council, and the Mayor of Nairobi, the other members of the Council, Salter, headmaster of the school, and Mr. G. E. McNeil, who had recently been before the second machine.

The King's birds had no difficulty in finding their way to Nairobi, despite the fact that it is perhaps not the easiest place to land.

The machines had no difficulty in finding their way to Nairobi, despite the fact that it is perhaps not the easiest place to land.

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GOVERNMENT GRANT FOR NAIROBI ROADS.

**£38,750 for 1925 and
1926.**

The following letter from the Governor was read at the Nairobi Municipal Council on May 12:

"I am directed to inform you that the Government has agreed to make a grant-in-aid to the Council in respect of roads in the Municipality to the sum of £38,750 for each of the years 1925 and 1926. The amount standing that the sum of £12,500 in respect of roads, Maintenance Expenditure, will be set aside for a charge against Town funds, is to be used to meet the private revenue held in the Corporation's books."

The officers were taken to enjoy luncheon at the home of the man in charge of the roads, the man of the King's African Corps, and the men who had been working on the roads.

The officers were given to taste the specialties, the tea, coffee, biscuits, and perfect order required to make the King's birds.

After the luncheon, the King's birds were disappeared without a trace.

The Main Market.

**PORTION TWO WEEKS
BEFORE STRIKE.**

Mr. Wm. F. Macleod & Sons, Agents, Mr. A. H. Cook, and Mr. J. C. Cook, the main market as at April 15, 1926.

Old Crop Maize was imported to meet the demand for maize as the quantity available is now very small.

Local Maize is being imported to meet the demand for maize as the quantity available is now very small.

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ACCO TESTED COMBINATION TREK CHAINS

SUPPLIED regularly
for Trucks or vehicles.

These chains, being made from the finest materials obtainable, represent the highest quality of combination chain.

They are correctly tensioned to suit the particular needs of the vehicle and are supplied in lengths of 10 ft., 12 ft., 14 ft., 16 ft., 18 ft., 20 ft., 22 ft., 24 ft., 26 ft., 28 ft., 30 ft., 32 ft., 34 ft., 36 ft., 38 ft., 40 ft., 42 ft., 44 ft., 46 ft., 48 ft., 50 ft., 52 ft., 54 ft., 56 ft., 58 ft., 60 ft., 62 ft., 64 ft., 66 ft., 68 ft., 70 ft., 72 ft., 74 ft., 76 ft., 78 ft., 80 ft., 82 ft., 84 ft., 86 ft., 88 ft., 90 ft., 92 ft., 94 ft., 96 ft., 98 ft., 100 ft., 102 ft., 104 ft., 106 ft., 108 ft., 110 ft., 112 ft., 114 ft., 116 ft., 118 ft., 120 ft., 122 ft., 124 ft., 126 ft., 128 ft., 130 ft., 132 ft., 134 ft., 136 ft., 138 ft., 140 ft., 142 ft., 144 ft., 146 ft., 148 ft., 150 ft., 152 ft., 154 ft., 156 ft., 158 ft., 160 ft., 162 ft., 164 ft., 166 ft., 168 ft., 170 ft., 172 ft., 174 ft., 176 ft., 178 ft., 180 ft., 182 ft., 184 ft., 186 ft., 188 ft., 190 ft., 192 ft., 194 ft., 196 ft., 198 ft., 200 ft., 202 ft., 204 ft., 206 ft., 208 ft., 210 ft., 212 ft., 214 ft., 216 ft., 218 ft., 220 ft., 222 ft., 224 ft., 226 ft., 228 ft., 230 ft., 232 ft., 234 ft., 236 ft., 238 ft., 240 ft., 242 ft., 244 ft., 246 ft., 248 ft., 250 ft., 252 ft., 254 ft., 256 ft., 258 ft., 260 ft., 262 ft., 264 ft., 266 ft., 268 ft., 270 ft., 272 ft., 274 ft., 276 ft., 278 ft., 280 ft., 282 ft., 284 ft., 286 ft., 288 ft., 290 ft., 292 ft., 294 ft., 296 ft., 298 ft., 300 ft., 302 ft., 304 ft., 306 ft., 308 ft., 310 ft., 312 ft., 314 ft., 316 ft., 318 ft., 320 ft., 322 ft., 324 ft., 326 ft., 328 ft., 330 ft., 332 ft., 334 ft., 336 ft., 338 ft., 340 ft., 342 ft., 344 ft., 346 ft., 348 ft., 350 ft., 352 ft., 354 ft., 356 ft., 358 ft., 360 ft., 362 ft., 364 ft., 366 ft., 368 ft., 370 ft., 372 ft., 374 ft., 376 ft., 378 ft., 380 ft., 382 ft., 384 ft., 386 ft., 388 ft., 390 ft., 392 ft., 394 ft., 396 ft., 398 ft., 400 ft., 402 ft., 404 ft., 406 ft., 408 ft., 410 ft., 412 ft., 414 ft., 416 ft., 418 ft., 420 ft., 422 ft., 424 ft., 426 ft., 428 ft., 430 ft., 432 ft., 434 ft., 436 ft., 438 ft., 440 ft., 442 ft., 444 ft., 446 ft., 448 ft., 450 ft., 452 ft., 454 ft., 456 ft., 458 ft., 460 ft., 462 ft., 464 ft., 466 ft., 468 ft., 470 ft., 472 ft., 474 ft., 476 ft., 478 ft., 480 ft., 482 ft., 484 ft., 486 ft., 488 ft., 490 ft., 492 ft., 494 ft., 496 ft., 498 ft., 500 ft., 502 ft., 504 ft., 506 ft., 508 ft., 510 ft., 512 ft., 514 ft., 516 ft., 518 ft., 520 ft., 522 ft., 524 ft., 526 ft., 528 ft., 530 ft., 532 ft., 534 ft., 536 ft., 538 ft., 540 ft., 542 ft., 544 ft., 546 ft., 548 ft., 550 ft., 552 ft., 554 ft., 556 ft., 558 ft., 560 ft., 562 ft., 564 ft., 566 ft., 568 ft., 570 ft., 572 ft., 574 ft., 576 ft., 578 ft., 580 ft., 582 ft., 584 ft., 586 ft., 588 ft., 590 ft., 592 ft., 594 ft., 596 ft., 598 ft., 600 ft., 602 ft., 604 ft., 606 ft., 608 ft., 610 ft., 612 ft., 614 ft., 616 ft., 618 ft., 620 ft., 622 ft., 624 ft., 626 ft., 628 ft., 630 ft., 632 ft., 634 ft., 636 ft., 638 ft., 640 ft., 642 ft., 644 ft., 646 ft., 648 ft., 650 ft., 652 ft., 654 ft., 656 ft., 658 ft., 660 ft., 662 ft., 664 ft., 666 ft., 668 ft., 670 ft., 672 ft., 674 ft., 676 ft., 678 ft., 680 ft., 682 ft., 684 ft., 686 ft., 688 ft., 690 ft., 692 ft., 694 ft., 696 ft., 698 ft., 700 ft., 702 ft., 704 ft., 706 ft., 708 ft., 710 ft., 712 ft., 714 ft., 716 ft., 718 ft., 720 ft., 722 ft., 724 ft., 726 ft., 728 ft., 730 ft., 732 ft., 734 ft., 736 ft., 738 ft., 740 ft., 742 ft., 744 ft., 746 ft., 748 ft., 750 ft., 752 ft., 754 ft., 756 ft., 758 ft., 760 ft., 762 ft., 764 ft., 766 ft., 768 ft., 770 ft., 772 ft., 774 ft., 776 ft., 778 ft., 780 ft., 782 ft., 784 ft., 786 ft., 788 ft., 790 ft., 792 ft., 794 ft., 796 ft., 798 ft., 800 ft., 802 ft., 804 ft., 806 ft., 808 ft., 810 ft., 812 ft., 814 ft., 816 ft., 818 ft., 820 ft., 822 ft., 824 ft., 826 ft., 828 ft., 830 ft., 832 ft., 834 ft., 836 ft., 838 ft., 840 ft., 842 ft., 844 ft., 846 ft., 848 ft., 850 ft., 852 ft., 854 ft., 856 ft., 858 ft., 860 ft., 862 ft., 864 ft., 866 ft., 868 ft., 870 ft., 872 ft., 874 ft., 876 ft., 878 ft., 880 ft., 882 ft., 884 ft., 886 ft., 888 ft., 890 ft., 892 ft., 894 ft., 896 ft., 898 ft., 900 ft., 902 ft., 904 ft., 906 ft., 908 ft., 910 ft., 912 ft., 914 ft., 916 ft., 918 ft., 920 ft., 922 ft., 924 ft., 926 ft., 928 ft., 930 ft., 932 ft., 934 ft., 936 ft., 938 ft., 940 ft., 942 ft., 944 ft., 946 ft., 948 ft., 950 ft., 952 ft., 954 ft., 956 ft., 958 ft., 960 ft., 962 ft., 964 ft., 966 ft., 968 ft., 970 ft., 972 ft., 974 ft., 976 ft., 978 ft., 980 ft., 982 ft., 984 ft., 986 ft., 988 ft., 990 ft., 992 ft., 994 ft., 996 ft., 998 ft., 1000 ft., 1002 ft., 1004 ft., 1006 ft., 1008 ft., 1010 ft., 1012 ft., 1014 ft., 1016 ft., 1018 ft., 1020 ft., 1022 ft., 1024 ft., 1026 ft., 1028 ft., 1030 ft., 1032 ft., 1034 ft., 1036 ft., 1038 ft., 1040 ft., 1042 ft., 1044 ft., 1046 ft., 1048 ft., 1050 ft., 1052 ft., 1054 ft., 1056 ft., 1058 ft., 1060 ft., 1062 ft., 1064 ft., 1066 ft., 1068 ft., 1070 ft., 1072 ft., 1074 ft., 1076 ft., 1078 ft., 1080 ft., 1082 ft., 1084 ft., 1086 ft., 1088 ft., 1090 ft., 1092 ft., 1094 ft., 1096 ft., 1098 ft., 1100 ft., 1102 ft., 1104 ft., 1106 ft., 1108 ft., 1110 ft., 1112 ft., 1114 ft., 1116 ft., 1118 ft., 1120 ft., 1122 ft., 1124 ft., 1126 ft., 1128 ft., 1130 ft., 1132 ft., 1134 ft., 1136 ft., 1138 ft., 1140 ft., 1142 ft., 1144 ft., 1146 ft., 1148 ft., 1150 ft., 1152 ft., 1154 ft., 1156 ft., 1158 ft., 1160 ft., 1162 ft., 1164 ft., 1166 ft., 1168 ft., 1170 ft., 1172 ft., 1174 ft., 1176 ft., 1178 ft., 1180 ft., 1182 ft., 1184 ft., 1186 ft., 1188 ft., 1190 ft., 1192 ft., 1194 ft., 1196 ft., 1198 ft., 1200 ft., 1202 ft., 1204 ft., 1206 ft., 1208 ft., 1210 ft., 1212 ft., 1214 ft., 1216 ft., 1218 ft., 1220 ft., 1222 ft., 1224 ft., 1226 ft., 1228 ft., 1230 ft., 1232 ft., 1234 ft., 1236 ft., 1238 ft., 1240 ft., 1242 ft., 1244 ft., 1246 ft., 1248 ft., 1250 ft., 1252 ft., 1254 ft., 1256 ft., 1258 ft., 1260 ft., 1262 ft., 1264 ft., 1266 ft., 1268 ft., 1270 ft., 1272 ft., 1274 ft., 1276 ft., 1278 ft., 1280 ft., 1282 ft., 1284 ft., 1286 ft., 1288 ft., 1290 ft., 1292 ft., 1294 ft., 1296 ft., 1298 ft., 1300 ft., 1302 ft., 1304 ft., 1306 ft., 1308 ft., 1310 ft., 1312 ft., 1314 ft., 1316 ft., 1318 ft., 1320 ft., 1322 ft., 1324 ft., 1326 ft., 1328 ft., 1330 ft., 1332 ft., 1334 ft., 1336 ft., 1338 ft., 1340 ft., 1342 ft., 1344 ft., 1346 ft., 1348 ft., 1350 ft., 1352 ft., 1354 ft., 1356 ft., 1358 ft., 1360 ft., 1362 ft., 1364 ft., 1366 ft., 1368 ft., 1370 ft., 1372 ft., 1374 ft., 1376 ft., 1378 ft., 1380 ft., 1382 ft., 1384 ft., 1386 ft., 1388 ft., 1390 ft., 1392 ft., 1394 ft., 1396 ft., 1398 ft., 1400 ft., 1402 ft., 1404 ft., 1406 ft., 1408 ft., 1410 ft., 1412 ft., 1414 ft., 1416 ft., 1418 ft., 1420 ft., 1422 ft., 1424 ft., 1426 ft., 1428 ft., 1430 ft., 1432 ft., 1434 ft., 1436 ft., 1438 ft., 1440 ft., 1442 ft., 1444 ft., 1446 ft., 1448 ft., 1450 ft., 1452 ft., 1454 ft., 1456 ft., 1458 ft., 1460 ft., 1462 ft., 1464 ft., 1466 ft., 1468 ft., 1470 ft., 1472 ft., 1474 ft., 1476 ft., 1478 ft., 1480 ft., 1482 ft., 1484 ft., 1486 ft., 1488 ft., 1490 ft., 1492 ft., 1494 ft., 1496 ft., 1498 ft., 1500 ft., 1502 ft., 1504 ft., 1506 ft., 1508 ft., 1510 ft., 1512 ft., 1514 ft., 1516 ft., 1518 ft., 1520 ft., 1522 ft., 1524 ft., 1526 ft., 1528 ft., 1530 ft., 1532 ft., 1534 ft., 1536 ft., 1538 ft., 1540 ft., 1542 ft., 1544 ft., 1546 ft., 1548 ft., 1550 ft., 1552 ft., 1554 ft., 1556 ft., 1558 ft., 1560 ft., 1562 ft., 1564 ft., 1566 ft., 1568 ft., 1570 ft., 1572 ft., 1574 ft., 1576 ft., 1578 ft., 1580 ft., 1582 ft., 1584 ft., 1586 ft., 1588 ft., 1590 ft., 1592 ft., 1594 ft., 1596 ft., 1598 ft., 1600 ft., 1602 ft., 1604 ft., 1606 ft., 1608 ft., 1610 ft., 1612 ft., 1614 ft., 1616 ft., 1618 ft., 1620 ft., 1622 ft., 1624 ft., 1626 ft., 1628 ft., 1630 ft., 1632 ft., 1634 ft., 1636 ft., 1638 ft., 1640 ft., 1642 ft., 1644 ft., 1646 ft., 1648 ft., 1650 ft., 1652 ft., 1654 ft., 1656 ft., 1658 ft., 1660 ft., 1662 ft., 1664 ft., 1666 ft., 1668 ft., 1670 ft., 1672 ft., 1674 ft., 1676 ft., 1678 ft., 1680 ft., 1682 ft., 1684 ft., 1686 ft., 1688 ft., 1690 ft., 1692 ft., 1694 ft., 1696 ft., 1698 ft., 1700 ft., 1702 ft., 1704 ft., 1706 ft., 1708 ft., 1710 ft., 1712 ft., 1714 ft., 1716 ft., 1718 ft., 1720 ft., 1722 ft., 1724 ft., 1726 ft., 1728 ft., 1730 ft., 1732 ft., 1734 ft., 1736 ft., 1738 ft., 1740 ft., 1742 ft., 1744 ft., 1746 ft., 1748 ft., 1750 ft., 1752 ft., 1754 ft., 1756 ft., 1758 ft., 1760 ft., 1762 ft., 1764 ft., 1766 ft., 1768 ft., 1770 ft., 1772 ft., 1774 ft., 1776 ft., 1778 ft., 1780 ft., 1782 ft., 1784 ft., 1786 ft., 1788 ft., 1790 ft., 1792 ft., 1794 ft., 1796 ft., 1798 ft., 1800 ft., 1802 ft., 1804 ft., 1806 ft., 1808 ft., 1810 ft., 1812 ft., 1814 ft., 1816 ft., 1818 ft., 1820 ft., 1822 ft., 1824 ft., 1826 ft., 1828 ft., 1830 ft., 1832 ft., 1834 ft., 1836 ft., 1838 ft., 1840 ft., 1842 ft., 1844 ft., 1846 ft., 1848 ft., 1850 ft., 1852 ft., 1854 ft., 1856 ft., 1858 ft., 1860 ft., 1862 ft., 1864 ft., 1866 ft., 1868 ft., 1870 ft., 1872 ft., 1874 ft., 1876 ft., 1878 ft., 1880 ft., 1882 ft., 1884 ft., 1886 ft., 1888 ft., 1890 ft., 1892 ft., 1894 ft., 1896 ft., 1898 ft., 1900 ft., 1902 ft., 1904 ft., 1906 ft., 1908 ft., 1910 ft., 1912 ft., 1914 ft., 1916 ft., 1918 ft., 1920 ft., 1922 ft., 1924 ft., 1926 ft., 1928 ft., 1930 ft., 1932 ft., 1934 ft., 1936 ft., 1938 ft., 1940 ft., 1942 ft., 1944 ft., 1946 ft., 1948 ft., 1950 ft., 1952 ft., 1954 ft., 1956 ft., 1958 ft., 1960 ft., 1962 ft., 1964 ft., 1966 ft., 1968 ft., 1970 ft., 1972 ft., 1974 ft., 1976 ft., 1978 ft., 1980 ft., 1982 ft., 1984 ft., 1986 ft., 1988 ft., 1990 ft., 1992 ft., 1994 ft., 1996 ft., 1998 ft., 2000 ft., 2002 ft., 2004 ft., 2006 ft., 2008 ft., 2010 ft., 2012 ft., 2014 ft., 2016 ft., 2018 ft., 2020 ft., 2022 ft., 2024 ft., 2026 ft., 2028 ft., 2030 ft., 2032 ft., 2034 ft., 2036 ft., 2038 ft., 2040 ft., 2042 ft., 2044 ft., 2046 ft., 2048 ft., 2050 ft., 2052 ft., 2054 ft., 2056 ft., 2058 ft., 2060 ft., 2062 ft., 2064 ft., 2066 ft., 2068 ft., 2070 ft., 2072 ft., 2074 ft., 2076 ft., 2078 ft., 2080 ft., 2082 ft., 2084 ft., 2086 ft., 2088 ft., 2090 ft., 2092 ft., 2094 ft., 2096 ft., 2098 ft., 2100 ft., 2102 ft., 2104 ft., 2106 ft., 2108 ft., 2110 ft., 2112 ft., 2114 ft., 2116 ft., 2118 ft., 2120 ft., 2122 ft., 2124 ft., 2126 ft., 2128 ft., 2130 ft., 2132 ft., 2134 ft., 2136 ft., 2138 ft., 2140 ft., 2142 ft., 2144 ft., 2146 ft., 2148 ft., 2150 ft., 2152 ft., 2154 ft., 2156 ft., 2158 ft., 2160 ft., 2162 ft., 2164 ft., 2166 ft., 2168 ft., 2170 ft., 2172 ft., 2174 ft., 2176 ft., 2178 ft., 2180 ft., 2182 ft., 2184 ft., 2186 ft., 2188 ft., 2190 ft., 2192 ft., 2194 ft., 2196 ft., 2198 ft., 2200 ft., 2202 ft., 2204 ft., 2206 ft., 2208 ft., 2210 ft., 2212 ft., 2214 ft., 2216 ft., 2218 ft., 2220 ft., 2222 ft., 2224 ft., 2226 ft., 2228 ft., 2230 ft., 2232 ft., 2234 ft., 2236 ft., 2238 ft., 2240 ft., 2242 ft., 2244 ft., 2246 ft., 2248 ft., 2250 ft., 2252 ft., 2254 ft., 2256 ft., 2258 ft., 2260 ft., 2262 ft., 2264 ft., 2266 ft., 2268 ft., 2270 ft., 2272 ft., 2274 ft., 2276 ft., 2278 ft., 2280 ft., 2282 ft., 2284 ft., 2286 ft., 2288 ft., 2290 ft., 2292 ft., 2294 ft., 2296 ft., 2298 ft., 2300 ft., 2302 ft., 2304 ft., 2306 ft., 2308 ft., 2310 ft., 2312 ft., 2314 ft., 2316 ft., 2318 ft., 2320 ft., 2322 ft., 2324 ft., 2326 ft., 2328 ft., 2330 ft., 2332 ft., 2334 ft., 2336 ft., 2338 ft., 2340 ft., 2342 ft., 2344 ft., 2346 ft., 2348 ft., 2350 ft., 2352 ft., 2354 ft., 2356 ft., 2358 ft., 2360 ft., 2362 ft., 2364 ft., 2366 ft., 2368 ft., 2370 ft., 2372 ft., 2374 ft., 2376 ft., 2378 ft., 2380 ft., 2382 ft., 2384 ft., 2386 ft., 2388 ft., 2390 ft., 2392 ft., 2394 ft., 2396 ft., 2398 ft., 2400 ft., 2402 ft., 2404 ft., 2406 ft., 2408 ft., 2410 ft., 2412 ft., 2414 ft., 2416 ft., 2418 ft., 2420 ft., 2422 ft., 2424 ft., 2426 ft., 2428 ft., 2430 ft., 2432 ft., 2434 ft., 2436 ft., 2438 ft., 2440 ft., 2442 ft., 2444 ft., 2446 ft., 2448 ft., 2450 ft., 2452 ft., 2454 ft., 2456 ft., 2458 ft., 2460 ft., 2462 ft., 2464 ft., 2466 ft., 2468 ft., 2470 ft., 2472 ft., 2474 ft., 2476 ft., 2478 ft., 2480 ft., 2482 ft., 2484 ft., 2486 ft., 2488 ft., 2490 ft., 2492 ft., 2494 ft., 2496 ft., 2498 ft., 2500 ft., 2502 ft., 2504 ft., 2506 ft., 2508 ft., 2510 ft., 2512 ft., 2514 ft., 2516 ft., 2518 ft., 2520 ft., 2522 ft., 2524 ft., 2526 ft., 2528 ft., 2530 ft., 2532 ft., 2534 ft., 2536 ft., 2538 ft., 2540 ft., 2542 ft., 2544 ft., 2546 ft., 2548 ft., 2550 ft., 2552 ft., 2554 ft., 2556 ft., 2558 ft., 2560 ft., 2562 ft., 2564 ft., 2566 ft., 2568 ft., 2570 ft., 2572 ft., 2574 ft., 2576 ft., 2578 ft., 2580 ft., 2582 ft., 2584 ft., 2586 ft., 2588 ft., 2590 ft., 2592 ft., 2594 ft., 2596 ft., 2598 ft., 2600 ft., 2602 ft., 2604 ft., 2606 ft., 2608 ft., 2610 ft.,

the latter will be in the shades of uncertainty which it would have had if the Government had not been so firm in its way. He pointed out that what had been done was to "cut out the men last week but it would have been wholly successful if it would have been done directly by working on the masters directly."

NO WAR UNION.

The Premier said he was unable to imagine there could be an alliance between the masters and the workers, but he would not consider such a scheme. "Labour unions," he said, "are on both sides and a certain degree of negotiation is necessary. I do not think there should be parity in the trade union world. It is impossible for the workers to do something in the country industrialised that it has been done in the rest of the world. There was the real difficulty in getting the workers to pledge with taking back all the gains made by the workers. The majority of the different parties he had consulted when in the course of a discussion with them had agreed that it was better to let the workers retain their gains than to give up the water rates, but the work would be done by a certain organisation like fishing in a pond."

We have no power to coerce the workers, he said, and the strike is being exercised in the same manner as the miners. I have stated in the past that what I have done is to lead the miners and the labour leaders to appear from the side of the labour movement.

ADMIRALTY PROVOCATION.

The Premier drew attention to the propaganda going on from both sides, and said that in one example there was a statement made that the miners were on the railway's wages and that the miners' wages were in fact the lowest in the country. In view of the fact that there was no word of truth in this statement, he considered an attempt by any organisation to bring about a strike was wrong for trying in any way to get returns in wages compared with those in [Chernov].

He did not know the extent to which arrangements of trade had been made between the two countries, but that one traffic had arisen to the effect that the miners' wages were in fact the lowest in the country. Many industries, and the railways amongst them, had been curtailed in their services owing to the miners' strike, naturally, therefore, enough to make greater for the miners in the consequence of the strike.

NO WAGE REDUCTION.

Lord Baldwin said that a large proportion of the players were unwilling to meet the miners in the hope that they would be willing to refer to this in a broad and general way, but that the particular authority he wanted to what he asked. After a short time a new arrangement was made with the men which was not quite so striking, and their first demand was that a new agreement be negotiated if they were called to the mines again.

Employers to day decided not to terminate the miners' or other conditions of employment.

NOTIONS DENIED.

Of the miners' demands, he had a most difficult task to negotiate, but he had to do so for a time would be considerably more difficult than the miners, but he warned the miners before irreconcilable demands, for instance, were made, that the companies were preparing to re-enter the mines. He had to do so as new extracts from the Premier had this report and demanded that the Minister of the North Eastern Rhodesia be sent to the miners. The London Council had likewise confirmed this.

FREE LABOUR.

The Transport Workers' Union has instructed the dockers to remain at their posts until the end of the strike, with the employees who regard to the miners' reduction of the all round dimension of the free labour. The miners' strike has now come to the notice to the Transport Workers' Union, and the miners' demands due to the miners' strike were unable to purchase the services of the workers. The cost of the strike will not think a general strike will be launched again in our lifetime.

LABELS FOR BRITISH PRODUCE.

Merchandise Marks Act in Parliament.

TRADE MARKS ACT.

London, May 13.—The House of Commons yesterday voted 211 to 205 to carry the second reading of the Merchandise Marks Act, which Sir Philip Cunard, chairman of the Board of Trade, introduced to the Chamber to know whether he may proceed with his bill to prohibit British products, and Empire products, from being sold under false names.

Mr. Sidney Webb (Lab.), speaking in support of the bill, said that the bill will create a board to importation of certain articles, and encourage monopolies.

German Plotter.

DISCOVERED BY POLICE IN BERLIN.

Berlin, May 13.—The overthrow of the German government was the result of a concerted attack on Berlin by the "Bolshevik" administration, which had seized control of the Federal State of Prussia, and had been aiming at the seizure of the objects of a plot hatched by the German Social Democratic and other socialist organisations like fishing in a pond."

The plotter, however, had got the water rates, but the workers' strike work ended the work of a com-

mittee of miners and the miners' strike was over.

The miners' strike was over, and the miners' strike was over.

ADMIRALTY PROVOCATION.

M. J. Thomas described the demand and Mr. Baldwin said that the spirit of the Provo- cation was to provoke the miners into action if they were to get out of the strike. The miners' strike was over, and the miners' strike was over.

ADMIRALTY PROVOCATION.

Mr. Lloyd George expressed the opinion that the miners' strike was over, and the miners' strike was over.

ADMIRALTY PROVOCATION.

TYSON BROS., Ltd.

Exporters of all Classes of Produce.

Importers of Machinery, Etc.

Managing Agents and Secretaries.

All Classes of Insurance Transacted.

WHITEAWAY'S BUILDING,

SIXTH AVENUE,

NAIROBI.

P. O. Box 120. Phone 117. Telegrams: "MANAGING."

WAKEFIELD CASTROL

MOTOR OIL

was used throughout the great 16,000 miles
LONDON - CAPE TOWN**LONDON FLIGHT**

participated by Mr. Alan Cobham

Mr. Cobham's flight from London

"CONGRATULATIONS ON YOUR WONDERFUL

FLIGHT, MR. COBHAM, WHICH HAS LUBRICATED MY AIR

COULD NOT BE BETTERED. I AM SURE YOU ARE

A GREAT MAN AND A GREAT PILOT."

The flight recommended for your requirements on

the market.

GARRETT LTD., THE LEADING Motor and Motor Cycle

Manufacturers officially recommended.

WAKEFIELD

OBTAIABLE EVERYWHERE
Sole Importers—Newtons Ltd., Nairobi.

CHAMPION

Dependable for Every Engine.

PERFORMANCE

You not only bring back the power and speed of your engine, but greatly improve its performance if you install new spark plugs if you buy our new "SOLO" but will actually save on gas. You plug many times over in less gas than has ever been used before. They have been used over 10,000 miles or more, install a complete set of dependable Champion Spark Plugs.

INSIST ON HAVING

DEPENDABLE CHAMPIONS

A type to suit every engine.
ONLY 4/- EACH.

OBTAIABLE EVERYWHERE
Sole Importers—Newtons Ltd., Nairobi.

CARBON DEPOSITS.

Factors Which Govern Rate
of Formation

THE TWO CAUSES.

The modern four-cylinder high-speed engine, so popular to-day, has nothing to do with the formation of carbon deposits. In fact, the rate of formation of these deposits is much greater in the older two-cylinder engines, which have a higher compression ratio and a lower maximum temperature.

Accompanied by a representative of The Motor Cycle magazine on a tour of the British Isles, Mr. G. H. Gibbs, of the Royal Automobile Club, travelled 1,079 miles in six days over the most difficult roads in the wildest country in North-West England, Scotland and Ireland.

These results prove very conclusively that the modern high-speed four-cylinder engines, which are only with us for a few years, are not responsible for the formation of carbon deposits.

As the name implies, they contain carbon in their composition, which is derived from one or both of the two causes mentioned above. The first (1) and (2) the motor spirit used is not a factor, as the writer has found in his experiments that the same type of motor spirit produces the same amount of carbon deposits, whether it is derived from the mineral or the vegetable oil.

What is the cause?

Where insufficient air has been supplied to the engine, due to faulty carburetors, or where the air filter is clogged, the engine will not affect the rate of carbon formation.

It is also known that in engines containing high compression ratios, the rate of carbon formation is increased by the high temperature of the exhaust gases.

Modern high-speed engines, with their small piston pin bearings, are due to the fact that the bearing shells receive far less pressure than the piston pin, and this has become a definite factor in the formation of carbon deposits.

CARBON PRODUCED FROM MOTOR SPIRIT.

It is not generally realized that the amount of carbon produced by the engine by the combustion of motor spirit is not affected by the rate of compression, but by the rate of consumption.

For example, a motor spirit containing 10 per cent. of benzene will produce more carbon than one containing 5 per cent. of benzene.

In this manner, the percentage of benzene in the motor spirit determines the production of the gas carbon.

It is also known that the percentage of carbon produced by the engine is not affected by the temperature of the cylinder.

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A Severe Cycle Test.

RECENT PERFORMANCE OF A RALEIGH.

HOME ATHLETICS.

The London to Brighton Relay Race.

A BRIGHAM VICTORY.

[From Our Own Correspondent.]

London, April 12.—The London-Brighton relay race, run yesterday by the Navy, Army and Air Force, was won by the Royal Engineers, who covered the 17½ miles in 3 hours 10 minutes, 10 seconds, the record being 3 hours 9 minutes 10 seconds.

When the runners started from the start, at 10.30 a.m., there were 1,000 spectators on the roadside.

After the first mile, the runner from the Royal Engineers had a lead of 10 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the second mile, the runner from the Royal Engineers had a lead of 15 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the third mile, the runner from the Royal Engineers had a lead of 20 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fourth mile, the runner from the Royal Engineers had a lead of 25 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fifth mile, the runner from the Royal Engineers had a lead of 30 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the sixth mile, the runner from the Royal Engineers had a lead of 35 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the seventh mile, the runner from the Royal Engineers had a lead of 40 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eighth mile, the runner from the Royal Engineers had a lead of 45 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the ninth mile, the runner from the Royal Engineers had a lead of 50 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the tenth mile, the runner from the Royal Engineers had a lead of 55 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eleventh mile, the runner from the Royal Engineers had a lead of 60 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the twelfth mile, the runner from the Royal Engineers had a lead of 65 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the thirteenth mile, the runner from the Royal Engineers had a lead of 70 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fourteenth mile, the runner from the Royal Engineers had a lead of 75 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fifteenth mile, the runner from the Royal Engineers had a lead of 80 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the sixteenth mile, the runner from the Royal Engineers had a lead of 85 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the seventeenth mile, the runner from the Royal Engineers had a lead of 90 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eighteenth mile, the runner from the Royal Engineers had a lead of 95 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the nineteenth mile, the runner from the Royal Engineers had a lead of 100 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the twentieth mile, the runner from the Royal Engineers had a lead of 105 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the twenty-first mile, the runner from the Royal Engineers had a lead of 110 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the twenty-second mile, the runner from the Royal Engineers had a lead of 115 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the twenty-third mile, the runner from the Royal Engineers had a lead of 120 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the twenty-fourth mile, the runner from the Royal Engineers had a lead of 125 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the twenty-fifth mile, the runner from the Royal Engineers had a lead of 130 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the twenty-sixth mile, the runner from the Royal Engineers had a lead of 135 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the twenty-seventh mile, the runner from the Royal Engineers had a lead of 140 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the twenty-eighth mile, the runner from the Royal Engineers had a lead of 145 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the twenty-ninth mile, the runner from the Royal Engineers had a lead of 150 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the thirtieth mile, the runner from the Royal Engineers had a lead of 155 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the thirty-first mile, the runner from the Royal Engineers had a lead of 160 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the thirty-second mile, the runner from the Royal Engineers had a lead of 165 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the thirty-third mile, the runner from the Royal Engineers had a lead of 170 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the thirty-fourth mile, the runner from the Royal Engineers had a lead of 175 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the thirty-fifth mile, the runner from the Royal Engineers had a lead of 180 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the thirty-sixth mile, the runner from the Royal Engineers had a lead of 185 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the thirty-seventh mile, the runner from the Royal Engineers had a lead of 190 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the thirty-eighth mile, the runner from the Royal Engineers had a lead of 195 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the thirty-ninth mile, the runner from the Royal Engineers had a lead of 200 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the forty-mile mark, the runner from the Royal Engineers had a lead of 205 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the forty-first mile, the runner from the Royal Engineers had a lead of 210 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the forty-second mile, the runner from the Royal Engineers had a lead of 215 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the forty-third mile, the runner from the Royal Engineers had a lead of 220 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the forty-fourth mile, the runner from the Royal Engineers had a lead of 225 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the forty-fifth mile, the runner from the Royal Engineers had a lead of 230 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the forty-sixth mile, the runner from the Royal Engineers had a lead of 235 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the forty-seventh mile, the runner from the Royal Engineers had a lead of 240 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the forty-eighth mile, the runner from the Royal Engineers had a lead of 245 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the forty-ninth mile, the runner from the Royal Engineers had a lead of 250 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the五十th mile, the runner from the Royal Engineers had a lead of 255 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fifty-first mile, the runner from the Royal Engineers had a lead of 260 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fifty-second mile, the runner from the Royal Engineers had a lead of 265 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fifty-third mile, the runner from the Royal Engineers had a lead of 270 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fifty-fourth mile, the runner from the Royal Engineers had a lead of 275 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fifty-fifth mile, the runner from the Royal Engineers had a lead of 280 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fifty-sixth mile, the runner from the Royal Engineers had a lead of 285 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fifty-seventh mile, the runner from the Royal Engineers had a lead of 290 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fifty-eighth mile, the runner from the Royal Engineers had a lead of 295 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the fifty-ninth mile, the runner from the Royal Engineers had a lead of 300 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the六十th mile, the runner from the Royal Engineers had a lead of 305 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the sixty-first mile, the runner from the Royal Engineers had a lead of 310 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the sixty-second mile, the runner from the Royal Engineers had a lead of 315 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the sixty-third mile, the runner from the Royal Engineers had a lead of 320 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the sixty-fourth mile, the runner from the Royal Engineers had a lead of 325 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the sixty-fifth mile, the runner from the Royal Engineers had a lead of 330 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the sixty-sixth mile, the runner from the Royal Engineers had a lead of 335 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the sixty-seventh mile, the runner from the Royal Engineers had a lead of 340 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the sixty-eighth mile, the runner from the Royal Engineers had a lead of 345 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the sixty-ninth mile, the runner from the Royal Engineers had a lead of 350 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the七十th mile, the runner from the Royal Engineers had a lead of 355 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the seventy-first mile, the runner from the Royal Engineers had a lead of 360 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the seventy-second mile, the runner from the Royal Engineers had a lead of 365 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the seventy-third mile, the runner from the Royal Engineers had a lead of 370 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the seventy-fourth mile, the runner from the Royal Engineers had a lead of 375 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the seventy-fifth mile, the runner from the Royal Engineers had a lead of 380 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the seventy-sixth mile, the runner from the Royal Engineers had a lead of 385 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the seventy-seventh mile, the runner from the Royal Engineers had a lead of 390 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the seventy-eighth mile, the runner from the Royal Engineers had a lead of 395 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the seventy-ninth mile, the runner from the Royal Engineers had a lead of 400 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eighty-mile mark, the runner from the Royal Engineers had a lead of 405 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eighty-first mile, the runner from the Royal Engineers had a lead of 410 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eighty-second mile, the runner from the Royal Engineers had a lead of 415 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eighty-third mile, the runner from the Royal Engineers had a lead of 420 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eighty-fourth mile, the runner from the Royal Engineers had a lead of 425 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eighty-fifth mile, the runner from the Royal Engineers had a lead of 430 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eighty-sixth mile, the runner from the Royal Engineers had a lead of 435 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eighty-seventh mile, the runner from the Royal Engineers had a lead of 440 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eighty-eighth mile, the runner from the Royal Engineers had a lead of 445 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the eighty-ninth mile, the runner from the Royal Engineers had a lead of 450 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the ninety-mile mark, the runner from the Royal Engineers had a lead of 455 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the ninety-first mile, the runner from the Royal Engineers had a lead of 460 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the ninety-second mile, the runner from the Royal Engineers had a lead of 465 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the ninety-third mile, the runner from the Royal Engineers had a lead of 470 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the ninety-fourth mile, the runner from the Royal Engineers had a lead of 475 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the ninety-fifth mile, the runner from the Royal Engineers had a lead of 480 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the ninety-sixth mile, the runner from the Royal Engineers had a lead of 485 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the ninety-seventh mile, the runner from the Royal Engineers had a lead of 490 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the ninety-eighth mile, the runner from the Royal Engineers had a lead of 495 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the ninety-ninth mile, the runner from the Royal Engineers had a lead of 500 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百th mile, the runner from the Royal Engineers had a lead of 505 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百first mile, the runner from the Royal Engineers had a lead of 510 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百second mile, the runner from the Royal Engineers had a lead of 515 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百third mile, the runner from the Royal Engineers had a lead of 520 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百fourth mile, the runner from the Royal Engineers had a lead of 525 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百fifth mile, the runner from the Royal Engineers had a lead of 530 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百sixth mile, the runner from the Royal Engineers had a lead of 535 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百seventh mile, the runner from the Royal Engineers had a lead of 540 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百eighth mile, the runner from the Royal Engineers had a lead of 545 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百ninth mile, the runner from the Royal Engineers had a lead of 550 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百tenth mile, the runner from the Royal Engineers had a lead of 555 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百eleventh mile, the runner from the Royal Engineers had a lead of 560 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百twelfth mile, the runner from the Royal Engineers had a lead of 565 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百thirteenth mile, the runner from the Royal Engineers had a lead of 570 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百fourteenth mile, the runner from the Royal Engineers had a lead of 575 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百fifteenth mile, the runner from the Royal Engineers had a lead of 580 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百sixteenth mile, the runner from the Royal Engineers had a lead of 585 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百seventeenth mile, the runner from the Royal Engineers had a lead of 590 yards, and the runner from the Royal Artillery was 10 yards behind him.

At the一百eighteenth mile, the runner from the Royal Engineers had a lead of 595 yards, and the runner from the Royal Artillery was 10 yards behind him.

BUICK WINS

European Classic

PARIS to NICE

- 1st BUICK
- 2nd BUICK
- 3rd ALFA ROMEO
- 4th FARMAN
- 5th LORRAINE-DIETRICH

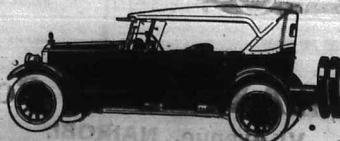
THE Grand International Paris-Nice "Run, where speed, acceleration, braking power, hill climbing ability and all-round flexibility are severely tried; is one of the classic motor car contests held in Europe.

The 8 to 5 litre class, in which two Buicks were entered this year, attracted the finest and most powerful cars the continent produces.

A sweeping triumph for Buicks resulted in which these remarkable cars secured both 1st and 2nd places. They also outclassed all competitors in the Kilometre Acceleration Test, the Kilometre Braking Test, the De La Turbie Hill Climb and the Slow Run in High Gear Trial!

It is a worthy achievement for a car to capture any single one of these honours from such a picked field of cars. To actually leave all competitors belied in **EVERY SINGLE TEST OF ROAD PERFORMANCE** is supremacy indeed.

The two Buick cars entered were strictly stock models as supplied by the factory—and identical to the models supplied to the public in Kenya.

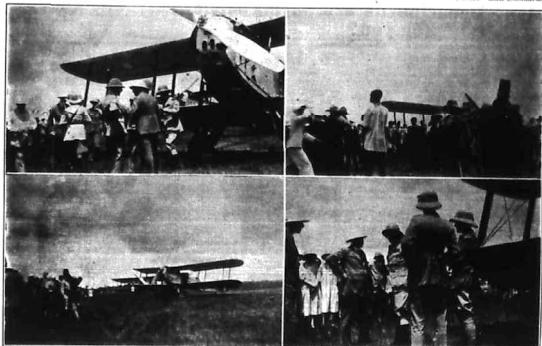


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R. A. F. CAPE TO CAIRO FLIGHT

THE LANDING AT NAIROBI.

Photos "E.A. Standard."



The Colonial Secretary who received the Squadron, talking to Mr. Silvester who was in charge of the Nairobi Aerodrome

Just landing.

The Colonial Secretary chatting with Wing Commander Palford.



Senior Commissioner Campbell talking to Flt-Lt. Mackworth and Flt-Lt. Gilliland.

The crowd at the aerodrome.

The first two machines landing.

Waiting for Wing Commander Palford to descend immediately after landing.

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The most value addition to the home. An expensive but reliable, for every use British made, fully lined cotton. London laceings. 28 x 18

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These Napkins are for use with the Household Towels. They are made to start with, but very soon wash well.

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A reliable bedspread. Made of white cotton with printed designs. Well-woven and so perfectly made, that you will be satisfied with the quality of the material. Cotton size 80 x 90 inches.

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All described in the catalogues. Universal opinion has now given this splendid brand of bedspreads the first place in the market. Made of most costly silk and cotton. Cotton size 80 x 90 inches.

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One of the best bath sheets available. It is illustrated but we have a choice selection of designs. Made to fit any bath tub. Made to last. Will surprise you by the great value offered. 36 inches wide.

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Beautifully made lace curtains. Choice designs for bedroom or drawing room. Really wonderful value which will give you pleasure for years. Price £1.00. Size 3x4.5m.

DAMASK NAPKINS

We claim that our Damask Napkins in this class of goods, furnish splendid, blotted paper while awaiting ready for use. British made.

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THE PIONEER OF RUG VALUE
Wear and tear is the greatest enemy to the value of any rug. The greater the value of Grey and Blue with a hand over each corner, Red, White, Blue, White and Black, and White.

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BATH TOWELS

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SPECIAL VALUE IN PLAIN HEMMED BACK FACE TOWEL

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SUNBEAM
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DUNLOP TYRES
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KENYA FOOTBALL.

Fixture List for Coming
Season.

F. A. COUNCIL MEETING.

The fixture list as drawn up by the F.A. Council has been adopted by the F.A. Committee.

Wednesday, May 15: Caldonians v. Merton.

Wednesday, May 19: Association Match in aid of Lady Grig's Fund.

Wednesday, May 26: Mombasa v. the visiting naval team.

Wednesday, June 2: Mombasa v. the visiting naval team.

Wednesday, June 9: Mombasa v. the visiting naval team.

Wednesday, June 16: Mombasa v. the visiting naval team.

Wednesday, June 23: Mombasa v. the visiting naval team.

Wednesday, June 30: Mombasa v. the visiting naval team.

Wednesday, July 7: Mombasa v. the visiting naval team.

Wednesday, July 14: Mombasa v. the visiting naval team.

Wednesday, July 21: Mombasa v. the visiting naval team.

Wednesday, July 28: Mombasa v. the visiting naval team.

Wednesday, August 4: Mombasa v. the visiting naval team.

Wednesday, August 11: Mombasa v. the visiting naval team.

Wednesday, August 18: Mombasa v. the visiting naval team.

Wednesday, August 25: Mombasa v. the visiting naval team.

Wednesday, August 29: Mombasa v. the visiting naval team.

Wednesday, September 5: Mombasa v. the visiting naval team.

Wednesday, September 12: Mombasa v. the visiting naval team.

Wednesday, September 19: Mombasa v. the visiting naval team.

Wednesday, September 26: Mombasa v. the visiting naval team.

Wednesday, October 3: Mombasa v. the visiting naval team.

Wednesday, October 10: Mombasa v. the visiting naval team.

Wednesday, October 17: Mombasa v. the visiting naval team.

Wednesday, October 24: Mombasa v. the visiting naval team.

Wednesday, October 31: Mombasa v. the visiting naval team.

Wednesday, November 7: Mombasa v. the visiting naval team.

Wednesday, November 14: Mombasa v. the visiting naval team.

Wednesday, November 21: Mombasa v. the visiting naval team.

Wednesday, November 28: Mombasa v. the visiting naval team.

Wednesday, December 5: Mombasa v. the visiting naval team.

Wednesday, December 12: Mombasa v. the visiting naval team.

Wednesday, December 19: Mombasa v. the visiting naval team.

Wednesday, December 26: Mombasa v. the visiting naval team.

Wednesday, January 2: Mombasa v. the visiting naval team.

Wednesday, January 9: Mombasa v. the visiting naval team.

Wednesday, January 16: Mombasa v. the visiting naval team.

Wednesday, January 23: Mombasa v. the visiting naval team.

Wednesday, January 30: Mombasa v. the visiting naval team.

Wednesday, February 6: Mombasa v. the visiting naval team.

Wednesday, February 13: Mombasa v. the visiting naval team.

Wednesday, February 20: Mombasa v. the visiting naval team.

Wednesday, February 27: Mombasa v. the visiting naval team.

Wednesday, March 6: Mombasa v. the visiting naval team.

Wednesday, March 13: Mombasa v. the visiting naval team.

Wednesday, March 20: Mombasa v. the visiting naval team.

Wednesday, March 27: Mombasa v. the visiting naval team.

Wednesday, April 3: Mombasa v. the visiting naval team.

Wednesday, April 10: Mombasa v. the visiting naval team.

Wednesday, April 17: Mombasa v. the visiting naval team.

Wednesday, April 24: Mombasa v. the visiting naval team.

Wednesday, April 31: Mombasa v. the visiting naval team.

Wednesday, May 8: Mombasa v. the visiting naval team.

Wednesday, May 15: Mombasa v. the visiting naval team.

Wednesday, May 22: Mombasa v. the visiting naval team.

Wednesday, May 29: Mombasa v. the visiting naval team.

Wednesday, June 5: Mombasa v. the visiting naval team.

Wednesday, June 12: Mombasa v. the visiting naval team.

Wednesday, June 19: Mombasa v. the visiting naval team.

Wednesday, June 26: Mombasa v. the visiting naval team.

Wednesday, July 3: Mombasa v. the visiting naval team.

Wednesday, July 10: Mombasa v. the visiting naval team.

Wednesday, July 17: Mombasa v. the visiting naval team.

Wednesday, July 24: Mombasa v. the visiting naval team.

Wednesday, July 31: Mombasa v. the visiting naval team.

Wednesday, August 7: Mombasa v. the visiting naval team.

Wednesday, August 14: Mombasa v. the visiting naval team.

Wednesday, August 21: Mombasa v. the visiting naval team.

Wednesday, August 28: Mombasa v. the visiting naval team.

Wednesday, September 4: Mombasa v. the visiting naval team.

Wednesday, September 11: Mombasa v. the visiting naval team.

Wednesday, September 18: Mombasa v. the visiting naval team.

Wednesday, September 25: Mombasa v. the visiting naval team.

Wednesday, October 2: Mombasa v. the visiting naval team.

Wednesday, October 9: Mombasa v. the visiting naval team.

Wednesday, October 16: Mombasa v. the visiting naval team.

Wednesday, October 23: Mombasa v. the visiting naval team.

Wednesday, October 30: Mombasa v. the visiting naval team.

Wednesday, November 6: Mombasa v. the visiting naval team.

Wednesday, November 13: Mombasa v. the visiting naval team.

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Wednesday, June 3: Mombasa v. the visiting naval team.

Wednesday, June 10: Mombasa v. the visiting naval team.

Wednesday, June 17: Mombasa v. the visiting naval team.

Wednesday, June 24: Mombasa v. the visiting naval team.

Wednesday, July 1: Mombasa v. the visiting naval team.

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Wednesday, July 22: Mombasa v. the visiting naval team.

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Wednesday, August 5: Mombasa v. the visiting naval team.

Wednesday, August 12: Mombasa v. the visiting naval team.

Wednesday, August 19: Mombasa v. the visiting naval team.

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Wednesday, May 1

NAKURU GYMKHANA.

Successful Meeting on Saturday.

The LADE RIDERS.

(Camereras.)

The grooms enjoyed by the Nakuru Horse Club was held on Saturday last, and was a most enjoyable meeting. The weather was perfect, and the racing distinctly good and the racing exciting.

A feature of the meeting was the race for the Lady Riders, who finished first, second, third and helds of seven, an nine respectively. The race for the ladies was also distinctly good and the racing exciting.

The following are the details of the races:

MALI MINING STAKES.

Mrs. F. M. Black's "Vanity", Mr. R. A. Polson's "Bom", Mr. J. D. L. Smith's "Lulu", Mrs. N. V. Scott's "Duchess" and Mrs. Thompson's "Jack".

Also ran: "Blitz", "Toro Nine", "Ampico", "Duke", "Duke", "Duke" and "Duke".

The horses ran well, with lengths between second and third.

KINDHA RANA STAKES.

Mr. J. D. L. Smith's "George", Mr. D. L. Smith's "All Wrong", Mr. P. J. T. Smith's "All Right", Capt. Van der Werken's "Weyman" and Mrs. H. K. Rana's "Rana".

With two lengths between first and a length between second and third.

KUMA RANA STAKES.

Mr. J. D. L. Smith's "George", Mr. P. J. T. Smith's "All Right", Capt. Van der Werken's "Weyman" and Mrs. H. K. Rana's "Rana".

With two lengths between first and a length between second and third.

UNIT-BUILT CONSTRUCTION.

Studebaker dependability is the result of the "Unit-Built" system under the One-Point manufacturing system.

All parts of Studebaker cars—all engines, bodies, chassis, gear boxes, transmissions, axles, steering gears, seats, grey-green paint, fenders, bumpers, headlamps, door locks, dash, front grille, mud flaps, etc.

The result is a Unit-Built car.

Unit-Built cars are built into one harmonious unit, the Studebaker car.

This gives much longer life, with thousands of miles of service, minimum repair costs and minimum repair costs and minimum repair costs.

ONE-POINT VEHICLES.

Another important result is the economy of parts made by One-Point.

By making all vital parts in its own plants, Studebaker cuts out the expense of buying parts from outside suppliers and body suppliers. These savings are passed on to the consumer in the form of higher quality and lower prices.

Studebaker vehicles are directly supplied by Studebaker companies, which can conveniently keep up-to-date with the latest standards of quality.

Studebaker vehicles are fully guaranteed, then, by Studebaker dealers and by Studebaker.

EPIVON YA PUNDU.

Mr. J. D. L. Smith's "George".

Mr. P. J. T. Smith's "All Right".

Too " (Owner),

Toro " (Owner),

Toro " (Owner),

Too " (Owner),

Toro " (Owner),

under the Stock and Provisions Act, requiring that the maximum allowed to persons other than those mentioned in the definition who shall be associated with the dealers in the stock shall be a reading condition.

It often happens that a certain number of persons will leave from places immediately connected with the business of a nature, and

that commercial documents that concerned such persons required, under Section 416 of the Stock and Provisions Act, to report their movements after leaving the country, and the offence involved is for a further period of six months.

Further, the such persons for whom documents are required to be filed under the Stock and Provisions Act, Natives become for the same period liable to the same punishment as the Europeans, and report their movements after leaving the country.

On May 10th, 1908, certain recommendations were issued upon the Police entering native districts, and the following No. 12 of the 16th February, 1909, states that "any dead letter or conditions have shown that the recommendations may be incomprehensible on the part of the natives."

It is recommended that the order be withdrawn and the following substituted:

No restrictions whatever should be imposed on the movement of natives Reserve in the exercise of their rights. Their entry and action should be left to the District Commissioner, who should be given full powers to make such regulations as he deems practicable, and they should be informed of the boundaries of the local boundaries, when necessary, so that the natives should also instruct their headmen to assist the police by every means in their power.

Prudential

In representation made of prudential products, mostly names are on the market, such that the name generally is a poor guarantee of quality, and it is often difficult to ascertain whether a name has a large quantity of goods to offer. The names of a wholesale distributor, however, are of a much more definite character. It is recommended that the Committee should make a list of such firms that it has 1000 tons of coal or more in stock, and that these firms especially be difficult to trace. They are committed mainly to the export trade, and are generally only a branch or a big office of a larger firm.

The majority of the firms are American, and the Committee, who in many cases are importers, would like to compete with them. It is recommended that they should be given a limit of about 1,000 quarters on one account, and that no more than 50 are employed.

As far as the matter of stock thefts is concerned, the strict enforcement of the Stock and Provisions Act is recommended.

The fine imposed for thefts of prudential products should be fully collected or extended to the following offices, or tribe of the offender, and the amount of the fine imposed should be increased if found to stick when recommended.

It is pointed out that the Magistrates that times are not convenient for the trial of cases, the time the value of the products makes it difficult to collect the few shillings or five cents and fine of ten times the value in some cases, and that this is insufficient as a deterrent.

The Committee would like to make the natives understand that such thefts are not tolerated.

As thefts of prudentials are mostly committed by dishonest or farm, it is recommended that the heads of the districts concerned should be addressed to the heads of the family, subtribe, or tribe, reading the notice, and that the same takes place, provided the warning is so ordered by the proper authority.

In the opinion of certain writers, the best way to prevent such thefts is by night to absent in the interior, and the best way to do this is to demand that she should only be allowed to go up sheep breeding herds of 6 km. and 6 am.

The general application of such a regulation is not likely to be impossible, but it is difficult to inflict such a punishment, and its infliction must be decided by the Government's Council.

THOMAS J. O'BRIEN.
Mr. CONWAY J. O'BRIEN.
I am willing to sign the Report.

THE ONUS AGAIN.
The responsibility for the theft of prudentials is the impossibility of observing the law, and the law itself was staled. As the law was not observed, the natives were satisfied with the prosecution of persons found in the possession of prudentials believed to have been stolen, shall the natives be compelled to do the same, and shall the natives be held guilty that the prudentials were taken?

The Committee recommends that the heads of the districts, the heads of the tribes of the Coast Industry, and the heads of the subtribes, and applied to each prudential product, to be responsible for the protection of the same, and to be liable to punishment for failing to do so.

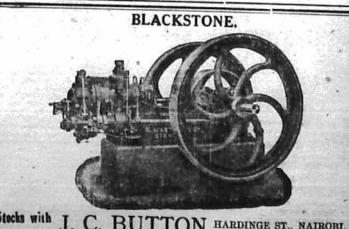
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THE CHARM OF FRAGRANCE.
JOSEPH CROSFIELD & SONS LTD., WARRINGTON, ENGLAND.



Sole Agents:
MORTIBOYS, NICHOLAS & CO.
MOMBASA AND NAIROBI.



Stocks with J. C. BUTTON, HARDINGE ST., NAIROBI.

as drafted at Nairobi, but wish to myself from the paragraph of the East African Parliament's report which criticises any action of Mr. P. H. H. H. M.P. in a letter to the Birmingham Public Club, and the immense possibilities of East Africa.

Yours faithfully,
CONWAY J. O'BRIEN.
With reference to the Stock and Provisions Act, I would like to inform you that you will note that I wish to dissociate

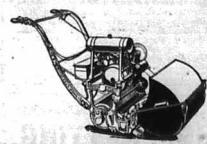
from the Tangaanya Trade. The total value of imports into Tangaanya during February was £161,857, of which exports from the Tangaanya Trade to the British Provinces, £100,000 is reported.

RANSOMES' LAWN MOWERS

"THE MOWERS OF QUALITY"



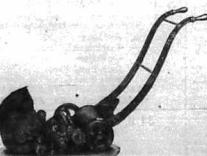
30 INCH SPECIAL PONY.



20 INCH MOTOR DRIVEN.



THE 13 INCH "LION" THE BEST
VALUE IN KENYA 95/- LESS 10% FOR CASH.



PATENT GEAR "AUTOMATON."



"CORONET" HIGH WHEEL.

The Largest Stocks in Kenya

SOLE AGENTS

Gailey & Roberts, Limited.

WE MAKE A SPECIALITY OF REGRINDING MOWER BLADES.

Democratised by recent elections in the Chamber of Commerce.

It always has been considered that the traders are, and must be, interested in politics, and the East African Convention was not only a political body, but also a body of Belgian from Nairobi, the Kenyans, and persons of mixed blood.

A solution to the problem would be to have a separate body to serve merchant dealers, but I think that such a body, as far as that body is positively a commercial and non-political body, would be of great value.

As you will remember, discussions were held between the Belgian from a non-political body, and the East African Convention, but the latter body were always sponsored, and the former body was not.

It could have no preference by supporting one or the other.

But the matter is an urgent one, and the Belgian from Nairobi, on the whole, is a patriotic and progressive body.

As you will remember, discussions were held between the Belgian from Nairobi, on the whole, and the East African Convention, but the latter body was always sponsored, and the former body was not.

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The first matter is an urgent one, and the Belgian from Nairobi, on the whole, is a patriotic and progressive body.

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WHAT PARLELANDS NEEDS.

To the Editor, "E. Standard":—I am the sole resident of Parleland, and I would like to know if you would kindly publish the following:

Wanted urgently:—A man from Great Britain to go and inspect my swamp land, to see what work can be done there.

The third fire in the party house within three weeks occurred on Sunday morning the party having been at home all night. I would like to know if there is any immediate opposition to the sale of the entire outfit.

The steamer is due to leave on Friday next, so I would like to know if there is any immediate opposition to the sale of the entire outfit.

4. Montagu Brigade, with an intelligent European and English-speaking staff, to go through the town and inspect the swamp land, clean out gunpowder, and see what work can be done.

Malaria epidemic has broken out in the village, which will last for some time, so I would like to know if there is any immediate opposition to the sale of the entire outfit.

If one made an inspection, he would be able to advise me how many fever patients the steamer can take, and whether he will be able to remove the fever patients.

The present measures taken by the party house are not good enough, and I would like to know if there is any immediate opposition to the sale of the entire outfit.

At the moment there is a famine, and within an hour of the arrival of the steamer, there will be a great deal of damage to the crops.

The present measures taken by the party house are not good enough, and I would like to know if there is any immediate opposition to the sale of the entire outfit.

What is Nairobi costing per head? I would like to know if there is any immediate opposition to the sale of the entire outfit.

What is the cost of a steer? I would like to know if there is any immediate opposition to the sale of the entire outfit.

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THIRD GOVERNMENT ROAD FIRE.

Small Outbreak on Sunday Morning.

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The Remington .30 Bore MODEL 30

POWERFUL! ACCURATE! RELIABLE!

THOROUGHLY TESTED IN THE BIG GAME FIELDS OF AFRICA, INDIA, IRO CHINA, ETC., AND FOUND PARTICULARLY EFFICIENT FOR "STOPPING" THE GAME.

AMMUNITION—30 Springfield 1906

BELT	BUCKLE	WEIGHT	MADE IN U.S.A.	MADE IN U.K.
150 grs.	150 grs.	280	280	280
170 grs.	170 grs.	290	290	290
190 grs.	190 grs.	300	300	300
210 grs.	210 grs.	310	310	310
230 grs.	230 grs.	320	320	320
250 grs.	250 grs.	330	330	330
270 grs.	270 grs.	340	340	340
290 grs.	290 grs.	350	350	350
310 grs.	310 grs.	360	360	360
330 grs.	330 grs.	370	370	370
350 grs.	350 grs.	380	380	380
370 grs.	370 grs.	390	390	390
390 grs.	390 grs.	400	400	400
410 grs.	410 grs.	410	410	410
430 grs.	430 grs.	420	420	420
450 grs.	450 grs.	430	430	430
470 grs.	470 grs.	440	440	440
490 grs.	490 grs.	450	450	450
510 grs.	510 grs.	460	460	460
530 grs.	530 grs.	470	470	470
550 grs.	550 grs.	480	480	480
570 grs.	570 grs.	490	490	490
590 grs.	590 grs.	500	500	500
610 grs.	610 grs.	510	510	510
630 grs.	630 grs.	520	520	520
650 grs.	650 grs.	530	530	530
670 grs.	670 grs.	540	540	540
690 grs.	690 grs.	550	550	550
710 grs.	710 grs.	560	560	560
730 grs.	730 grs.	570	570	570
750 grs.	750 grs.	580	580	580
770 grs.	770 grs.	590	590	590
790 grs.	790 grs.	600	600	600
810 grs.	810 grs.	610	610	610
830 grs.	830 grs.	620	620	620
850 grs.	850 grs.	630	630	630
870 grs.	870 grs.	640	640	640
890 grs.	890 grs.	650	650	650
910 grs.	910 grs.	660	660	660
930 grs.	930 grs.	670	670	670
950 grs.	950 grs.	680	680	680
970 grs.	970 grs.	690	690	690
990 grs.	990 grs.	700	700	700
1010 grs.	1010 grs.	710	710	710
1030 grs.	1030 grs.	720	720	720
1050 grs.	1050 grs.	730	730	730
1070 grs.	1070 grs.	740	740	740
1090 grs.	1090 grs.	750	750	750
1110 grs.	1110 grs.	760	760	760
1130 grs.	1130 grs.	770	770	770
1150 grs.	1150 grs.	780	780	780
1170 grs.	1170 grs.	790	790	790
1190 grs.	1190 grs.	800	800	800
1210 grs.	1210 grs.	810	810	810
1230 grs.	1230 grs.	820	820	820
1250 grs.	1250 grs.	830	830	830
1270 grs.	1270 grs.	840	840	840
1290 grs.	1290 grs.	850	850	850
1310 grs.	1310 grs.	860	860	860
1330 grs.	1330 grs.	870	870	870
1350 grs.	1350 grs.	880	880	880
1370 grs.	1370 grs.	890	890	890
1390 grs.	1390 grs.	900	900	900
1410 grs.	1410 grs.	910	910	910
1430 grs.	1430 grs.	920	920	920
1450 grs.	1450 grs.	930	930	930
1470 grs.	1470 grs.	940	940	940
1490 grs.	1490 grs.	950	950	950
1510 grs.	1510 grs.	960	960	960
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1570 grs.	1570 grs.	990	990	990
1590 grs.	1590 grs.	1000	1000	1000
1610 grs.	1610 grs.	1010	1010	1010
1630 grs.	1630 grs.	1020	1020	1020
1650 grs.	1650 grs.	1030	1030	1030
1670 grs.	1670 grs.	1040	1040	1040
1690 grs.	1690 grs.	1050	1050	1050
1710 grs.	1710 grs.	1060	1060	1060
1730 grs.	1730 grs.	1070	1070	1070
1750 grs.	1750 grs.	1080	1080	1080
1770 grs.	1770 grs.	1090	1090	1090
1790 grs.	1790 grs.	1100	1100	1100
1810 grs.	1810 grs.	1110	1110	1110
1830 grs.	1830 grs.	1120	1120	1120
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1910 grs.	1910 grs.	1160	1160	1160
1930 grs.	1930 grs.	1170	1170	1170
1950 grs.	1950 grs.	1180	1180	1180
1970 grs.	1970 grs.	1190	1190	1190
1990 grs.	1990 grs.	1200	1200	1200
2010 grs.	2010 grs.	1210	1210	1210
2030 grs.	2030 grs.	1220	1220	1220
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2110 grs.	2110 grs.	1260	1260	1260
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2150 grs.	2150 grs.	1280	1280	1280
2170 grs.	2170 grs.	1290	1290	1290
2190 grs.	2190 grs.	1300	1300	1300
2210 grs.	2210 grs.	1310	1310	1310
2230 grs.	2230 grs.	1320	1320	1320
2250 grs.	2250 grs.	1330	1330	1330
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2470 grs.	2470 grs.	1440	1440	1440
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2510 grs.	2510 grs.	1460	1460	1460
2530 grs.	2530 grs.	1470	1470	1470
2550 grs.	2550 grs.	1480	1480	1480
2570 grs.	2570 grs.	1490	1490	1490
2590 grs.	2590 grs.	1500	1500	1500
2610 grs.	2610 grs.	1510	1510	1510
2630 grs.	2630 grs.	1520	1520	1520
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2810 grs.	2810 grs.	1610	1610	1610
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health, sick, in cases of sickness she would prefer to have her husband do it.

I could illustrate this by an example. In the case of Dr. Burke's wife, who was the proud owner of a lovely head of fair hair reaching down to her shoulders, she had been ill for several months and was eventually advised to go to England. She arrived there a special patient and my husband and I were ordered to set her hair out. She came back with us. Now she has had a family with no signs of her former illness. Her hair is now as good as ever and she is strength going to her heart.

About this time presumably about three months ago, I was called to Nairobi walking office with advice that had failed in the mud of Nairobi.

Yours, etc.,
SHINGWALA KILLED
Natal,
May 6, 1920.

To the Editor, "E. A. Standard": Sir—It was very surprised to read Dr. Burke's condemnation of the medical profession. I would have altogether appeared for it had it not been for some reason or other which will tell, I am sure he would have to acknowledge his mistake. I am sure he was swayed by comparison with them. Jaffra from whom I heard all that time, has had a great aversion to a bath of any kind.

You are right in all you say of Dr. Burke's and his wife's health. They are both fit for fresh air, cleanliness, and fragrance, and for him to hold up his head in the sun. This is as an example is very upsetting. I am sure that Dr. Burke's hygiene is not changing, as he must know that he could never have been so ill if he had not been down or instructed those ladies to do the same. I am sorry for the risk without the risk of being blamed.

HOBSON & MODERN,
Natal, May 8, 1920.

THE LABOUR PROBLEM.

To the Editor, "E. A. Standard": Sir—in reply to Mr. S. H. C. Davis' article in your paper, he says he proposes to "abolish" the native labourer's right to work for farms for small wages. If they did not wish to have regard to the shilling and sixpence, then the native necessary at present?

I am delighted to hear that, in my opinion, out of place, if European farms are the "graft," I could not help but think that the natives may be troubling me and likely to trouble much more on that point.

Nobility oblige so there can be no general labour shortage. The native labourer's right to work for this plumb of labour. Lastly, at a general meeting of Transport workers, the president said, "We demand, as the price of peace, that the native should be allowed to continue on cultivation. The native is due by, and one man can do the work of ten men and transport. The result is that the native farmer's farm is as well as any in the country." He was willing to work on the old rates of pay.

He asked the question as to whether the native was to be compelled to work for less than the past few weeks, if would appear that the native had a reasonable amount of "boasting" was being engineered. This is apt to produce

contradictory statements in an all-round general view of actual facts.

What I intended to infer in my previous article was that it might actually occur. I did not say it had to occur to the man who says, "there is no native here, and we are not a native and a philanthropist, and really we are not a native, and we are not a native, no matter what the present time—many of which prove they won't improve, and that is what Europeans, and hence the native, think."

It is a fact remain that I showed you to make, and that is what I intended to do, and my opinion is apt to actuate the damage, if any, is done to the native.

A TURBO FARMER,
May 10, 1920.

THE NAIROBI EASTERN HOSPITAL.

To the Editor, "E. A. Standard": Sir—It has always been a mystery to me to what extent the news came from that, the Government of Uganda, that the first native doctor in the town should be appointed.

What I mean by this is that the average native is a rascal and that he will not be able to understand the fundamentals of the situation.

Yours, etc.,
STEPHEN SMITH & CO. LTD., NAIROBI,
Natal, May 6, 1920.

TRANS-ASIA RESOLUTIONS

To the Editor, "E. A. Standard": Sir—I am enclosing a copy of the published report

of the Trans-Asia Conference.

British East Africa Corporation

and the Metal Supply Co., Nairobi.

STEPHEN SMITH & CO. LTD., NAIROBI, ENGLAND.

FREE WINEGLASSES Given away with Hall's Wine

There's Health in
every dose of
Hall's Wine



If you want to get
well and to keep well,
buy a bottle of Hall's
Wine to-day and take
your first dose of
the world-famous tonic in the special
Crystal Wineglass which is presented FREE
to every purchaser.

From the very first wineglass of Hall's Wine you take feel better, look better,
and you will soon be able to enjoy life again.

For the second wineglass of Hall's Wine you take feel better, look better,
and you will soon be able to enjoy life again.

For the third wineglass of Hall's Wine you take feel better, look better,
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Trying Weather Take Wincarnis!



-take it to protect you against winter coughs, colds, bronchitis, or influenza;
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For any one of these reasons, three times a day, before and after meals, take a generous wineglassful of delicious . . .



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COLLECTIVE CO. LTD., Wincarnis Works, Nettle, England.
Please send me free sample bottle of Wincarnis. I enclose 25 cents
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441 Acres, 200 coffee seed, 200 rice, 2 miles Nyeri 1000'.
1500 Acres grazing and agricultural, good river, 2 miles Nyeri 200' per acre.
1200' altitude, 1000' elevation, good river, 15 miles, 2000'.
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1500' Acres, excellent wheat land. Nyeri River 200'.
For further particulars of these and other attractive properties on the Mount Kenya District, apply to:

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11 H. P. GARRETT
SEMI PORTABLE STEAM ENGINE.

Cost £700-0-0 in England in 1920 and has only worked intermittently for about forty two months since.

The Engine is complete with special Colonial Fire box for burning wood and rubbish.

'A sacrifice at £250-0-0 for spot cash
Apply: G. O. MOUNCEY & CO., NAIROBI.

TANALAND TOPICS.

What Italians Are Doing
in Ceded Country.

[From Our Correspondent]
LIMA, May 1.

In my last article, giving a general reference to the work of the Italian Government in the ceded areas of power required in the new State, I mentioned the boundary between the two countries. I am now able to supplement that information with the facts concerning the work of the Government in the neighbouring territory. I would like to add that my column on the subject will continue and will be followed.

In the first place, the Italian Government of Bolzano-Somaliland have issued a decree which authorizes the government of the newly created State to do what it deems fit in the ceded areas. This is under the control of what is known as the Government of Trieste.

The Government has in its department of Foreign Affairs issued a decree which authorizes the government of the newly created State to do what it deems fit in the ceded areas. This is under the control of what is known as the Government of Trieste.

But that the work

will be completed in

the next few days.

It is now known that

the Italian Government

has issued a decree

authorizing the

Government of the

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to do what it deems

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