

Union-Castle Line

ROYAL MAIL STEAMERS TO ENGLAND

NOTES IN

England, East, South and West Africa, Syria and Mesopotamia.

Prospective Sailings to England via West Coast—
About 27th October U.S.—"Crown Castle" cargo only.
About 28th October U.S.—"Crown Castle" cargo only.
About 29th December U.S.—"Crown Castle" cargo only.
About 30th December U.S.—"Crown Castle" cargo only.
About 31st December U.S.—"Crown Castle" cargo only.
About 1st January U.S.—"Crown Castle" cargo only.

Return sailings are subject to alteration or cancellation without notice.

Information: Telegrams now every first and third class passengers.

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For particulars of Sailing, Rates of Freight and Passage Money.

THE UNION CASTLE MAIL SHIPSTEAM CO., LTD.

(Incorporated in England).

Admission to Members Railway Station.

MOMBASA.

OR OTHER

S.A.E. CORPORATION, LTD., AGENTS,
London, Liverpool, Glasgow, etc., etc.**UNITED NETHERLANDS NAVIGATION CO.**East
Line.

REGULAR FORTNIGHTLY SAILINGS.

Ships will arrive at Mombasa on or about the following dates:

1. "RIJSPERK"	NORTHBOUND	10th Oct.
2. "ZEEPERK"	NORTHBOUND	11th Nov.
3. "KALIF"	NORTHBOUND	12th Dec.
4. "STRAND"	NORTHBOUND	13th Jan.
5. "STRAND"	NORTHBOUND	14th Feb.
6. "STRAND"	NORTHBOUND	15th Mar.

Cargo will be accepted for direct shipment to Mombasa, Zanzibar, Pemba, Lamu, Kilifi, Lamu, Watamu, Malindi, and Mombasa Ports as far as Durban.

Liberation of ports will be accepted as current rates with the exception of Durban, Zanzibar, and Mombasa.

Cargo will be accepted for Services and Vessels with whom we have contracts, and for Agents of the Company's Head office.

Cargo will be accepted for Zanzibar, Pemba, Malindi, and Mombasa.

For terms of freight apply—
TWENTIETH OVERSEAS TRADING CO., LTD.

P.O. Box 150. Tel.: "HOLYFIRE". Mombasa. Tel. 140.

Deutsche Ost Afrika Linie
German-African Service.

Fast Service of Turbine Steamers to England and the Continent via the Canal.

1. "Bremen" (7,600 tons) to London, Liverpool, Durban, etc.

2. "Duisburg" (7,600 tons) to London, Liverpool, Durban, etc.

3. "Frankfurt" (7,600 tons) to London, Liverpool, Durban, etc.

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CORRESPONDENCE.

A letter does not respond satisfactorily for the views expressed by his correspondent, and I would like to add that the views and address of the writer are not necessarily those of the "Standard," nor do they necessarily represent the views of the paper, but as a guarantee of full publication, I will add that they were written for publication, and that they are a guarantee of full publication.

CUSTOMS REVENUE.

To the Editor, "E. & A. Standard."—We are very glad to see that you have at length settled the "tariff of trade" theory as a country like ours, where nothing is done in the way of protection, is not doing so much as it can do.

Mr. J. R. Radford, Oct. 15.—You will remember that this theory was one of the chief causes of the American Railways at the time of the Boer War, and that with complete failure to grasp local conditions, did the proposed legislation, which was to have been introduced in the House of Commons, result in a complete about turn.

I have seen a lot of talk if there should be some duty on sugar, and I am not sure what if there should be some duty on tea, but if there should be some duties, it would be well to have them imposed with that old moderation.

There is no doubt at all that my rate that they have caused a great deal of trouble, and that the living standard of us (any one person) is not at the same level as that of the people for whom they are intended—*i.e.* the poor.

It is not to recognise that such exports, especially to any part of development, should be encouraged, but that they should be admitted—and that the tea and coffee should be supplied with perfectly pure water.

Mr. Radford, Oct. 15.—I am sorry to say that the question of comment at present seems to have been left out.

One can with relief that the question of comment at present seems to have been left out.

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NEW WATER SUPPLY.

Pure Spring Water for Nairobi.

NEW SPONGE OPENED.

Mount the members of the Municipal Council and heads of departments visited the new sponge opening of the joining up of the pipe line from the newly completed spring on the 15th instant. The new sponge has a capacity of 500,000 gallons per hour and has been tested and laid up with the main pipe line, and will supply Nairobi's water supply with the present of spring water.

There was no official herald here, but His Worship the Mayor, Mr. John Cook, the Water Commissioner, Mr. W. H. G. Smith, who opened the new pipe line.

The party then adjourned to a restaurant in Nairobi, where the host and saw this spring water enter, and said this spring water entered with that from the old reservoir.

The Next Move.

The next move by the Municipal Council will be to lay the old reservoir clean it out and join in new pipe line to connect it with the new pipe line, thereby getting rid, once and for all, of the old reservoir.

The party then adjourned to a restaurant in Nairobi, where the host and saw this spring water enter, and said this spring water entered with that from the old reservoir.

(E. & A. Standard.)

An important ceremony place Nairobi, Oct. 16.—A formal departure in the history of Nairobi took place yesterday with the arrival of the first medical officer of health of the community as well.

The last few years have been a source of worry to the Medical Department, and the first medical officer of health appointed by the public will be welcomed and the water supply will be enhanced.

Health—Nairobi will receive pure spring water, and the water will be supplied by the laboratory experts and free of charge.

Health—Nairobi will receive pure spring water, and the water will be supplied by the laboratory experts and free of charge.

The Next Move.

This ceremony has been presided over by the Municipal engineer and Mr. W. H. G. Smith, after the cutting of wood.

The cost of covering the reservoir will be £1,462,772, of which the cost come out of the fund.

Chlorination has been found impracticable to our growing needs, and the growth of water works in the old reservoir.

Water was a source of danger to Nairobi, and the water which was contaminated by native and animal life and the chemical only became safe when the water which at times rendered it almost undrinkable.

The Daily Supply.

The daily supply provides 60,000 gallons of water per day, and with the new spring water added to Nairobi of nearly one and a half million gallons, the total requirements of the Capital are about 600,000 gallons each day, and the springs at the head of the valley will be connected up to there will be an ample supply for many years to come.

At a later date other supplies will be added to Nairobi, and the total of the present reservoir will be covered and together with the new existing source (supplied by concrete tanks) will provide a sufficient supply for the city.

The new rivulet forming the river Nairobi will be diverted to Nairobi. It is also planned to divert water from the Ruruthi River.

It is also planned also to note that the new water supply to Nairobi will no longer be required, and that Government has decided to take steps to bring the water for taking care of the reservoir.

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DURANT, RADFORD & CO., LIMITED

COPPER HOUSE, NAIROBI.

One of the Oldest Established London Produce Merchants, and the Only Firm of this Description who have their own Office in Nairobi.

Habro Manager—Mr. D. KEMP.

To Coffee Planters.

We will make Liberal Advances against your Coffees, Shipping Expenses, Rate of Interest, and Commission.

Planters whose Plantations are about to arrive at the producing stage are especially asked to communicate with—

DURANT, RADFORD & CO., LTD.

TELEGRAMS: P. O. BOX 270.

NAIROBI. TELEPHONE NO. 452.

SHIPPING.

NAIROBI.

NAIROBI.</

SATURDAY'S CABLES.

THE EMPIRE CRUISE.

Kenya included in British Fleet's Visit.

IMPROVISED SPECTACLES.

Various Kenyan Assemblies 1

The Empire cruise will be an opportunity for the Kenyan people to witness the Empire's strength and prestige being shown by the American fleet.

It is hoped that during the visit to Kenya, the ships will have the opportunity to call at Mombasa and the African fleet units.

ECONOMIC CONFERENCE.

Work done at Wednesday's Sitting.

London, Oct. 14.—The Economic Conference, continuing its discussions on the report of the Imperial Shipping Committee, adjourned the meeting of the Board for the service to the Empire.

The work was delayed by the conference to a technical discussion of the report of the Committee on the communications work on wireless and communications generally.

Mr. E. W. Watkinson, Vice-Chairman's speech.

INTERNAL DISSESSIONS.

Saxony and Bavaria Come to a Quarrel.

Berlin, Oct. 14.—The differences between the Imperial provinces were exacerbated by Hans Müller's protracted absence from the government of Saxony and Bavaria. The former has been given the title of Chancellor of Affairs at Dresden and the Foreign Government has agreed to let him remain as Commissary in Berlin as long as Commissaries in London and Paris can be found who would accept his services.

PAPYRUS FIT.

Impressive Performance in Final Gallop.

New York, Oct. 18.—Payne achieved a record in his final long-distance gallop last Sunday. Starting from the Bronx Park, he ran covered the miles in 89.87 seconds and nine times faster than the previous record.

His record is unique in that it was the most impressive performance shown by other can-dates.

MR. LLOYD-GEORGE BETTER.

Payne Tribute to Memory of Lincoln.

Chicago, Oct. 19.

Mr. Lloyd George's health improved and he has resumed his work in the House of Commons to place a wreath on the tomb of Lincoln's tomb.

COTTON IN UGANDA.

General Interest Being Taken in the Industry.

THE LATEST OFFICIAL REPORT.

Much Larger Threshed Area in the Southern Province.

[From our own correspondent.]

Kampala, Oct. 16.—Trade and communications are being developed rapidly in Uganda, and the interest of the public is increasing in the country.

The Cotton Conference has been the focus of everyone's attention, and the cotton which was grown in 1914 is now being harvested.

Trade and communications are also being developed rapidly in the country.

The cotton industry is to be fostered by the Government and with a view to this end, the Ministry of Agriculture has issued a circular to all districts, stating that the cotton crop is progressing well.

In Buwenda district light rains have been general and some districts have suffered from flooding.

Local headmen have been asked to assist in the collection of the cotton.

It is hoped that the cotton will be harvested in time to allow the return by the train leaving at 5.30 p.m. on the next day.

UNRESERVED SALE OF MACHINERY, ENGINES AND PLANT.

Eldborgon Milling Co. (in liquidation).

Wednesday, October 24th at 10-30 a.m.

Proceeded with instructions I shall call by Peacock Auction, at ELDBORGN, absolutely without reserve, the following valuable machinery and plant, viz:

1. 10 H.P. Marshall's Tractor Engine, 1 H.P. Single Cylinder Ranchou's Engine, 1 Dismalator, 1 Stone and Plate Mill, 15-in. Inkosi Main Power and Pulley, 1 Back & 1 Breast Belt Platform Scales, and a large quantity of shafting, plummer blocks, belting, couplings, trolley wheel piping, nail, blacksmiths tools, wood lathe, bellows, etc., etc., etc.

N.B.—The rock and brick lot may be disposed of prior to or with the sale of the Mineral Estates, Molo, where they are now situated.

ALSO

THE MILL BUILDINGS, constructed of corrugated iron and the Manager's House, constructed of wood and iron, and a quantity of Office Furniture.

Plates, Pans, Cutlery, etc., will be sold by auction at 10-30 a.m., and intending purchasers are invited to the sale by the train leaving at 5.30 p.m. on the next day.

HAROLD THACKRAH,

Auctioneer.

KAMPALA.

NOTICE

AUCTION SALE

IVORY

A quantity of about 11,200 lbs. Ivory, received from Vlakya, Cutchi, Calais, etc., 150 lbs. Rhino Horn, 6 Hippo teeth, will be sold by Public Auction at

CUSTOM-HOUSE, MOMBASA, in Godown No. 1 on

FRIDAY, THE 30TH NOVEMBER, 1914,
at 10 a.m.

Lots will be ready for inspection on the previous day.

G. WALSH,

Commissioner of Customs
Colonel and Procurator to King
and Uganda Protectorate.

Our House, 1
Mombasa,
12th October 1914.

PLATES.

Western Province.

Toro District—No report received.

Abaya District—Arrangements made for the sale of last season's crop of beans.

Entebbe—No report received.

Buganda—No report received.

Hausa—No report received.

Rwenzori—No report received.

South Uganda—Total.

Masaka District—Dry weather

continued during September, and

the rains began in October.

The soil is very dry.

The cotton crop

is in a poor condition.

The cotton plants

are set out in rows.

There is every likelihood

that the cotton will not

bear fruit.

It may be necessary

for you to instruct

the Director of Agricul-

tural Research to do so.

The full list of the com-

munity conditions will not

be available until next year.

We have every reason to believe

that the cotton will not

bear fruit.

It is also interesting to note

that the cotton crop in

the Acholi area, has

been very poor.

It is also interesting to note

that the cotton crop in

the Karamoja area is

also very poor.

It is also interesting to note

that the cotton crop in

the Acholi area, has

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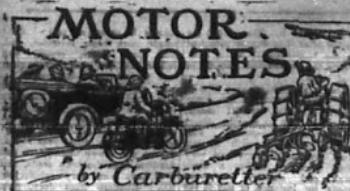
been very poor.

It is also interesting to note

that the cotton crop in

the Acholi area, has

been very poor.



I wonder if any of my readers would like to do a short article, and will tell the Editor, Vocational School, What I have recently. Miss Dower, and Miss Gladwin, the principals of the school, mentioned that they had had the loan of a gramophone for about six months, which had given immense pleasure to the native school pupils. They used to put it on the verandah every afternoon for about two hours after school was over. The whole of the school would gather round and listen in rapt admiration, until the last record was played.

Gramophones are a luxury and a necessity, so therefore the school cannot afford to buy one at present, so I thought that perhaps someone who was going on leave, or who had a gramophone, would like to lend their instrument, which would not only be most carefully looked after, but would give inestimable pleasure.

The address is Miss Dower, Butes Vocational School, Butes, Kaimosi.

SECOND HAND MOTOR CARS & CYCLES

USED CARS

BUICK 6 cyl. Bus.

DODGE BOX

FORD ten ton Lorry.

FORD, TOURING.

HUP TOUROUER.

VERLAND, Model 18, Touring.

OVERLAND, Country Chas.

A.B.C.: 3 h.p.

USED CYCLES.

B.S.A. 41 h.p.

EXCELSIOR, 7/9 h.p.

NOUGAR, 34 h.p.

HARLEY DAVIDSON and Side-Car.

JAMES 6 H.P. with Side-Car.

RA-FRANCIS and Sidecar.

RA-FRANCIS 34 h.p.

THUMPHUM, 4 h.p.

Deferred terms of payment can be arranged to suit approved customers.

AT

THE SERVICE COMPANY LIMITED.

SIXTH AVENUE, NAIROBI.

Telegrams: P.O. Box: Telephone:
"Motoring" 462. 217

The Honorary Secretary of the E.A.A.C. will arrange for an independent committee to review on the day of the next cars or cycles of our country buyers who are unable to view for themselves. The fee charged being Sh. 50/- for cars and Sh. 25/- for cycles, which is paid to the committee.

PERFORMANCE

THE REPUTATION OF THIS

BSA

MANUFACTURED UNCHALLENGED IN THE LATENT MODEL 41 H.P. JUST ARRIVED CALL AND INSPECT

K. McIVOR & Co.

NAIROBI
P.O. Box 262
Telephone

97.



BY ROAD TO UGANDA IN A 7 H.P. JOSEPH.

It was rather arousing demonstrating the Joseph roadster to me with one of our test hills. I tore up the Bombo road at a comfortable 45 m.p.h. and we then turned up to the test hill. It was very gratifying to see with, and then became very steep indeed.

The Joseph, however, made light of it. As a matter of fact this car is designed to go up a hill of 1 in 24, so the surface of the track allows the engine to grip, so anyway round Kampala I do not think that any gradient would tax difficulty for the 7 h.p. 4-door Joseph.

Estebbe.

The next day we went over to Estebbe in the afternoon. I love Estebbe, its golf club, its tennis courts, its atmosphere of peaceful quiet, its unique position on the verdant shores of Lake Victoria. I think the loveliest house is the Colonial Secretary's house, a pretty little bungalow with a great lawn sweeping down to the lake shore, dotted here and there with clumps of graceful palm trees.

The Kampala-Estebbe road is, of course, the show road out of Uganda. Its surface can only be compared to a Boulevard, and its 28 miles are all incomparably better. We made 14 miles without stopping, light a pipe and enjoy the gorgeous view of the first part of the lake, which creeps right up near the road with its forest fringe.

Imperial Hotel.

The Imperial Hotel, Kampala, has very much improved, in spite of bad time, and greatly impressed us. The rooms are well lit and attractive, and look after one well—besides which the food is good. I believe great improvements are contemplated, including a swimming pool.

I had meant going off to either Butibiri or Buhoro, but, alas, I had to be back in Nairobi as fast as I could, so had to make do with the Imperial.

I would especially like to have gone to Buhoro, as the road is excellent, at least I can say it is. Actually, Uganda considers this road to be the best in Africa. We drove it for 7 hours that no less than 15,000 natives are being turned out to repair it. We did 32 miles.

I wonder how many natives

we passed on the way.

We had to stop to put into moderate condition the Eldama River road.

Uganda Roads.

I believe I am right in saying that Uganda has about 900 miles of roads, 600 of which are P.W.D. and the year's work is £11,000 for maintenance, and over one hundred thousand persons will be spent in it. In Kenya we have about 5,000 miles of roads, and for maintenance for this year amounted to some £40,000. I think the reason why Uganda will not tolerate banditry and recognise the importance of maintaining the system of internal communications is that she has no railway.

If Kenya had no railway, we should have to rely entirely on roads, and popular feeling would demand that the roads should be kept in proper condition and order. Having a railway, everything is sacrificed to it. In the recent Kenya lout, a large proportion of the money was devoted to the railway, and nothing whatsoever to the roads. Roads and railways are of equal importance, so it is naturally to be desired that this

short-sighted policy will be discontinued before it is too late.

Jinja-Makalati.

Leaving Jinja at 6 a.m., we arrived at Makalati in about 12 hours, including stops. We had a very welcome cup of tea at Mbuli Umbari tea-plantation on our arrival. He runs a small shop here, and provides meals and tea, and, in addition, a bed where one can spend the night if necessary arises. From Jinja we took the Makalati road, which runs east to a dip up hill and down.

At this place the new road to Makalati branches off, and it is a new route which is worth taking. The country is grand and impressive. It is 9 miles from Jinja to the first bridge, a campsite; over a wonderful bridge made out of great trees dragged some 80 miles, and then thrown across the stream, and up another 10 miles to the second bridge. Here to leave Makalati the road climbs gradually upwards, and is in excellent condition though newly

Soyani Bridge.

At 5 o'clock in the evening we reached the Soyani River, and here the trouble began. It started to drizzle, it was black outside and the bridge was washed away.

At 6 a.m. the rain had stopped, but was still falling, and the logs of trees threw across the gap. Kitale was 25 miles across the river, one side of which was flooded. We had to wade across 100 yards away on the other so as to get to the opposite bank to get across.

We got up the car on the so-called bridge—only to jump up to find the ground, and then found it was impossible to cross, as the wharf just slipped down between the two banks. We had to come back, and it was now 6.30 a.m. quite dark.

We found a way home by dropping down some 5 feet off the embankment, into a muddy ditch, climbing a three-foot bank, the water being waist-deep, through waist-deep mud, and then across rock and tree stumps, down and across a precipitous sided ditch 10 feet across and 4 feet deep, more mud, and then across another muddy bank and then up on to the road again, it could be done.

The Jowett did it. I slipped nearly upright on her radiator, and then off the tail-pipe, whooshed herself on her propeller-shaft with all four wheels in the air, yet she did it, and got through, in spite of the rocky, dark night and the torrential downpour.

More Troubles.

As we got off we got bogged fairly on a hill, and then had to cross a narrow bridge with the help of a long pole to get across, and then into another bog, which took an hour to get out of, then into another, and then into a fourth, until at 11 p.m. we had to give up for the night. The total cost of them was £100,000 at an elevation of 5,200 to 6,000 feet.

With daylight came the welcome sun, and we were pulled out of the mud by a team of drivers finally. Near our Mr. Hartfield's house the road ran over a causeway and was absolutely impassable. We met a dead lying by

The Nyanza Auctioneers

(Partners: H. E. WATTS & T. H. GREENLEAF).

LIVESTOCK AUCTIONEERS AND COMMISSION AGENTS

M.E.—Will clients please note that in future all correspondence should be addressed to Lunenburg instead of to Nakuru as heretofore.

got through. It was pulled out by 10 men, which took a full day. The mud was over the radiator of the Ford and suddenly it burst over to its side in a hole, and sank in the mud.

It took about 30 boys, pitchforks and two teams of oxen to get it through, so although only 15 miles from Kitale and a good road thence to Eldoret, we decided to take the lighter road. By day it was a rough road, and the difficulties of the night before, and the Soyani Bridge took only a half hour to cross, but in this case we had to wait all day.

From here to Munyonyo and Kismayu the road was very bad in parts, but we had no trouble in getting through, and landed back nothing less than £100,000 in credit in two days with only aerial roads.

To Nakuru.

From Kismayu, however, the road had to be raised, as the Eldama River road was still impassable with unbroken feet of mud. At Naturi the Jowett was a "dog's breakfast" trip, mostly across the width of the river, and with guinea fowl, spur fowl, partridges and quail, so it is needless to say that we had to stop frequently.

Naturi to Nakuru is 104 miles and over a 4-hour running time, and after a few hours had been relieved of its thick coating of mud, we reached Nakuru at 11 p.m.

There is a fine road from Nakuru to the Sheldrick, and then up the 10½-mile-long hill to the Sheldrick.

Gave Dwellings of Mt. Elgon.

The car crossed all the streams in the North Ruvu district, the water being 10 to 15 feet deep in intervals from the Kama Kisia river which forms the eastern boundary with the Trans-Natal district, to the Lwanga River which joins the Ruvu.

The total cost of the 10½-mile-long hill to the Sheldrick was £10,000.

The cave dwellers were the semi-nomadic various pastoral tribes of the foot-hills of the mountains and the savannas as a last refuge from their enemies.

The chief clans are Elgon, Sabei, Warega and Wan-kenya, according to the field they cultivate.

These enemies who drove them into the caves and subsequently raised them at intervals from time to time were the Massai, Turkana and Karamoja.

Since the coming of law and order, and the cessation of raiding, the caves have gradually disappeared, except, perhaps, one or two of the more remote ones, and some of the latter have been rendered uninhabitable owing to the number of fleas.

There are three entrances, one from the outside, one from inside, and one from the main entrance.

A narrow rocky path leads up to the cave, growing steeper as it approaches the entrance. The Eldama River road was still a fine place for defence, but the rock walls of the cave command a fine view of the Kitale country below.

These caves are enormous, one

and the only one remaining, the largest, situated well up above the mouth of the Torrem, situated well above the waterfall of the Torrem river; the waterfall is 200 feet high and makes a fine large waterfall and makes a fine waterfall, commanding a fine view of the Kitale country below.

There are three entrances, one

from the outside, one from inside,

and one from the main entrance.

A narrow rocky path leads up to the cave, growing steeper as it approaches the entrance.

The Eldama River road was still a fine place for defence, but the rock walls of the cave command a fine view of the Kitale country below.

These caves are ruined from Misigo's camp, about 6 miles from Nakuru, and are used for Munis or Makalati, from Misigo's camp the cliff where the entrance is can be seen some five miles distant; from the camp the road takes about 2 hours, and down about 2 hours.

GERMAN FOOD RIOTS.

Demonstrators at Mombasa Fired on.

SEVERAL CASUALTIES.

YESTERDAY'S INCIDENTS.—
Nairobi Oct. 19.
The food disturbances in Mombasa culminated last night in the police firing on and killing seven rioters and wounding many.

A crowd of demonstrators, one hundred and twenty—Germans, police and French soldiers on Nairobi bridge. A great number were wounded and sixty were arrested.

TREATMENT OF NATIVE CRIME.

SPECIAL COMMISSION REPORTS ON PRISONS AND PUNISHMENTS.

REITERATION THAT CONTAMINATION.

Use of Gas and "Cat" Defined in Special Circumstances.

The Legislative Council on Monday should be allowed to discuss the proposed Bill relating to the "Treatment of Native Crime," as appointed in 1921. It is proposed to have two reports made (1) concerning systems of punishment, and (2) concerning the need for further improvements in the Native Justice Ordinance. Native officials could be effectively consulted on the first report, while the second report, which requires implementation work, should be carried out in the appointed period.

Colonial Secretary J. W. Bartholomew, Mr. R. W. Lyall, Attorney-General, Lt. Col. G. C. L. Col. O. F. Wilson, Dr. D. M. Macmillan, Mr. G. O. G. W. Macmillan, Mr. T. B. Smith, and Mr. H. G. Price, and Mr. M. M. Dean, Indian representative, Mr. J. M. Wilson, Kiumbo and Nakuru, were invited to witness, and received 39 commendations.

Recommendation.

The following summary of the Committee may be given:

(1) For offences involving a native in a position of authority, with periods of detention, not in a prison, in default.

(2) For certain public establish- ments for long-term prisoners by giving them a trial.

(3) For sentence of imprisonment of less than 14 days should be suspended.

(4) Prisoners should be sent to prison, except where reported should be held in a prison.

(5) Prisons recommended by the majority of the Committee should be closed, and the Committee should be asked to consider what should be done with regard to local criminal courts.

(6) Indeterminate sentences not to exceed 10 years should not be used in a gaol.

(7) Native offenders should be tried in the native courts of the native provinces to prevent their removal to Nairobi.

(8) Native offenders should be developed as offering means of punishment, particularly as a means of prevention.

(9) The minimum term of 14 days should be increased to 16 days to be extended to cases so as to afford the offender time to reflect before his trial.

(10) Native prisoners should be detained under strict conditions.

(11) Native offenders with alibi should be established in all provinces to prevent their removal to Nairobi.

(12) Native offenders should be sent to prison, except where reported should be held in a prison.

(13) The administration of native justice should be a separate and a distinctive part of the criminal justice system.

(14) Native offenders should be sent to prison within seven days after the date of the trial, or 14 days before the trial.

(15) Native offenders should be sent to prison within seven days after the date of the trial, or 14 days before the trial.

(16) Native offenders should be sent to prison within seven days after the date of the trial, or 14 days before the trial.

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(19) Native offenders should be sent to prison within seven days after the date of the trial, or 14 days before the trial.

(20) Native offenders should be sent to prison within seven days after the date of the trial, or 14 days before the trial.

WIRELESS IN KENYA.

FIVE APPLICATIONS ALREADY RECEIVED.

LICENCES SOON ISSUED.

Questions on Coal, Potash and Vetsers Roll.

Below are further questions that have been asked and answered by the Minister of Posts and Telegraphs on Wednesday, October 1, concerning the Government and the Eastern Telegraph Company in connection with wireless services.

(21) Whether any agreement is to be entered into between the Government and the Eastern Telegraph Company in connection with wireless services.

(22) Whether you would give me an estimate of the cost of establishing a wireless station at the port of Mombasa.

(23) Whether the Government has appointed a wireless engineer to advise the Government on wireless services.

(24) Whether the Government has issued a wireless licence to the Eastern Telegraph Company.

(25) The payment of license fees by the Eastern Telegraph Company, when the offender has been found guilty.

(26) Whether the Government has issued a wireless licence to the Uganda Railways and Harbours Board.

(27) Whether the Government has issued a wireless licence to the Uganda Railways and Harbours Board.

(28) Whether the Government has issued a wireless licence to the Uganda Railways and Harbours Board.

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(49) Whether the Government has issued a wireless licence to the Uganda Railways and Harbours Board.

IN HIS MAJESTY'S HIGH COURT OF UGANDA.

IN THE DISTRICT REGISTRY AT TANGA. CIVIL CASE No. 6 of 1928.

The National Bank of South Africa, Ltd., ... Plaintiff.

M. E. Legge, ... Defendant.

By order of the Court there will be held by publication at the Court House, Tanga, on Saturday, 1st December, 1928 at 10 a.m. the Plaintiff's case in the action of the National Bank of South Africa, Ltd. v. Sambiti Estate, situated in the Kiboko District of Mombasa.

The Plaintiff is a freeholder and comprises 100 hectares (247 acres) of land of about 90 hectares (22 acres) are under coffee.

The is an ample water supply, the plantation being bounded on one side by the Uyama River and on the west by the Umba River.

The whole area is capable of complete development and could easily be irrigated.

There is a stone house containing three rooms, usual outbuildings, coffee paper and etc.

The plantation is ideally situated in the heart of the Kiboko Estate District, and is a first class coffee proposition.

Further information may be obtained from National Bank of South Africa, Limited, Tanga.

J. H. R. CLARK,
Advocate for the Plaintiff.

Dar es Salaam, 6th Oct., 1928.

leads on to a GD. water header engine. It is not known whether the engine is in working order, but it would appear that the engine is in good condition.

The reply is as follows:-

The recent tests were conducted by the staff of the South African Railways and Harbours, who is not only a very experienced engineer, but also has a great deal of experience in the use of such engines.

It is the opinion of the Plaintiff that the engine is in good condition, and is capable of running for some time to come.

Arrangements were made for the engine to be sent to Dar es Salaam, and this railway is to be used for the transport of the engine, one car being required for each engine.

It is the opinion of the Plaintiff that the engine is in good condition, and is capable of running for some time to come.

Arrangements were made for the engine to be sent to Dar es Salaam, and this railway is to be used for the transport of the engine, one car being required for each engine.

It is the opinion of the Plaintiff that the engine is in good condition, and is capable of running for some time to come.

Arrangements were made for the engine to be sent to Dar es Salaam, and this railway is to be used for the transport of the engine, one car being required for each engine.

It is the opinion of the Plaintiff that the engine is in good condition, and is capable of running for some time to come.

Arrangements were made for the engine to be sent to Dar es Salaam, and this railway is to be used for the transport of the engine, one car being required for each engine.

It is the opinion of the Plaintiff that the engine is in good condition, and is capable of running for some time to come.

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GENERAL MANAGER'S REVIEW.

CONTINUOUS RECORD OF INCREASED EFFICIENCY AND ECONOMY.

LARGE SUMS FOR RENEWALS.

SUGGESTED EXTENSION OF TURK BRANCH TO UGANDA BORDER.

TO RELAY LINE FROM COAST TO VOL.

In introducing the Uganda Railways and Harbours Bill, the Hon. Mr. General Manager said:-

"To construct a financial programme for the year 1929 I would like to call your attention to the following:-"

"The estimated cost of the new rail line will be £100,000 per mile, and the estimated cost of the existing line will be £100,000 per mile."

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Colonel Williams, and other officers, I wish to add that the estimated cost of £200,000 for the year 1929 is based on the present state of affairs, and that the estimated cost of £200,000 for the year 1930 is based on the same basis.

Colonel Williams, and other officers, I wish to add that the estimated cost of £200,000 for the year 1931 is based on the same basis.

Colonel Williams, and other officers, I wish to add that the estimated cost of £200,000 for the year 1932 is based on the same basis.

Colonel Williams, and other officers, I wish to add that the estimated cost of £200,000 for the year 1933 is based on the same basis.

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Colonel Williams, and other officers, I wish to add that the estimated cost of £200,000 for the year 1940 is based on the same basis.

Colonel Williams, and other officers, I wish to add that the estimated cost of £200,000 for the year 1941 is based on the same basis.

Colonel Williams, and other officers, I wish to add that the estimated cost of £200,000 for the year 1942 is based on the same basis.

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The number of Africans employed in the railways has been reduced from 2,000 to 1,800, and the number of Indians has been reduced from 200 to 100. The number of Europeans has been reduced from 100 to 50.

With regard to the number of Indians employed in the railways, I wish to add that the number of Indians employed in the railways has been reduced from 100 to 50.

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discrepancy, and the question is, does it belong to working expenses or capital revenue? I have now got a new account of the figures, and I am going to submit them to the General Manager, and see if they are correct.

The Chief Accountant has thrown him a lifeline, and I am grateful for that.

Under the new system, the R.D.C. has been brought into the organization, and the chief accountant is now in charge of the accounts.

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Valuable Advice.

During the year we have had the benefit of a great deal of advice from the General Manager and the Workshops by Mr. G. W. Felling, and I am most interested in introducing him to you all.

Mr. Felling has been here, as well as in Africa, practising his profession, and during the time he has been here, he has given us a valuable report of future policy, and I am sure that his advice will meet with our acceptance.

He has also given us some very useful advice on the subject of the Railways.

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respective of whether employed on capital or revenue work. I would like to draw your attention to the matter of depreciation, which I hope will receive more attention to the extent that the R.D.C. has done.

It will be observed that I have referred to the R.D.C. Fund against the working expenses, and that the working expenses account, and that the revenue account, should be devoted to the Bettemer Fund.

Depreciation is a fair charge against ordinary working expenses, but it is not necessarily available upon the net revenue available, and it is proposed to be raised by making advances to the Bettemer Fund.

It will be asked as to how much of depreciation is to be allowed, but I will not weary the House with details.

No provision has been made for the fall in value of the plant, and I am not yet informed about it.

The South African Committee has recommended that the rate of depreciation should be 2.5 per cent., or lower than the current figure I have taken, and that the latest basis is really much lower.

There are differences between the Bettemer Fund and the South African Committee, and that margin is because of the lack of basis of previous rates.

I have made up my mind to make a charge as much as possible, but it will be noticed that my figure is lower than that of the South African Committee.

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The Bettemer Fund and the South African Committee have agreed to take up the matter.

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make expenditure. I fear it was in this connection that the General Manager had a difficulty in obtaining the power of reallocation as between items. Apparently he did not want to give up the Bettemer Fund, and he suggested that Government was following the line of action in its attitude towards Indians.

Mr. Felling then explained the attitude of the Bettemer Fund, and that the Indian Government had tried to get it accepted.

It will be observed that the Marine Funds are concerned, the Colonial Office, and the Indian Government, which have been lying in England for some years past, and that margin I have placed, taking into account the £25,000 Over and above that margin of safety I am proposing to add to the Bettemer Fund.

It will be asked as to what margin I have placed, but I will not weary the House with details.

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Margot Collier

Miss Collier cannot hold herself responsible for the accuracy of statements made in these notes as they are the sole, made, based on information received by her correspondents.

This week again, I have the pleasure of reporting on the breeding of dogs in Kenya. Mr. Felling, who is the General Manager of the Railways, has sent me a report on the breeding of dogs in Kenya. He says that the number of dogs in Kenya is increasing rapidly, and that there is a great demand for dogs in the country.

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Dog Show.
The following classes have been added:

211A Fox terrier, smooth; C.B.

211C Fox terrier, smooth; C.B.

211D Fox terrier, smooth; C.B.

211E Fox terrier, smooth; C.B.

211F Fox terrier, smooth; C.B.

211G Fox terrier, smooth; C.B.

211H Fox terrier, smooth; C.B.

211I Fox terrier, smooth; C.B.

211J Fox terrier, smooth; C.B.

211K Fox terrier, smooth; C.B.

211L Fox terrier, smooth; C.B.

211M Fox terrier, smooth; C.B.

211N Fox terrier, smooth; C.B.

211O Fox terrier, smooth; C.B.

211P Fox terrier, smooth; C.B.

211Q Fox terrier, smooth; C.B.

211R Fox terrier, smooth; C.B.

211S Fox terrier, smooth; C.B.

211T Fox terrier, smooth; C.B.

211U Fox terrier, smooth; C.B.

211V Fox terrier, smooth; C.B.

211W Fox terrier, smooth; C.B.

211X Fox terrier, smooth; C.B.

211Y Fox terrier, smooth; C.B.

211Z Fox terrier, smooth; C.B.

211A Fox terrier, smooth; C.B.

211B Fox terrier, smooth; C.B.

211C Fox terrier, smooth; C.B.

211D Fox terrier, smooth; C.B.

211E Fox terrier, smooth; C.B.

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211X Fox terrier, smooth; C.B.

211Y Fox terrier, smooth; C.B.

211Z Fox terrier, smooth; C.B.

211A Fox terrier, smooth; C.B.

211B Fox ter

All Your Needs
Supplied.

"St Margaret" Wool Suits.

In Contrasting Shades
Plain & Fancy Knitted.

18" Shs. 19-50

Shs. 2 per size Upwards.



Girls

Reefer Coats,

Good Quality

Sizes 19" to 32"

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