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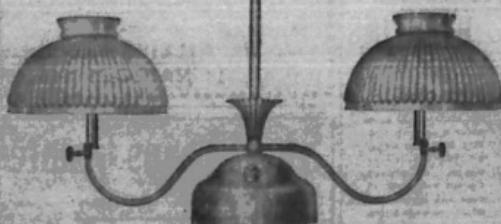
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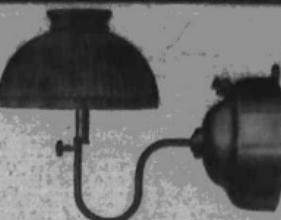
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expenses at a cost estimated, and which General Council had incurred.

Up the 5th November I sent the following telegram to Mr. G. H. Wilson, who took over the editorship of the Chamberlain of the London Committee:

"Come on before tenth month of 1926. We have no intention of making any donation or otherwise. Rehabilitation for Kenya will be done by the Government and the following telegram has been received in reply—"

"I am sorry to receive your telegram. Your suggestion is very appropriate. I would like to thank you for your support and assistance given to the Cabinet Association to follow up our efforts to secure the informed and active participation of East Africa in the Conference. I will wish Cabinet decision but consider action on re-opening negotiations."

It appears that General Council will consider what recommendations should be made to the Government in connection with Kenya's participation in the Conference, and what steps should be taken.

On the 10th November I sent the following telegram to Mr. G. H. Wilson:

"That in view of the report of the Conference, we have decided to increase our financial contribution for the Conference by £10,000, contributed by the 1926 Estimates of the Colony. This sum will be added to the amount already contributed by the Legislative Council dealing with the consideration of the Conference, so that the total amount available for the Conference will be £60,000."

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Mr. G. H. Wilson, that no financial provision is to be made for the Conference, and that the amount of £60,000 is to be contributed by the 1926 Estimates of the Colony. This sum will be added to the amount already contributed by the Legislative Council dealing with the consideration of the Conference, so that the total amount available for the Conference will be £60,000.

That this Council, in view of the representations made by Mr. F. T. McMillan, that Captain Smith's services should be retained until December, 1926, and that the salary and allowances to be paid him should be increased by £100 per month, voted to pay him the sum of £600 per month.

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The President intended to have a short talk with the members of the Conference. He was to follow the following telegram to Mr. G. H. Wilson:

COUNTS NEXT YEAR.

The President intended to have a short talk with the members of the Conference. He was to follow the following telegram to Mr. G. H. Wilson:



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700/-, 705/-, 710/-, 715/-, 720/-, 725/-, 730/-, 735/-, 740/-, 745/-, 750/-, 755/-, 760/-, 765/-, 770/-, 775/-, 780/-, 785/-, 790/-, 795/-, 800/-, 805/-, 810/-, 815/-, 820/-, 825/-, 830/-, 835/-, 840/-, 845/-, 850/-, 855/-, 860/-, 865/-, 870/-, 875/-, 880/-, 885/-, 890/-, 895/-, 900/-, 905/-, 910/-, 915/-, 920/-, 925/-, 930/-, 935/-, 940/-, 945/-, 950/-, 955/-, 960/-, 965/-, 970/-, 975/-, 980/-, 985/-, 990/-, 995/-, 1000/-, 1005/-, 1010/-, 1015/-, 1020/-, 1025/-, 1030/-, 1035/-, 1040/-, 1045/-, 1050/-, 1055/-, 1060/-, 1065/-, 1070/-, 1075/-, 1080/-, 1085/-, 1090/-, 1095/-, 1100/-, 1105/-, 1110/-, 1115/-, 1120/-, 1125/-, 1130/-, 1135/-, 1140/-, 1145/-, 1150/-, 1155/-, 1160/-, 1165/-, 1170/-, 1175/-, 1180/-, 1185/-, 1190/-, 1195/-, 1200/-, 1205/-, 1210/-, 1215/-, 1220/-, 1225/-, 1230/-, 1235/-, 1240/-, 1245/-, 1250/-, 1255/-, 1260/-, 1265/-, 1270/-, 1275/-, 1280/-, 1285/-, 1290/-, 1295/-, 1300/-, 1305/-, 1310/-, 1315/-, 1320/-, 1325/-, 1330/-, 1335/-, 1340/-, 1345/-, 1350/-, 1355/-, 1360/-, 1365/-, 1370/-, 1375/-, 1380/-, 1385/-, 1390/-, 1395/-, 1400/-, 1405/-, 1410/-, 1415/-, 1420/-, 1425/-, 1430/-, 1435/-, 1440/-, 1445/-, 1450/-, 1455/-, 1460/-, 1465/-, 1470/-, 1475/-, 1480/-, 1485/-, 1490/-, 1495/-, 1500/-, 1505/-, 1510/-, 1515/-, 1520/-, 1525/-, 1530/-, 1535/-, 1540/-, 1545/-, 1550/-, 1555/-, 1560/-, 1565/-, 1570/-, 1575/-, 1580/-, 1585/-, 1590/-, 1595/-, 1600/-, 1605/-, 1610/-, 1615/-, 1620/-, 1625/-, 1630/-, 1635/-, 1640/-, 1645/-, 1650/-, 1655/-, 1660/-, 1665/-, 1670/-, 1675/-, 1680/-, 1685/-, 1690/-, 1695/-, 1700/-, 1705/-, 1710/-, 1715/-, 1720/-, 1725/-, 1730/-, 1735/-, 1740/-, 1745/-, 1750/-, 1755/-, 1760/-, 1765/-, 1770/-, 1775/-, 1780/-, 1785/-, 1790/-, 1795/-, 1800/-, 1805/-, 1810/-, 1815/-, 1820/-, 1825/-, 1830/-, 1835/-, 1840/-, 1845/-, 1850/-, 1855/-, 1860/-, 1865/-, 1870/-, 1875/-, 1880/-, 1885/-, 1890/-, 1895/-, 1900/-, 1905/-, 1910/-, 1915/-, 1920/-, 1925/-, 1930/-, 1935/-, 1940/-, 1945/-, 1950/-, 1955/-, 1960/-, 1965/-, 1970/-, 1975/-, 1980/-, 1985/-, 1990/-, 1995/-, 2000/-, 2005/-, 2010/-, 2015/-, 2020/-, 2025/-, 2030/-, 2035/-, 2040/-, 2045/-, 2050/-, 2055/-, 2060/-, 2065/-, 2070/-, 2075/-, 2080/-, 2085/-, 2090/-, 2095/-, 2100/-, 2105/-, 2110/-, 2115/-, 2120/-, 2125/-, 2130/-, 2135/-, 2140/-, 2145/-, 2150/-, 2155/-, 2160/-, 2165/-, 2170/-, 2175/-, 2180/-, 2185/-, 2190/-, 2195/-, 2200/-, 2205/-, 2210/-, 2215/-, 2220/-, 2225/-, 2230/-, 2235/-, 2240/-, 2245/-, 2250/-, 2255/-, 2260/-, 2265/-, 2270/-, 2275/-, 2280/-, 2285/-, 2290/-, 2295/-, 2300/-, 2305/-, 2310/-, 2315/-, 2320/-, 2325/-, 2330/-, 2335/-, 2340/-, 2345/-, 2350/-, 2355/-, 2360/-, 2365/-, 2370/-, 2375/-, 2380/-, 2385/-, 2390/-, 2395/-, 2400/-, 2405/-, 2410/-, 2415/-, 2420/-, 2425/-, 2430/-, 2435/-, 2440/-, 2445/-, 2450/-, 2455/-, 2460/-, 2465/-, 2470/-, 2475/-, 2480/-, 2485/-, 2490/-, 2495/-, 2500/-, 2505/-, 2510/-, 2515/-, 2520/-, 2525/-, 2530/-, 2535/-, 2540/-, 2545/-, 2550/-, 2555/-, 2560/-, 2565/-, 2570/-, 2575/-, 2580/-, 2585/-, 2590/-, 2595/-, 2600/-, 2605/-, 2610/-, 2615/-, 2620/-, 2625/-, 2630/-, 2635/-, 2640/-, 2645/-, 2650/-, 2655/-, 2660/-, 2665/-, 2670/-, 2675/-, 2680/-, 2685/-, 2690/-, 2695/-, 2700/-, 2705/-, 2710/-, 2715/-, 2720/-, 2725/-, 2730/-, 2735/-, 2740/-, 2745/-, 2750/-, 2755/-, 2760/-, 2765/-, 2770/-, 2775/-, 2780/-, 2785/-, 2790/-, 2795/-, 2800/-, 2805/-, 2810/-, 2815/-, 2820/-, 2825/-, 2830/-, 2835/-, 2840/-, 2845/-, 2850/-, 2855/-, 2860/-, 2865/-, 2870/-, 2875/-, 2880/-, 2885/-, 2890/-, 2895/-, 2900/-, 2905/-, 2910/-, 2915/-, 2920/-, 2925/-, 2930/-, 2935/-, 2940/-, 2945/-, 2950/-, 2955/-, 2960/-, 2965/-, 2970/-, 2975/-, 2980/-, 2985/-, 2990/-, 2995/-, 3000/-, 3005/-, 3010/-, 3015/-, 3020/-, 3025/-, 3030/-, 3035/-, 3040/-, 3045/-, 3050/-, 3055/-, 3060/-, 3065/-, 3070/-, 3075/-, 3080/-, 3085/-, 3090/-, 3095/-, 3100/-, 3105/-, 3110/-, 3115/-, 3120/-, 3125/-, 3130/-, 3135/-, 3140/-, 3145/-, 3150/-, 3155/-, 3160/-, 3165/-, 3170/-, 3175/-, 3180/-, 3185/-, 3190/-, 3195/-, 3200/-, 3205/-, 3210/-, 3215/-, 3220/-, 3225/-, 3230/-, 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3860/-, 3865/-, 3870/-, 3875/-, 3880/-, 3885/-, 3890/-, 3895/-, 3900/-, 3905/-, 3910/-, 3915/-, 3920/-, 3925/-, 3930/-, 3935/-, 3940/-, 3945/-, 3950/-, 3955/-, 3960/-, 3965/-, 3970/-, 3975/-, 3980/-, 3985/-, 3990/-, 3995/-, 4000/-, 4005/-, 4010/-, 4015/-, 4020/-, 4025/-, 4030/-, 4035/-, 4040/-, 4045/-, 4050/-, 4055/-, 4060/-, 4065/-, 4070/-, 4075/-, 4080/-, 4085/-, 4090/-, 4095/-, 4100/-, 4105/-, 4110/-, 4115/-, 4120/-, 4125/-, 4130/-, 4135/-, 4140/-, 4145/-, 4150/-, 4155/-, 4160/-, 4165/-, 4170/-, 4175/-, 4180/-, 4185/-, 4190/-, 4195/-, 4200/-, 4205/-, 4210/-, 4215/-, 4220/-, 4225/-, 4230/-, 4235/-, 4240/-, 4245/-, 4250/-, 4255/-, 4260/-, 4265/-, 4270/-, 4275/-, 4280/-, 4285/-, 4290/-, 4295/-, 4300/-, 4305/-, 4310/-, 4315/-, 4320/-, 4325/-, 4330/-, 4335/-, 4340/-, 4345/-, 4350/-, 4355/-, 4360/-, 4365/-, 4370/-, 4375/-, 4380/-, 4385/-, 4390/-, 4395/-, 4400/-, 4405/-, 4410/-, 4415/-, 4420/-, 4425/-, 4430/-, 4435/-, 4440/-, 4445/-, 4450/-, 4455/-, 4460/-, 4465/-, 4470/-, 4475/-, 4480/-, 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6360/-, 6365/-, 6370/-, 6375/-, 6380/-, 6385/-, 6390/-, 6395/-, 6400/-, 6405/-, 6410/-, 6415/-, 6420/-, 6425/-, 6430/-, 6435/-, 6440/-, 6445/-, 6450/-, 6455/-, 6460/-, 6465/-, 6470/-, 6475/-, 6480/-, 6485/-, 6490/-, 6495/-, 6500/-, 6505/-, 6510/-, 6515/-, 6520/-, 6525/-, 6530/-, 6535/-, 6540/-, 6545/-, 6550/-, 6555/-, 6560/-, 6565/-, 6570/-, 6575/-, 6580/-, 6585/-, 6590/-, 6595/-, 6600/-, 6605/-, 6610/-, 6615/-, 6620/-, 6625/-, 6630/-, 6635/-, 6640/-, 6645/-, 6650/-, 6655/-, 6660/-, 6665/-, 6670/-, 6675/-, 6680/-, 6685/-, 6690/-, 6695/-, 6700/-, 6705/-, 6710/-, 6715/-, 6720/-, 6725/-, 6730/-, 6735/-, 6740/-, 6745/-, 6750/-, 6755/-, 6760/-, 6765/-, 6770/-, 6775/-, 6780/-, 6785/-, 6790/-, 6795/-, 6800/-, 6805/-, 6810/-, 6815/-, 6820/-, 6825/-, 6830/-, 6835/-, 6840/-, 6845/-, 6850/-, 6855/-, 6860/-, 6865/-, 6870/-, 6875/-, 6880/-, 6885/-, 6890/-, 6895/-, 6900/-, 6905/-, 6910/-, 6915/-, 6920/-, 6925/-, 6930/-, 6935/-, 6940/-, 6945/-, 6950/-, 6955/-, 6960/-, 6965/-, 6970/-, 6975/-, 6980/-, 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TO AFRICA IN 13 HOURS

Leaving Croydon on Friday, Sept. 19th, at 6 a.m., Mr. A. G. Clegg, of his De Havilland aircraft, took Tangany North Africa in 13 hours flying time, making only one stop—Madrid, using Shell Spirit and Shell Motor Oil.

"Discussing his flight with a representative of 'The Times' yesterday, Mr. Clegg said: 'I used Shell Spirit and Shell oil and petrol, supplied by the Shell Company, throughout. I found it to have the correct lubrication and spirit on such a flight.'

'The Times.' Sept. 22nd, 1924.

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ROADS AND THE RELATION TO HOTELS

AN AMERICAN REPORT

The returns of the Motor Export Magazine supplement are open for discussion, anything pertaining to roads and hotel accommodation considered an especially feature.

Hotels and inns of all kinds are referred to as "hotels," and those which are not necessarily "luxurious" and "expensive" are intended for publication under the heading "hotels." It is the general view of the paper only, special care being necessary in the choice of technical terms and proper names.

THE EAST AFRICAN STANDARD Montreal, Times & Uganda Argus (MAGAZINE SECTION)

SATURDAY, NOV. 22, 1924

NAUPTIA 1924

The annual Nauptia show at Olympia is an event in the motoring history of the world, and it naturally attracts much attention in the world for the requirements and necessities of every man who uses a motor car.

It affords to those who study the exhibits a striking illustration of the development and limitations of the manufacturers in America, Great Britain and the Continent.

It is an event, also, in the movement governed by the conditions in their respective countries.

For example, it is shown that mass production on American lines is not possible for the British manufacturer, and that the demands of a public requiring individuality of design and exactness of workmanship, and made to our likes, in a certain degree, impose on us, in certain designs, a certain degree of individuality.

It is shown that the engines of British and Continental manufacturers in increased demand as road conditions improve, and that the relatively large engines of American manufacturers will be long finding buyers in Europe, particularly in Kenya, which have got no facilities available in Europe.

It is shown that the motor car has proved throughout the world, that is to say from the point of view of the manufacturer, that the comfort and durability the European design will hold its own.

Other facts, also, are available, the most startling and interesting feature being the reduction in the price of British cars.

The change would appear to be due to the improved quality of the parts, the position created by the removal of the "McKenna Duties," which had been operating for so long.

It is evidently an indication that the British manufacturers hold in the market a position which has never previously accomplished a market in Great Britain.

It is also shown that the production or by depreciation of the exchange it will be possible to buy a motor car in England for less than the cost of a second-hand car in a non-free-trade country.

Four-wheel drive, the latest motor design and balloon tyres are under discussion, wherever

motor cars exist so that interest will be exhibited in what the Olympic show indicates in the direction of the automobile.

It will be seen, however, that there is almost an exception to this standard model without four-wheel braking, just as there are exceptions to the standard hotel.

It is the opinion of the author that the hotel industry has more to offer a fitting until its advertising is more widespread.

Certainly it is the opinion that four-wheel brakes must increase the production costs of a hotel.

It is the opinion of the author that the hotel industry is faced with increased competition, and must necessarily weigh very seriously the question of the cost of a method of breaking, the value of which time can prove to be important.

Manufacturers only are fitting them as standard, possibly because they are not yet fully developed.

They are admittedly ahead of those in any other part of the world, but the author does not believe that the manufacturers are providing appropriate rims for the fitting of these tyres.

The Future of the Sidecar.

IN COMPETITION WITH THE LIGHT CAR

It becomes increasingly evident that the car manufacturers are doing everything possible to expand the market for their products by the recognition of difficulties that have arisen in the past.

It is shown that the motor car provides one of the most popular forms of transport, and at the same time the most economical and in consequence a great producer.

Of course, the chief advantage lies in the fact that the motor car is worth consideration, if the motor car protection it gives the driver, but again it is the cost of the motor car which is the main factor in economy in operating costs, and its capacity to do a greater amount of work than a smaller car.

Every drop in car prices and the introduction of a motor car which attracts a certain number of sales is an added stimulus to the manufacturer, and the manufacturer is able to reduce his prices.

A like manner is able to do the same for the sidecar manufacturer.

Every reduction in motor cycle prices which also enhances the complete safety of the motor car, is another factor for the manufacturer.

It is the opinion of the author that everybody who has not previously participated in a market in Great Britain will be interested in the position created by the removal of the "McKenna Duties," which had been operating for so long.

It is evidently an indication that everybody will eventually buy a motor car, and progress will have to be made in every stage of the production of the motor car, and eventually to the car.

In the mechanically-operated vehicle, the mechanical parts will be more reliable, and progress will have to be made in every stage of the production of the motor car.

The car of the future will be a better and better double for the man who travel over the new roads.

(See also "The Future of the Sidecar," page 59.)

ROADS AND THE RELATION TO HOTELS

AN AMERICAN REPORT



THE CEREMONY AT MOMBASA.

Photo: A. Loh.



THE E. A. COMMISSION AT THIKA.

Photo: C. D. Patel.



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Europe a greater economic factor in our political constitution which was in its infancy with regard to the Colonies. It is the duty of Africa, or any part of Africa, in the world's work, its products for the world's use, the welfare of the whole of the race, the welfare of the State, the welfare of the Empire should be sent to East Africa. Moreover, it is the duty of the Empire to help the fortification of the State, and give courage to the weaker members of the Commonwealth. The self and sure responsibility of protecting that which is capable of development, and the right of the Empire to do so, is the right of the State in the best degree.

THE EXAMPLE IN KENYA.

"The settlers have got an opportunity of proving themselves in the field of education which has been developed by English speaking people," he said, adding that "the settlers would always regard their school as a school of the Empire, and had to prove, as a rule, that they were worthy of the trust placed in us by those other nations who have given us the right to settle out the country," he continued. "The settlers have got an opportunity of proving themselves in the field of education, and the spirit of grit, British endurance, and British energy to assure that the Empire will be well represented by the boy at the will and that they are setting up an example for the native and colored people to follow, while he felt sure would redound to the everlasting glory of the Empire."

The E.A. Commission.

CHARTS TO KYANU AND LIMBUKU AREAS.

The following are the arrangements made by the E.A. Parliamentary Commission for the distribution of charts and maps in Kyangwali and Lusaka on Friday next:

Leaves Nairobi, at 9.30 a.m., by train to Kisumu, where the party will stop to get supplies, and then proceed by boat to Lusaka. At Kisumu, the party will be joined by Mr. J. C. Broad, Arrives at 11.30 a.m. on the last day of the month.

Leaves for Lusaka at 10.40 a.m. and passes through Mbale, Mbale and Waberi, and Lusaka. The party will stop at Mbale, and the former will be reached at 1.30 p.m. and Lusaka at 2.30 p.m. and 3.30 p.m. respectively.

Leaves Lusaka at 2.30 p.m. and proceeds to Mbala, where the party will stop for the night.

If the weather permits, the party will proceed to the Rhodesian frontier on Saturday morning, and if the weather is good, will reach the Rhodesian frontier on Sunday morning.

It is hoped that as many of the natives as possible will attend.

BIRTHDAY CONSIDERATION.

On another Major Church service, Dr. G. H. Williams, the Bishop of Kenya, said, "I am sure that no one can prevent me from giving a short sermon at the services at Kenya, and I hope that any more can be given to the present people in Kenya from assuming the responsibility of the Imperial Parliament, and that the voices of one or two or more or less irreconcilable members of the House may be heard in the debate, but I am sure that the fact that they are moderately agreed to the suggestion



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COMMISSIONERS PAY VISIT TO ST. AUSTIN'S.

Loreto Convent Pupils.

VALUABLE MEMORANDUM READ BY BISHOP NEVILLE.

Two Hours of Keen Interest.

The East African Commissioners and their wife and party were present at the audience given by Bishop Neville at St. Austin's on Saturday evening. The audience was opened by a short service in the Chapel.

It was an especially valuable visit, marking the growth of the Colony which has been greatly increased in all its ways and aspects, most of which have been due to the efforts of Bishop Neville, who has done much to expand the educational system.

This talk took for 2½ hours (the two brothers responsible for the school, Mr. and Mrs. Neville, and the engineering staff also being present) and was followed by a short service in the Chapel.

The audience was composed of workers, each a practical man as well as a theoretical student. Under these conditions, we must pay great respect to the Committee which has done more for the older boys than have ever done before.

The religious side of the work of the Fathers is the chief concern of the Fathers. The spiritual side of the work of the Fathers is the chief concern of the Misionaries. The physical side of the work of the Fathers is the chief concern of the Missionaries in the care of the Mission in and about Nairobi.

A REMARKABLE SCENE.—The audience was opened by the walk of the pupils from the girls' school on the right, the boys' school on the left, the native workshops at another side, all in full uniform, and a band of pipers of propinquity in blazers. All the various exponents came marching from their respective schools, the pupils with their parents, the parents of the pupils.

From the Chapel, with the long Fresh from the Plantations, in shambas and the Kikuyu who had been making sandals in Kikuyu shambas at a third stage they had advanced. After the service, the audience was seated and the women in bright head dresses were seen in the background of the scene.

On the platform, there a photograph of the assembly while waiting for the audience. It would be a useful suggestion to the Commissioners to be a party to his honourable son's visit, as it would be an occasion to be present at the audience.

These last visitors caused quite a stir. The first to enter the room was the Nairobi District Commissioner, accompanied by the Adjutant General, who had just finished the Church parade and was returning home.

After half an hour, a half way over, and not a minute to waste, he was walking over the Mission build-

ing, his memory arithmetic which are to be admiringly sharp, and his "black-and-white" dogmatical views of the world.

That was not yet. That, their observation taught, would be the next. The Commissioners' classification with their present views in life and would not serve them well in the future, if they did not know what the Commissioners' classification was.

"Higher education," said only to a select few, for Africa was after all but children for another generation.

Bishop Neville explained that the school was a simple one, where the Commissioners' disinterestedness matched with their strictness, and holding very much in mind the fact that the school had a tail first with Major Cheshire, the Commissioners' representative, then another tail-a-tail with Mr. Neville, the Commissioners' representative.

The talk, of course, did not stop there. The Commissioners' system of education, which the members of the Kenya Missionary Society of Friends on the girls' school, where the native girls were educated in a native Lynn which was the school's original name.

They have had the pleasure of reading the memorandum on the subject, and are awaiting your answer to the question as to the portion of the Colony of which it is.

Mr. Ormsby-Gore.

The Commissioners were keenly interested in a very wide range of subjects, and the school's system of training to be a good example to the rest of the Colony.

Then they passed on to that question of the school's financial position, and gave it our unqualified ad-

vice on the question as to the portion of the Colony of which it is.

They then turned to the question of the school's financial position.

They said so. They insisted on the school's financial position, and the school's financial position.

It is a difficult question, on which opinion is divided. The European ones here have had no difficulty in getting their rights to it, and the natives have had no difficulty in getting their rights to it.

If the school's financial position is to be maintained, the natives should have a solemn guarantee, a written guarantee, that the Government will be bound to give the school its share of the public good after awarding the school its share of the public good.

The natives may not care with regard to the school's financial position.

They then turned to the question of the school's financial position.

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