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British EAst AFRica. August roth, 1915. №. 614 .

I have the honour to bring to your notice the case of Mr.C.E.Smith of Njoro, one of the earliest settlers in the Protectorate, and to ask your approval of the action which i desire to take in regard thereto.
2. Mr. Smith had been looking about for land"Por some time previously, hut it was in October 1904 that he made his first definite application. The area which he wished to take up lay for the most part within the Railway zone and the late Mr,Currie, who was then Manager, was unwilling to lease it except on condition that Mr. Smith would enter into a contract to plaint and supply wattle fuel for use on the Railway.
3. Seeing that he could get the land on

SECRETARY of state for the colonies,
no other terms Mr. Smith agreed to this, though he asserts, and I see no reason to doubt his statement, that from the first he disiliked the wattle planting proposition.
4. The area in question comprised (a) 1,633 acres in the Railway zone and (b) 37@. 75 adjoining the zone but outside it. At that time the rates in force were Rs. 30 per 100 acres for agrioultural land within miles of the Railway and 1 anna (slightly over 6 cents) per acrefor - grazing land within that limit. Mr. Smith was granted a lease of (a) at grating ralles subject to the fuel dontract, with the provise that if the latter should be terminated at any time he should be entitled to a lease at the rate current at the time ul application. He was also granted a lease of (b) at ordinary grazing rates without conditions. All this land would in the ordinary course have been leased at agricultural rates viz. Rs. 30 per 100 acres. 1
5. Mr.Smith's fuel contract pound him to plaat tieber approved by the Manager of the Pailway. He accordingly planted wattie, $10 \%$ only with the concurrence but practically by the direction of the late Mr.Currie, expending on his operatigns according to himself over
£2,000 afd according to the Land 0ffice valuation approximately that amount. His wattle has now come to maturity, but in the neanwhile it has been found that thaber of this kind is not suitable for fuel for locomotives and the触ilway authorities are unvilling to take jb. It is true that Mr. Smith is offering it to them without the bark, which, as you are aware, is now considered to be the main asset of a wattle plantation, and that the calorific value of the timber is thereby somewhat reduced, but, although by insisting on its retention we might perhaps force him to break the contract himself nistead of the Rallway doing so, I scarcely thiak that such action, though doubtless strictly legal, woulu le equitable in the circumstances 6. Dir.Smith has appealed to we against the decision of the Railway authorities in reF fusing to take his timber, but I could only tell hin that if he considered himself aggrieved he should seek his remedy in the Vourts, failing settlenent with the Railway by mutual arrangement. I attaeh a copy of the lettex whieh I. eansed to be addressed, to min on the subjeet. At the same time I Hust observe that y legal advisers are very doubtful whether the Government could suocessfully defend any action which
he hight briag.
7. Subsequently during my recent visit to Nakuru I saw Mr. Smith and had a long conversation with him. He is an elderly man, somewhat enibittered by a sense of grievance agalust the Government, in the main quite unjustifiable but in the present case having a certain tasis in fact. I fumm his: hut unamenable to reason and quite ready w settle the matter in dispute if certain cuncessions were wade to him.

- 8. What he asko is that hi: latu should
be leased to him on the same terus as those granted to Lord nelalinere, whose treatment by Government as compared with his uwa he is somewhat ifichifed tu cilticile.

9. Lurd belabel't applied for his land in 1303, fully a year before Air.suith and obtained his lease at the pate of anoa per acre, the curpent graziag rate at that tiwe which was doubled in May 1904 prlor to Mir. Smith's applieation. The only unusual eireumstances attaching to the grant were its size, 100,000 acres, and the fact that it ineluded a large frontage of Railway Zone land, which a year later would certainly not have been leased at grazing rates except sulbject to such a fuel
contract as ur shifth's. The latter accordingly feels that the has been placed at a dis-
 - of course he has really no legitimate cause for coirplant ingthis respect.
10. The offect of the concession which he asks would be that instead of paying B.s. 30 per 100 acres for mis 4.628 acres of zone land, the rate to which he is entitied owing to the lapse of the fuel contract, and 1 anye per apre for the other 370.75 acres, he would pay anna per acre on the whole area, 1.e. Rs, 62.30 instead of Rs.51f, a differanee of Re.447,70, or roughly 230 per annum. This only represents interest at the rate of $1 \frac{1}{\mathrm{~B}} \%$ per annum on his estimated outlay of 22,000 on the wattle, whereas the logal rate is $8 \%$, which leaves a very large margin for an over estimate and eannot be considered an hordinate demand for compensation. 3-4
स. 11. There is, however, dnotherkaspect of the question. could such a concession be Araviu 1 thto precedent to any large extent? If that verg the case t shoula te vory chary of reconimending it. I have, hewator, hade careful enquiries and-I find that if these terms are offered to Mr. Smith purely an an act of
grace in recognition of the fact that he has lost poney by the failure of his fuel contract, there is not a single landholder, who would be in a position to prefer a similar claim.

* 12. Ta recapitulate, Mr. Smith is acknowledged by the Land office to have worked hard and developed his farm well. He has admittedly suffered loss, not perhaps quite to the extent which he states, but still some loss, over his wattle planting, He is willing to accept as compensation a concession equivalent to a sum of about $£ \$ 0$ per annum; i.e. the interest on a capital of say $f^{2} 00$ at the rates current locally: Our legal pusitiun, if he takes action in the courts, is not satisfactory and the possible expedient of iusisting on his handing over his wattle timber with the bark on would result in the loss of a valuable product and would almost certainly not prove to be a satisfactory fuel suppiy. Finally a settlement on the limest Indicated vould oring to an amicable eonelusion what may almost be described as a Idong sfanading feud between the Government and Mr.Smith and would not at the same time establish a precedent of which others would be able to avall themselves.

18. I strongly recommend therefore that wat I may be authorized to of Per Mr. Smith a lease Of Its whole ate ot 1, 298.75 acres at the same rate as that granted to Lord Delamere, ViL. F anna per acre, purely as an act of grace conditionally on his foregoing all claims against the Uganda Railway Administration in respect of his fuel contract, such offer to be made "without prejudice".

I have the honour to be ,
Sir

Your humble, obedient servant,
Alta mas Braid.

GOVERNOR.

## ENCLOSURE


THe SECRETARIAT, 119 NAIROBI,

## EAST AFRICA PROTECTORATE,



I amedesired to inform you in reply to your letter of duly 28 rd respecting your contract with the Uganda Railway that His Excellency is of opinion that any dipference of opinion retweet y yourself and the Railway Administration, which is not susceptible of settlement by mutual arrangement, is a natter for deci. ion by the courts and that he regrets that he cannot go into the question per sonally.
2. Should you thin pit to address the secretary of State on the subject yow r communication should be sent through this office in triplicate, in order that the Governor's remarks may accompany it, as provided for in the Colonial Regulations, I an to observe that it is most improbable that the Secretary of State will be prepared to investigate a eomplaintain respect of which you have your legal remedy.

> I have the honour to be, Your most obedient servant, sd, W. J. MONSON Ag. Chief Secretary to the Govt.
vie, E, Smith, ESq., Njoro.
for 43135/1013


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