

1928

Kenya

No. *15017*

Serial File

SUBJECT

C O 533/373

*K. U. Railways - Harbours
Tariff of Harbours Dues & Charges*

Previous

main file

Subsequent

15243/28

(Reg. Tariffs)

15676/29

Copy of Official Gazette No. 9 of 1928 containing details of revised tariff

A. J. B. Bauman 20 March 28
Protest against reduction of free storage period and requests intervention in matter

The new rates were published in the Gazette 14 Feb (P.M.) & the storage period was changed in para 143. The Times report (referred) states that the Chamber of Commerce has asked for the new rates to be deferred for three months.

Without special of any particular to the storage charges

The undesirability of moving the transit shed to storage is a new question - the resumption of the free period to 14 days was advocated in the Report of the Port Commission, 1928. But the complaint here is not so much against resumption as against the short notice of the change with resultant loss arising to the shippers having obtained contracts for shipment before the alteration took effect. The revised arrangements will effect from 1 April 1928 gazetted 14 Feb & it is possible that this was the first public intimation of the date before date of the Trade Office could have any notice & had it is

(Para 134)
page 3

PK Howard
28 Mar 28

do. from the proceedings of the Associated
States Commerce with the fact that
the same is in substance, that the
draft which was presented in
1927 was not essential but the
fact that it was not essential
has not been made a part of
the Treasury Board, definitely states
in all cases that matter which the
new rates.

In the other hand it is clear that
the draft has been completed with
substantial success and it is
advisable to proceed with it.

I think some inquiry is necessary
of the rate but case might take the
form of the draft has with

ref. to Messrs. Baumann
bring that the report notes that
the matter has been discussed
and it was found some difficulty
in intervening at this late stage
but has a number of questions of the
draft with a view to accepting
which it is proposed to adhere to
the rate.

PKH

27/3/28
Yr. Counsel, I think look upon
the matter as a whole, but we could
do more than engage. It is to be
point out it has been known for some time

Yr. Hon. Sec. the Hon. Sec. of
the Treasury

Sec. of State

I think you had better see
that as questions are due to
arise. I think we should get
a draft.

P. J. G.

23.3.28.

3. To Mr. H. C. [unclear] — 26 Mar 1928

To Baumann (no 2000) 28 MAR 1928

See m x 23040/ra Tangiers
+ dft. tel. here with

Off. Sec.
30.3.28

11. To Mr. [unclear] Tel. cons 30 March 28

DESTROYED UNDER STATUTE
Mr. [unclear] Tel. cons 31 March 28
Has postponed port and light dues matter
sanction released.

6. Mr. [unclear] Tel. cons 31 March 28
Considers it essential to adhere to the
as date of introduction of reduced storage period
at Kilindini.

Yr. Hon.

A copy of m. s. sh. be on X23040/ra

Done

In the light of this by you will
consider with the trade some
alteration in proposed J.P. 6.70?
As regards no. 6? till Birmingham
Wait for the reasons given
H.C. counter it essential to
of and strong point
address for schools for Apr. 10-2
I.G.P. former that the
has accordingly ^{now} business come into force

Handwritten

I have kept the
Zanyton Ad & will send them
in separately

3/14/28

You may like to see what has
happened No. 6
R. W. Stone

As prepared on no. 6 3.4.28

6.4.28

To Baumann 4 APR 1928

To FO 17 April 1928

DESTROYED UNDER STATUTE

Kil.

9. Mr. Gigg 56
Has two copies of revised Tariff Harbour Dues and
charges which came into effect on 1st April
(One complete library)

Mr. Gigg
10/2/28

Carwork

10/2/28

all
6.6.28
at once

10. Chamber of Commerce, Manchester, 19 July 1928
Strongly disapprove of the introduction of an
involuntary duty on banking and exchange
charges in that office

11. To Chamber of Commerce, Manchester, 27 July 1928
(No. 10 acknowledged)

Mr. Parkinon

You spoke to me about this and I submit
drafts to Chamber of Commerce and to the P.O.

J.M.K.

3/1

all

1.8.28
6 lines

12. To Manchester Chamber of Commerce
DESTROYED UNDER STATUTE (No. 10 issued) 1 AUG 1928

13. To Manchester Chamber of Commerce
DESTROYED UNDER STATUTE 2 AUG 1928

DESTROYED UNDER STATUTE

Chairman of Commerce, Manchester 2 Aug 28
Acknowledge that 12 of which the Chairman
will be informed

Mr. Ashworth,

put by
W. Gordon
3.9.28

H. Ashworth
7/9/28
at once

15. London Chamber of Commerce 30 Aug 28
Points out that the new levy on landing and
shipping of goods at Keludini imposes a
heavy handicap on the British exports of
certain kinds of goods and submits that this
matter be referred to Port Advisory Board
with a view to fixing up a maximum charge
bearing a closer relation to value of goods

As far as the 15 3 pms are
concerned the 2 pms sufficient to
send a copy to the H.C. for
consideration of the 2 6 inf.
the 2nd Chamber etc.

Edwards

draft of 7.7.28 are this a separate
letter will be sent to them as to
the last para.

W. Allen
4/9/28

16
DESTROYED UNDER STATUTE

Chairman of Commerce, London
11-SEP-1928

DESTROYED UNDER STATUTE

(Contract contract on 15-)

DESTROYED UNDER STATUTE

His transfer Telegram 14 Sept 1928
Inquiry as to applying revised Port & Light dues
at Bombay on 15th Oct

All papers taken on this date
has been taken to the 2nd paper 6
which I have transferred to my
file. No action need be taken as
it is a we have already with 270

(270 to 185 pms)

Graham

17/9

A note is made to the London
Chamber of Commerce - No 15 has
been passed. No action can be
taken until the question of control
by Govt on T 290 97 B is
settled. The Chamber of Commerce
might be informed that the
whole question of light & wage
control is under the control of
the Tanganyika Govt and that a
further reply will be sent to
them in due course. In the
circumstances it does not appear
necessary to send forward a copy of
this paragraph of No 15 in the meantime

Howard
24/9/28

As I should but we had left
from the Chamber of Commerce
to the

W.D.
29.9.28
J.M.
29.9.28

To London Chamber of Commerce
(last part of no. 11 and)
DESTROYED UNDER STATUTE

To London Chamber of Commerce
No. 19
DESTROYED UNDER STATUTE

Mrs Ackworth
pub. int. railway
R. Ackworth
7/10/28
at once

H.I. HIGH COMMISSIONER FOR TRANSPORT 18 OCTOBER 28.
No. 133.
States that the Harbour Board has recommended
that no alteration should be made in the tariff
for the present, but that the matter should be
re-examined in April next.

he told the Manchester Chamber
of Commerce that copies
of their letters had been sent
to the Gov. for comment
perhaps we did not send them
the substance of this refce. 12 &
16 respectively. (Eastwood 9.11.28)

I think we require this
to include par 3

J.M. 15/11/28
The Chamber of Commerce
of the letter to the Gov.
R. V. 21
all P.
10.11.28

See collection of par. 3 being
included

On the general question I do not
see much more to be done
people should be invited to reduce the
participation in the case of
nature of Manchester, Leeds and
Americans - as far as
before the participation in
to force before the
Council of International
Commerce & Transportation

14.11.28

22 To London Chamber of Commerce
23 Chamber of Commerce, Manchester
(111.11.28)

To H.C. Transp. 118. 1/11/28

26. CHAMBER OF COMMERCE, MANCHESTER, 17 NOV. 1928
DESTROYED UNDER STATUTE

Acknowledges No. 25 and states that the records of the Harbour Board will be placed before the East Africa C'ttee of the Chamber at their next meeting.

26. LONDON CHAMBER OF COMMERCE, 19 NOV. 1928
DESTROYED UNDER STATUTE

Acknowledges No. 22 which the Secretary will report to the East African Section of the Chamber.

Ret 4
G. S. [unclear]
27. 11. 28

~~26.~~
~~DESTROYED UNDER STATUTE~~

CHAMBER OF COMMERCE, MANCHESTER. 17 NOV. 1928
Acknowledges No. 23 and states that the records
of the Harbour Board will be placed before the
East Africa Committee of the Chamber at their next
meeting.

~~26.~~
~~DESTROYED UNDER STATUTE~~

LONDON CHAMBER OF COMMERCE. 19 NOV. 1928.
Acknowledges No. 22 which the Secretary will report
to the East African Section of the Chamber.

Put in

G. Edmund

27.11.28

James

enclosures of



Kehya and Uganda Railways and Harbours

HARBOUR TARIFF AMENDMENT SLIP No. 1

ALTERATIONS AND AMENDMENTS TO HARBOUR TARIFF BOOK No. 1

The undermentioned alterations and amendments to the charges contained in Harbour Tariff Book No. 1 will operate with effect from April the 1st, 1933.

INSERT UNDER CLAUSE 16, PAGE 18:

CARGO LIGHTERED TO AND FROM THE OLD PORT.

In the case of cargo conveyed by lighter between Kilindini Harbour and the Old Port (or vice versa) the additional sum of Sh. 2 per Bill of Lading ton will be charged for such lighterage in the case of imports and Sh. 1 per Bill of Lading ton in the case of exports.

INSERT IN CLAUSE 18, PAGE 18:

IMPORTS.

Note.—In calculating wharfage charges no deduction will be made in respect of reductions in handling charges allowed under section 23 of this tariff.

INSERT IN CLAUSE 19, PAGE 18:

EXPORTS.

Goods shipped on an *ad valorem* Bill of Lading
N.O.E. Sh. 7/50 (per £100 value).

DELETE IN CLAUSE 16, PAGE 18:

EXPORTS.

Specie and other *ad valorem* cargo shipped on an *ad valorem* Bill of Lading.

C. L. N. FELLING,

General Manager

10th April, 1933.

Ketiya and Uganda Railways and Harbours

HARBOUR TARIFF AMENDMENT SLIP No. 1

ALTERATIONS AND AMENDMENTS TO HARBOUR

TARIFF BOOK No. 1

The undermentioned alterations and amendments to the charges contained in Harbour Tariff Book No. 1 will operate with effect from April the 1st, 1928.

INSERT UNDER CLAUSE 16, PAGE 16:

CARGO LIGHTERED TO AND FROM THE OLD PORT.

In the case of cargo conveyed by lighter between Kilindini Harbour and the Old Port (or vice versa) the additional sum of Sh. 2 per Bill of Lading ton will be charged for such lighterage in the case of imports and Sh. 1 per Bill of Lading ton in the case of exports.

INSERT IN CLAUSE 15, PAGE 15:

IMPORTS.

Note.—In calculating wharfage charges no deduction will be made in respect of reductions in handling charges allowed under section 28 of this tariff.

INSERT IN CLAUSE 16, PAGE 16:

EXPORTS.

Goods shipped on an ad valorem Bill of Lading.
N.O.E. Sh. 7/50 (per £100 value).

DELETE IN CLAUSE 16, PAGE 16:

EXPORTS.

Specie and other ad valorem cargo shipped on an ad valorem Bill of Lading.

C. L. N. PELLING,

General Manager.

10th April, 1928.

KENYA AND UGANDA RAILWAYS AND HARBOURS.

TARIFF

OF

HARBOUR DUES AND CHARGES.

No. 1.

Applicable as from 1st April, 1928, and in force until further notice.

(Promulgated in Kenya Official Gazette No. 8 of the 14th February, 1928).

GRATIS

1928

PRINTED BY THE GOVERNMENT PRINTER, NAIROBI.

KENYA AND UGANDA RAILWAYS AND HARBOURS

TARIFF
OF
**HARBOUR DUES AND
CHARGES.**

No. 1.

Applicable as from 1st April, 1928, and in force until further notice.

(Promulgated in Kenya Official Gazette No. 8 of the
14th February, 1928.)

GRATIS

PRINTED BY THE GOVERNMENT PRINTER, NAIROBI.

13

KENYA AND UGANDA RAILWAYS AND HARBOURS.

TARIFF OF HARBOUR DUES AND CHARGES.

The following tariff of dues and charges, framed under the provisions of Article 3 (1) of the Kenya and Uganda (Transport) Order in Council, 1925, will operate on and from the first day of April, 1928.

This tariff supersedes all tariffs previously in operation.

C. L. N. FELLING,

General Manager.

Nairobi,

10th February, 1928.

KENYA AND UGANDA RAILWAYS AND HARBOURS

TARIFF OF HARBOUR DUES AND CHARGES.

The following tariff of dues and charges, framed under the provisions of Article 3 (1) of the Kenya and Uganda (Transport) Order in Council, 1925, will operate on and from the first day of April, 1928.

This tariff supersedes all tariffs previously in operation.

C. L. N. FELLING,

General Manager.

Nairobi.

10th February, 1928.

KENYA AND UGANDA RAILWAYS AND HARBOURS

TARIFF OF HARBOUR DUES AND CHARGES

No. 1

Issued April 1st, 1928.

In force until further notice.

A.—The Port of Mombasa includes Kilindini Harbour, the Old Port, Port Reitz, Port Tudor, and the whole of the waters encircling Mombasa Island. The waters of the Port are bounded on the seaward side by a line drawn from Ras Kunyongbe to a point on the shore of the mainland half a mile south of Ras Mwake Binge.

The Port of Lamu includes Lamu Harbour and that part of Lamu Bay comprised within a radius of three miles from Shella Ujagataf.

The Port of Malindi includes the northern anchorage, Malindi Road, and so much of the sea as is comprised within a radius of three miles from Malindi Lighthouse.

The Port of Kilifi includes Kilifi and Tukaungu Creeks and so much of the sea as is comprised within a radius of three miles from Ras Kitoka.

B.—The port dues on shipping scheduled in this tariff apply equally to all Harbours of the Kenya coast.

C.—The charges relating to cargo and merchandise apply, for the present, to the Port of Mombasa only.

D.—The Port of Mombasa is a Port of Registry for British ships.

Page 1, Clause X.—Delete the existing wording of this Clause and substitute the following therefor:—

"In this Tariff the term 'ships engaged in the coasting trade' means ships or steamships trading anywhere between the limits of Kisumu in the North and Ras in the South."

(No. 1—1-2-29.)

Page 1, Clause F.—Insert the following additional new Clause:—

F.—In this Tariff the term 'Chestwise Cargo' means that carried between the ports on the coasts of Kenya, Tanganyika and Zanzibar Territories only.

(No. 1—1-2-29.)

12

KENYA AND UGANDA RAILWAYS AND HARBOURS

TARIFF OF HARBOUR DUES AND CHARGES

No. 1

Issued Ann. 1st, 1929.

In force until further notice.

A.—The Port of Mombasa includes Kilindini Harbour, the Old Port, Port Reitz, Port Tudor, and the whole of the waters encircling Mombasa Island. The waters of the Port are bounded on the seaward side by a line drawn from Ras Kunyongbe to a point on the shore of the mainland half a mile south of Ras Mwaka Sijige.

The Port of Lamu includes Lamu Harbour and that part of Lamu Bay comprised within a radius of three miles from Shella Flagstaff.

The Port of Malindi includes the northern anchorage, Malindi Road and so much of the sea as is comprised within a radius of three miles from Malindi Lighthouse.

The Port of Kilifi includes Kilifi and Tukaangu Creeks and so much of the sea as is comprised within a radius of three miles from Ras Kitoka.

B.—The port dues on shipping scheduled in this tariff apply equally to all Harbours of the Kenya seacoast.

C.—The charges relating to cargo and merchandise apply, for the present, to the Port of Mombasa only.

D.—The Port of Mombasa is a Port of Registry for British ships.

Page 1, Clause X.—Delete the existing wording of this Clause and substitute the following thereto:—

In this Tariff the term "ships engaged in the coasting trade," means ships or steamships trading anywhere between the limits of Kismayu in the North and Illo in the South.

(No. 4.—1-2-23.)

Page 1, Clause F.—Insert the following additional new Clause:—

In this Tariff the term "Coastwise Cargo" means that carried between the ports on the coasts of Kenya, Tanganyika and Zanzibar Territories only.

(No. 4.—1-2-20.)

1. REGISTRATION, TRANSFER AND MORTGAGE OF SHIPS.

A.—Registration.

On Initial Registry—	Sh. Cts.
Vessels under 50 tons gross	20 00
Vessels 50 to 100 tons gross	30 00
Vessels 100 to 200 tons gross	40 00
with Sh. 10 for every additional 100 tons gross or fraction thereof.	

B.—Transfer and Mortgage.

On Transfer, Transmission, Registry anew, Transfer of Registry, Mortgage, and Transfer of Mortgage.

According to the gross tonnage represented by the ships or shares of ships transferred, etc. (e.g. the transfer of a 1/64th share in a ship of 640 tons to be reckoned as the transfer of 100 tons).

	Sh. Cts.
Under 10 tons	3 50
10 tons and under 20 tons	5 00
20 " " 30 "	7 00
30 " " 40 "	10 00
40 " " 50 "	12 50
50 " " 75 "	15 00
75 " " 100 "	17 50
100 " " 125 "	20 00

and a further fee of Sh. 2 Cts. 50 for every additional 50 tons or part thereof up to 500 tons, after which Sh. 2 Cts. 50 for every 100 tons, or part thereof.

The above fees shall not be payable for registration, transfer and mortgage in respect of vessels not exceeding 10 tons gross register employed solely in fishing.

	Sh. Cts.
Inspection of Register Book	1 00
For a certified copy of the particulars entered in the Register Book on the registry of a ship, together with a certified statement showing the ownership of the ship at the time being	5 00
For a certified copy of any declaration or document a copy of which is made evidence by the Merchant Shipping Act.	5 00

1. REGISTRATION, TRANSFER AND MORTGAGE OF SHIPS.

A.—Registration.

On Initial Registry—	Sh. Cts.
Vessels under 50 tons gross	20 00
Vessels 50 to 100 tons gross	30 00
Vessels 100 to 200 tons gross	40 00
with 10 for every additional 100 tons gross or fraction thereof.	

B.—Transfer and Mortgage.

On Transfer, Transmission, Registry anew, Transfer of Registry, Mortgage, and Transfer of Mortgage.

According to the gross tonnage represented by the ships or shares of ships transferred, etc. (e.g. the transfer of a 1/64th share in a ship of 6,400 tons to be reckoned as the transfer of 100 tons).

	Sh. Cts.
Under 10 tons	2 50
10 tons and under 20 tons	5 00
20 " " 30 "	7 50
30 " " 40 "	10 00
40 " " 50 "	12 50
50 " " 75 "	15 00
75 " " 100 "	17 50
100 " " 125 "	20 00

and a further fee of Sh. 2 Cts. 50 for every additional 50 tons or part thereof up to 500 tons, after which Sh. 2 Cts. 50 for every 100 tons, or part thereof.

The above fees shall not be payable for registration, transfer and mortgage in respect of vessels not exceeding 10 tons gross register employed solely in fishing.

	Sh. Cts.
Inspection of Register Book	2 00
For a certified copy of the particulars entered in the Register Book in the registry of a ship, together with a certified statement showing the ownership of the ship at the time being	5 00
For a certified copy of any declaration or document a copy of which is made evidence by the Merchant Shipping Act.	3 00

	Sh. Cts.
Provisional Certificate of Registry	20 00
Pass for Ship	20 00
(Change of Master	10 00
For annexing the seal of office and signature to any document not mentioned in or otherwise provided for by this table	4 00
For measurement of tonnage as under:—	
Vessels of 50 tons gross and under ...	20 00
Vessels over 50 tons gross and under 100 tons	40 00
For each additional 100 tons or part thereof	10 00
For the inspection of the berthing or sleeping accommodation of the crew:—	
For each visit to the ship	20 00

Provided as follows:—

(a) The aggregate amount of the fees for any such inspection shall not exceed Sh. 80 whatever be the number of separate visits.

(b) When the accommodation is inspected at the same time with the measurement of the tonnage no separate fee shall be charged for the inspection.

For the inspection of light and fog signals:—

For each visit made to the ship on the application of the owner and for each visit made where the lights or fittings are found defective ... 20 00

Provided that the aggregate amount of fees for any such inspection shall not exceed Sh. 80 whatever be the number of separate visits.

For the inspection of the marking of a ship on the application of the owner, or where the provisions of the Merchant Shipping Acts with respect thereto have not been complied with 20 00

Provided that when the marking of a ship is inspected at the same time with the measurement of the tonnage no separate fee shall be charged for the inspection.

3. SURVEY OF SHIPS.

On application to the Administration at the fees applying at the time.

1.10.28

3. PORT DUES.

The charge will be on the net registered tonnage, plus the tonnage of any deck cargo.

The tonnage of deck cargo for the purpose of levying port dues will be calculated at 100 cubic feet to the ton, and the tonnage measurement of animals carried on deck will be determined in accordance with the following scale:—

Horses and Camels	...	...	80 cubic ft. per animal.
Cattle	...	...	70 " "
Ponies, donkeys and mules	...	...	55 " "
Sheep, calves, goats and pigs	...	...	10 " "

Clause 3 (a), page 4.—The words "or part thereof" to be included after the word "ton."

(A.S. 10—6/11/29.)

Clause 3 (b), page 4.—The words "or part thereof" to be included after the word "day."

(A.S. 10—6/11/29.)

Port dues specified in (a) :—

Within 12 hours of entrance	...	60 per cent.
" 24 " "	...	50 "
" 36 " "	...	40 "
" 60 " "	...	10 "

(d) Ships re-entering a port within fourteen days will be allowed, for one re-entry only, the following reductions of the dues specified in (a) :—

When leaving within 12 hours of re-entry	...	75 per cent.
When leaving within 36 hours of re-entry	...	60 "
When leaving within 60 hours of re-entry	...	20 "

(e) Ships calling at a port for orders only, or for the sole purpose of taking coal or oil for bunkers, ship's stores, provisions or water, will be charged one-third the ordinary port dues, calculated at full rates under (a) and (b), or the native vessels section hereto.

NOTE.—Such ships will be allowed without additional charge for port dues the privilege of landing and embarking passengers and mails.

3. PORT DUES.

The charge will be on the net registered tonnage, plus the tonnage of any deck cargo.

The tonnage of deck cargo for the purpose of levying port dues will be calculated at 100 cubic feet to the ton, and the tonnage measurement of animals carried on deck will be determined in accordance with the following scale:—

Horses and Camels	80 cubic ft. per animal.
Cattle	70
Ponies, donkeys and mules	65
Sheep, calves, goats and pigs	10

Ships which enter a port will be charged dues as follows:—

(a) For any period not exceeding seven days in the case of steamships and twenty-one days in the case of sailing-ships:—

Each ton 20 cents.

(b) For each day after seven days in the case of steamships and twenty-one days in the case of sailing-ships, one-tenth of the dues prescribed in (a).

(c) Ships leaving a port within sixty hours of their entrance will be entitled to the following reductions of the dues specified in (a):—

Within 12 hours of entrance	60 per cent.
.. 24	50
.. 36	40
.. 60	10

(d) Ships re-entering a port within fourteen days will be allowed, for one re-entry only, the following reductions of the dues specified in (a):—

When leaving within 12 hours of re-entry	75 per cent.
When leaving within 36 hours of re-entry	60
When leaving within 60 hours of re-entry	20

(e) Ships calling at a port for orders only, or for the sole purpose of taking coal or oil for bunkers, ship's stores, provisions or water, will be charged one-third the ordinary port dues, calculated at full rates under (a) and (b), or the native vessels section hereto.

NOTE.—Such ships will be allowed without additional charge for port dues the privilege of landing and embarking passengers and mails.

(f) Ships calling at a port on account of stress of weather, or disabled, or with mutinous crews, or for medical assistance, will be charged no port dues for a period of forty-eight hours after their arrival; thenceforward one-third of the port dues enumerated above will apply. This privilege will be accorded at the sole discretion of the Administration.

(g) Ships engaged solely in the coasting trade after having paid port dues eight times within any calendar year at any port to which this tariff applies will be exempt from further payment of port dues at that port for the remainder of such calendar year. In the case of coastal lighters, the total tonnage of tug and towage will be charged port dues.

(h) No ship will be entitled to a reduction under more than one article.

Clause 4, page 5.—Delete the existing clause and substitute the following therefor:—

Port Dues Payable by Native Vessels:

For a vessel 5 tons net or under	Sh. 1 00
For every 5 tons or part thereof exceeding 5 tons net	Sh. 1 00

Provided that Native Vessels after having paid port dues once within any calendar month or eight times within any calendar year, at any port to which this tariff applies, will be exempt from further payment of port dues at that port for the remainder of that calendar month or the remainder of such calendar year.

These charges cover the use of Kenya Coast lighting facilities.

(A.S. No. 8, 18-20.)

6. LAID-UP SHIPS.

A ship in a port shall not be treated as "laid-up," unless the Port Manager or Port Officer is satisfied she has no cargo on board and is not used for storage purposes and the articles of agreement with the crew thereof have been closed.

Due notice of intention to "lay up" a ship shall be given by the owners or agents thereof to the Port Manager or Port Officer, who shall thereupon declare the date on which such ship shall be treated as a "laid-up" ship.

As and from such date port dues shall be charged for such ship at the rate of 20 cents per registered ton per annum or part thereof.

(f) Ships calling at a port on account of stress of weather, or disabled, or with mutinous crews, or for medical assistance, will be charged no port dues for a period of forty-eight hours after their arrival; thenceforward one-third of the port dues enumerated above will apply. This privilege will be accorded at the sole discretion of the Administration.

(g) Ships engaged solely in the coasting trade after having paid port dues eight times within any calendar year at any port to which this tariff applies will be exempt from further payment of port dues at that port for the remainder of such calendar year. In the case of coastal lighters, the total tonnage of tug and towage will be charged port dues.

(h) No ship will be entitled to a reduction under more than one section.

4. PORT DUES PAYABLE BY NATIVE VESSELS.

For a vessel of 5 tons net register or under Sh.
For every 5 tons or part thereof exceeding 5 tons net. 1

Provided that native vessels after having paid port dues eight times within any calendar year at any port to which this tariff applies, will be exempt from further payment of port dues at that port for the remainder of such calendar year. These charges cover the use of coast lighting facilities.

5. EXEMPTION FROM PORT DUES.

Ships of war of all nations and Government ships not engaged on a trading voyage.

6. LAID-UP SHIPS.

A ship in a port shall not be treated as "laid-up" unless the Port Manager or Port Officer is satisfied she has no cargo on board and is not used for storage purposes and the articles of agreement with the crew thereof have been closed.

Due notice of intention to "lay-up" a ship shall be given by the owners or agents thereof to the Port Manager or Port Officer, who shall thereupon ascertain the date on which such ship shall be treated as a "laid-up" ship.

As and from such date port dues shall be charged for such ship at the rate of 20 cents per registered ton per annum, or part thereof.

If such ship proceeds to another port in the Territory for the purpose of being "laid-up" port dues shall be charged afresh as hereinbefore described from the date of entry of such ship into such other port.

When so required by the owners or agents of a ship which has been "laid-up" as aforesaid, the Port Manager or Port Officer shall declare the date on which such ship shall be treated as having ceased to be "laid-up."

All charges under this Schedule shall be paid in addition to any charges payable in respect of such ship under Clause 3 of this tariff.

Clause 7, page 6.—The words "or part thereof" to be included after the word "ton."

(A.S. 10—6/11/29.)

... the ... first port of call in the three above-named Territories.

8. EXEMPTION FROM LIGHT DUE.

Ships of war of all nations and Government vessels not engaged on a trading voyage.

Ships engaged solely in the coasting trade after having paid light due eight times within any calendar year, will be exempt from further payment for the remainder of such calendar year.

Ships entering a port on account of stress of weather, or with mutinous crews, or disabled, or for medical assistance (providing they do not stay in port more than forty-eight hours) may be exempted from payment of the light due. This privilege will be accorded at the sole discretion of the Administration.

9. PILOTAGE (PORT OF MOMBASA) TO OR FROM KILINDINI HARBOUR OR THE OLD PORT

(a) Sailing Ships

	Sh.
Irrespective of tonnage	150
For every sailing ship in tow taking a pilot, half the fees prescribed above.	

If such ship proceeds to another port in the Territory for the purpose of being "laid-up" port dues shall be charged afresh as herebefore described from the date of entry of such ship into such other port.

When so required by the owners or agents of a ship which has been "laid-up" as aforesaid, the Port Manager or Port Officer shall declare the date on which such ship shall be treated as having ceased to be "laid-up."

All charges under this Schedule shall be paid in addition to any charges payable in respect of such ship under Clause 3 of this tariff.

7. LIGHT DUE.

A combined light due, covering the use of all coast lights in the Territories of Kenya, Tanganyika and Zanzibar, will be levied at the rate of 20 cents per registered ton.

NOTE.—Ships will pay this combined light due at their first port of call in the three above-named Territories.

8. EXEMPTION FROM LIGHT DUE.

Ships of war of all nations and Government vessels not engaged on a trading voyage.

Ships engaged solely in the coasting trade after having paid light due eight times within any calendar year, will be exempt from further payment for the remainder of such calendar year.

Ships entering a port on account of stress of weather, or with mutinous crews, or disabled, or for medical assistance (providing they do not stay in port more than forty-eight hours) may be exempted from payment of the light due. This privilege will be accorded at the sole discretion of the Administration.

9. PILOAGE (PORT OF MOMBASA) TO AN PORT KILINDINI HARBOUR OR THE OLD PORT

(a) Sailing Ships.

	Sh
Respective of tonnage	150
For every sailing ship in 1000 taking a pilot, half the fees prescribed above.	

(b) Steamships.

Under 1,000 tons net registered tonnage Sh. 80

For every steamship whose registered tonnage exceeds 1,000 tons, an additional Sh. 20 for every additional 500 tons or part thereof.

In no case shall any of the above fees exceed Sh. 300 each way.

Clause 9 (c), page 7.—Delete the fourth paragraph of this clause and substitute the following therefor:—

“Sundays and Public Holidays from 5.30 a.m. to 6.80 p.m. and any time between the hours of 6.30 p.m. and 5.30 a.m.”

(A.S. 11.—1-1-30.)

prescribed by (a) or (b) as the case may be.

Provided that, for all pilotage done during the following hours an extra fee of Sh. 50 over and above the ordinary pilotage fees prescribed herein shall be charged.

Sundays and public holidays from 6 a.m. to 6 p.m., and any time between the hours of 6 p.m. and 6 a.m.

If a pilot has been applied for at a given time and the ship, through no fault of the Administration, does not proceed to sea, or to another berth, as the case may be, within half an hour of such time, a fee of Sh. 30 for each half hour, or part thereof beyond the first half hour of detention, shall be charged as an attendance fee in addition to the fee prescribed.

For mooring and unmooring any ship alongside any wharf, quay or jetty, or alongside any other ship in harbour, a charge of Sh. 60, to include either or both operations in addition to the charges prescribed above.

Exemption from pilotage (see Clause 30 (b) of this tariff) is at the sole discretion of the Administration. Such exemption applies in the case of H.M. ships of war and may be granted to Government vessels which are not engaged on a trading voyage; ships of war of other nations; cable ships; and such coasting vessels as are based on the port concerned and which discharge, load and tranship the bulk of their cargo there.

10. TOWING AND HIRE OF TOGS.

For the purpose of this Schedule, ship shall include native vessels and small craft. Steam shall include all power used for mechanical propulsion.

(a) Hire of the Administration's Large Tugs Stationed at Mombasa.

Towing from Kilindini Harbour to the Old Port or vice versa, or from either harbour to a position not beyond 2 miles outside of turning buoys, or vice versa.

Ships under 500 tons register	Sh.	300
Ships of 500 tons register and under 1,000 tons register		400
Ships of 1,000 tons register and under 2,000 tons register		500
Ships of 2,000 tons register and under 3,000 tons register		600
Ships of 3,000 tons register and under 5,000 tons register		800
Ships of 5,000 tons register and over		1,000

For towing within either harbour, half the above charges.

(When more than one ship is towed at a time a reduction of 25 per cent. may be made on the above charges in respect of each ship so towed.)

Assistance to vessels under their own steam in or out of Kilindini Harbour or the Old Port	Sh.	120
Assistance to vessels under their own steam, to or from any quay, wharf, jetty or buoys or alongside any other vessel		Sh. 120
For each operation		120
Assistance in clearing hawser or in turning ship in the anchorage		100

The following charges will also be levied:—

If a tug is employed for more than one hour in performing an operation under this rule, for each additional hour or part thereof	Sh.	80
In all cases of standing by or detention, for each half-hour or part thereof		40
Getting up steam by request when through no fault of the Administration the intended service is not performed		120

For all services performed between 6.30 p.m. and 6.30 a.m. an increase of 50 per cent. will be made on all the above charges.

10. TOWING AND HIRE OF TUGS.

For the purpose of this Schedule, "ship" shall include native vessel and small craft. "Steam" shall include all power used for mechanical propulsion.

(a) Hire of the Administration's Large Tugs Stationed at Mombasa.

Towing from Kilindini Harbour to the Old Port or vice versa, or from either harbour to a position not beyond 1 mile outside of turning buoys, or vice versa.

Ships under 500 tons register	Sh.
Ships of 500 tons register and under 1,000 tons register	300
Ships of 1,000 tons register and under 2,000 tons register	400
Ships of 2,000 tons register and under 3,000 tons register	500
Ships of 3,000 tons register and under 5,000 tons register	600
Ships of 5,000 tons register and over	800
	1,000

For towing within either harbour, half the above charges.

When more than one ship is towed at a time a reduction of 25 per cent. may be made on the above charges in respect of each ship so towed.

Assistance to vessels under their own steam in or out of Kilindini Harbour or the Old Port	Sh.
	120
Assistance to vessels under their own steam, to or from any quay, wharf, jetty or buoys or alongside any other vessel:—	

For each operation	Sh.
Assistance in clearing hawser or in turning ship in the anchorage	120
	100

The following charges will also be levied:—

If a tug is employed for more than one hour in performing an operation under this rule, for each additional hour or part thereof	80
In all cases of standing by or detention, for each half-hour or part thereof	40
Getting up steam by request when through no fault of the Administration the intended service is not performed	100

For all services

Clause 10, page 8.—Delete the last three lines at the foot of page 8, and substitute the following therefor:—

For all services performed between 6 p.m. and 6 a.m. an increase of 50 per cent will be made on all the above charges.

The charges for salvage or services of a special nature will be fixed by the Administration according to the nature and circumstances of the service.

(b) Hire of the Administration's small Tug "Moita" stationed at Mombasa.

In Harbour :—

Sh.

Half day, or part thereof not exceeding 6 hours, between 6 a.m. and 6 p.m.	180
<u>In addition,</u> for every hour or part thereof	30
Whole day, or part thereof in excess of 6 hours from 6 a.m. to 6 p.m.	270
<u>In addition,</u> for every hour or part thereof after 6 p.m.	40

For towing from Mombasa to Kilindini or vice versa, or from either harbour to a position not beyond one mile outside of turning buoys, or vice versa:—

Sh.

Ships under 50 tons register	90
" over 50 and under 75 tons register	100
" " 75 " " 100 " "	110
" " 100 " " 150 " " "	130
" " 150 " " 200 " " "	150
" " 200 " " 300 " " "	180
" " 300 " " 500 " " "	270
" " 500 " " 1,000 " " "	360

Ships over 1,000 tons register for each additional 100 tons or part thereof 16

When more than one ship is towed at a time a reduction of 25 per cent. may be made on the above charges in respect of each ship so towed.

For towing within either harbour, half the above charges.

Coasting :—

Sh.

To Kilifi or Gazi returning the same day not later than 7 p.m.	360
To Kilifi or Gazi returning the following day noon	450
To Kilifi or Gazi returning the following day 7 p.m.	540
For towing to or from Kilifi or Gazi, the following additional charges will also be levied :—	
Ships under 50 tons, each way	100
Ships over 50 tons, each way	150
To Wain returning the same day not later than 7 p.m.	450

	Sh.
To Wasin returning the following day noon	600
To Wasin returning the following day 7 p.m.	670
For towing to or from Wasin, the following additional charges will also be levied:—	
Ships under 50 tons, each way	150
Ships over 50 tons, each way	220
To Malindi returning the following day noon	600
To Malindi returning the following day not later than 7 p.m.	670

For towing to and from Malindi, the following additional charges will also be levied:—

Ships under 50 tons, each way	150
Ships over 50 tons, each way	220
For each detention beyond the time specified above, the following additional charges will be levied:—	
Not exceeding 12 hours	150
Exceeding 12 hours but not exceeding 24 hours	240

(c) Hire of the Administrator's small Tug "Rasini" stationed at Lamu.

In the Port of Lamu between Shella and two miles inside (N.N.W.) of the Fort flagstaff.

	Sh.
Half-day from 6 a.m. till noon	100
Whole day from 6 a.m. to 6 p.m.	150
In addition for every hour or part thereof	10
For towing ships 50 tons, from anchorage to Shella	60
For towing ships 75 tons, from anchorage to Shella	70
For towing ships 100 tons, from anchorage to Shella	80
For towing ships 150 tons, from anchorage to Shella	90
For towing ships over 150 tons, from anchorage to Shella	100

When more than one ship is to be towed at a time a reduction of 25 per cent. may be made on the above charges, in respect of each ship so towed.

11

Outside Lamu Harbour —

	Sh.
To Matoroni, returning same day not later than 7 p.m.	260
To Matoroni, returning the following day by noon	300
To Matoroni, returning the following day not later than 7 p.m.	320
To Faza and Kiwayu, returning the same day by 7 p.m.	200
To Faza and Kiwayu, returning the following day by noon	240
To Faza and Kiwayu, returning the following day not later than 7 p.m.	260
To Wangi, Siyu and Mkonumbi, returning the same day not later than 7 p.m.	160
To Wangi, Siyu and Mkonumbi, returning the following day by noon	200
To Wangi, Siyu and Mkonumbi, returning the following day not later than 7 p.m.	220
For each detention beyond the time specified above, the following additional charges will be levied:—	
Not exceeding 12 hours	60
Exceeding 12 hours but not exceeding 24 hours	100

11. MOORING BUOYS.

(a) Administration's ordinary Mooring Buoys —	Sh.
First day	20
Each succeeding day	12

(The Administration may remit these fees at its discretion in the case of men-of-war of all nations and of sailing ships.)

(b) Administration's Mooring Buoys for coal ships lying at M'baraki:—	Gts.
(c) Per 2,240 lb. of coal discharged	5

The fee for laying and using a private mooring buoy is Sh. 40 per month. (Small boats not engaged in any commercial work are exempt from this charge.)

32
31

Clause 13, Page 12. — Delete Part 1 of the existing Clause 13 and substitute the following therefor —

1.—LICENCES FOR FLOATING CRAFT AND FISHING CRAFTS.—Fees per calendar year ending 31st December or part thereof —

	Sh. cts.
(a) Rowing and sailing boats used in the conveyance of goods, baggage or passengers (per foot overall)	0 50
(b) Steam and motor launches used in the conveyance of goods, baggage, or passengers, or for any other business purposes (per foot overall)	2 50
(c) Steam or motor launches, licensed for public hire (per foot overall)	1 25
(d) Dumb lighters, waterboats, barges, and pontoons (per foot overall)	1 00
(e) Tugs, lighters, waterboats or shore craft, mechanically propelled (per foot overall)	2 50
(f) Hulks (per foot overall)	00
(g) Sailing, steam, motor or rowing boats, used solely for pleasure purposes and not plying or let for hire, (per foot overall)	0 25

2

30

(h) A tariff plate or tariff book shall be issued to the owner or person in charge of each boat free of charge in the first instance, but should this be damaged or lost, new ones will be supplied for which a charge of Sh. 2 for a tariff plate and Sh. 1 for the tariff book will be made. Licensed boat-boys' badges are charged for at Sh. 1 each.

Sh. cts.

(i) Native fishing boats	6 00
(j) Native fishing canoes (dugouts)	4 00
(k) Fishing stakes ("fito")	12 00
(l) Fishing stakes ("khuti")	6 00

12. CHARTS.

Local charts may be purchased at the Port Offices, Kilindini Harbour, Mombasa.

13. LICENCES FOR FLOATING CRAFT AT ALL PORTS.

Fees per calendar year ending December 31st, or part thereof:—

	Per foot overall
	Sh. Cts.
(a) Rowing and sailing boats used in the conveyance of goods, baggage or passengers.	1 00
(b) Steam and motor launches used in the conveyance of goods, baggage or passengers, or for any other business purposes.	2 50
(c) Dumb lighters, dumb water-boats, barges and pontoons.	1 00
(d) Tugs, lighters, water-boats, or other working craft mechanically propelled.	2 50
(e) Hulks.	4 00
(f) Sailing, steam, motor or rowing-boats used solely for pleasure purposes and not plying or let for hire.	0 25

(g) A tariff plate or tariff book shall be issued to the owner or person in charge of each boat free in the first instance but should these be damaged or lost, new ones will be supplied for which a charge of Sh. 2 for a tariff plate and Sh. 1 for the tariff book will be made. Licensed boat boy's badges are charged for at Sh. 1 each.

14. INSPECTION AND SURVEY OF SMALL FLOATING CRAFT.

Fees per calendar year ending 31st December, or part thereof.

	Sh.
(a) Rowing and sailing boats used in the conveyance of goods, baggage or passengers.	5
(b) Motor and steam launches used in the conveyance of goods, baggage, or passengers or for any other business purpose.	20
(c) Dumb lighters, dumb water-boats, barges and pontoons.	20
(d) Tugs, lighters and water-boats or other working craft mechanically propelled.	100

(d) Dumb lighters, waterboats, barges, and pontoons (per foot overall)	1 00
(e) Tugs, lighters, waterboats, or shore craft, mechanically propelled (per foot overall)	2 50
(f) Hulks (per foot overall)	4 00
(g) Sailing, steam, motor or rowing boats, used solely for pleasure purposes and not plying or let for hire (per foot overall)	0 25

2

(h) A tariff plate or tariff book shall be issued to the owner or person in charge of each boat free of charge in the first instance, but should this be damaged or lost, new ones will be supplied for which a charge of Sh. 2 for the tariff plate and Sh. 1 for the tariff book will be made. Licensed boat boys' badges are charged for at Sh. 1 each.

	Sh. etc.
(i) Native fishing boats.	6 00
(j) Native fishing canoes (dugouts)	4 00
(k) Fishing stakes ("fito")	12 00
(l) Fishing stakes ("khuti")	6 00

(A.S. No. 16.—1-8-30.)

15. HIRE OF LICENSED PRIVATE BOATS.

The following are the authorized charges.

(a) At Kilindini Harbour
 Clause 15 (a), page 13.—Ships in Harbour per passenger Cents 24. 33
 Alter the charges to read ... Cents 25.
 A.S. No. 19.—15-10-30.

Native vessels in harbour, per passenger	0 06
English Point, per one passenger	0 12
When more than one passenger, each	0 06
Ships in harbour, per passenger	0 24
Frere Town, per passenger	0 60
Outer anchorage, per one passenger	1 50
When more than one passenger, each	1 00
Ships in Kilindini Harbour, per one passenger	2 00
When more than one passenger, each	1 00

(b) From the Quays or Pontoons, Kilindini Harbour to:—

Ships in the anchorage, per passenger	0 40
Ships at or lying off Magadi Jetty, M'baraki or Likoni, per one passenger	1 20
When more than one passenger, each	0 80
Ships in the Old Port, per passenger	2 00
When more than one passenger, each	1 00
M'baraki, Likoni, or Magadi Jetty, for one passenger	1 20
When more than one passenger, each	0 80

Clause 15 (c), page 13.—Add the following:—

Passengers' Baggage and packages of about 60 lb. in weight, per package. ... Cents 25

A.S. No. 19.—15-10-30.

detention, thereafter Cts. 50 additional for every 15 minutes detention or part thereof.

All journeys between 8 p.m. and 5 a.m., double the above fares.

Children in arms free.

- (d) By time, from 6 a.m. to 6 p.m., round Mombasa Island and in Harbour waters — Sh. C.
- For a boat licensed to carry three persons, whole day ... 8 00
 - For a boat licensed to carry more than three persons whole day ... 8 00
 - Plus an additional charge for each passenger ... 1 00
 - For three persons, one hour ... 2 00
 - Each succeeding hour or part thereof ... 11 00
 - Each additional person, one hour ... 1 00
 - Each succeeding hour or part thereof ... 0 50
- (e) To Rabai single or return journey same day —
- For boat licensed to carry three persons ... 8 00
 - For boat licensed to carry more than three persons ... 8 00
 - Plus an additional charge for each passenger ... 1 00
 - Packages of about 60 lbs. each ... 6 24
 - Children in arms free.

(f) At Lamu —

	From Lamu to ship in Harbour		From Lamu to ship at Shella		From Shella beach to ship at Lamu		From Shella beach to ship at Shella	
	Shs.	Cts.	Shs.	Cts.	Shs.	Cts.	Shs.	Cts.
Time from 5 a.m. to 8 p.m.								
Per passenger, single trip	0	30	0	50	0	50	0	24
Per box or package (personal luggage), single trip	0	18	0	24	0	24	0	12
Tariff for cargo per 100 packages, single trip	20	00	24	00	24	00	20	00

*The minimum charges in these two cases shall not be less than Sh. 2 for single trip.

NOTE: For each passenger, double journey, double the above fares and Cts. 50 extra for every hour's detention.

Between 8 p.m. and 5 a.m., double the above fares and Sh. 1 extra for every hour's detention.

	Sh. C.
For a whole day	10 00
For half a day	6 00
For each hour's detention	50 50

NOTE: —The term whole day means from 5 a.m. to 8 p.m.

Clause 16, Page 15.—Delete the wording of Clause 16 appearing on page 15 and substitute the following therefor:—

16. Charges on Cargo and Merchandise

The tonnage of general cargo and merchandise (including cased oils passed over the quays) will be calculated as per Bill of Lading tonnage, a Bill of Lading ton being deemed to be the unit of weight, measurement or value on which any particular Bill of Lading is based. A Standard of timber will be taken as three and three-tenths Bill of Lading tons.

Oils, coal and other minerals imported or exported in bulk are excluded from the terms of the following schedules:—

(a) Imports:—

1. Wharfage 1 per cent *ad valorem*.

For the purpose of assessment of wharfage dues the value shall be deemed to be the ~~market~~ value accepted by the Customs Department together with any import duties chargeable on the goods under the Customs Tariff in force at the date of receipt by the Administration of the relative documents as defined in Clause 28 of this Tariff.

In calculating wharfage dues, no deduction will be made in respect of reductions in handling charges allowed under Clause 28 of this Tariff.

Clause 16, Page 15.—Insert the following note:—

NOTE.—Claims for refund of overcharges in respect of Harbour dues and charges must reach the Port Manager before the expiry of six months, the time to be reckoned from the date on which the particular dues or charges were due. Such claims must be supported by the necessary documents as may be called for by the Administration. If the claimant does not conform to the conditions of this regulation, his claim will not be considered, nor will the High Commissioner be liable therefor.

The existing Note to Clause 16 (a) page 15 is hereby cancelled.

To take effect from the 1st October, 1930.

(A.S. No. 26.—1-10-30.)

(g). Hire of Steam or Motor Launch, all Ports =

Sh. C.

Class 15 (g), page 15.—Add the following:
Passengers' Baggage and Packages of about 60 lb. in weight, per package Cents 25
A.S. No. 12.—15-10-30

36

part thereof

Clause 16, Page 15.—Delete note regarding conversion of metric weights, reading as under:—

Kilograms will be converted into Bill of Lading tons at 1016 kilograms to the ton.

and substitute therefor:—

Metric weights or measures will be converted on the basis of British equivalents.

(A.S. No. 15.—1-5-30.)

(h) In all of the above schedules double the fares prescribed

Clause 16, page 15.—Add the following additional definition of a Bill of Lading Ton at the end of the first paragraph:—

36

Kilograms will be converted into Bill of Lading Tons at 1016 kilograms to the ton.

(A.S. No. 6, 1-8-29.)

The cases of bill of

INSERT UNDER CLAUSE 16, PAGE 15:

CARGO LIGHTERED TO AND FROM THE OLD PORT.

In the case of cargo conveyed by lighter between Kilindini Harbour and the Old Port (*ad vice versa*), the additional sum of Sh. 2 per Bill of Lading ton will be charged for such lighterage in the case of imports and Sh. 1 per Bill of Lading ton in the case of exports.

INSERT IN CLAUSE 16, PAGE 15:

IMPORTS.

Note.—In calculating wharfage charges no deduction will be made in respect of reductions in handling charges allowed under section 28 of this tariff.

note: word of reading ton means the unit of weight, measurement or value on which any particular Bill of Lading is based.

To be operated with effect from 1/10/1928.

(b) Exports :—

Wharfage and Handling, as per the following commodity schedule—

Item	Per	
	£	Cts.
Ale, Beer and Stout	9	00
Bran	5	00
Bacon and Ham	15	00
Beche de Mer	9	60
Beeswax	15	00
Butter	15	00
Cake, Oilseed	5	00
Carbonate of Soda	5	00
Cedar (at 40 cubic ft.)	5	60
Charcoal, wood	5	00
Cheese	15	00
Chillies	8	00
Cocoa, raw	7	60
Coconuts	5	00
Coffee, prepared	15	00
Coffee, raw	12	00
Copra	6	35
Cotton, raw	8	50
Fish, salted, pickled or dried	6	10
Flax Fibre	14	00
Flax Tow	6	40
Fruit, fresh	5	00
Garlic and Onions not prepared	8	85
Ghee	15	00
Grain, other, n.o.e.	5	00
Groundnuts	15	70
Gum Arabic	7	80
Gum Copal	12	60
Hay and Forage	5	00
Hides, dry and dry salted	7	00
Hippopotamus Teeth (per £100 value)	7	50
Ice	5	00
Ivory, Elephant (per £100 value)	7	50
Kapok	5	00

*Cedar Slats in
cases or bags*

	Sh.	Cts.
Maize	5	00
Maize Meal and Flour	5	10
Meal and Flour n.o.e.	5	00
Meat, tinned and canned	15	00
Mining and Quarry products n.o.e.	5	00
Mangrove Bark	8	00
Oil, Coconut	7	25
Oil, Sesame	7	30
Ore, Tin	15	00
Ores, other	5	00
Potatoes	5	00
Provisions, fresh, n.o.e.	5	00
Pulse	5	00
Rhinoceros Horns (per £100 value)	7	50
Rice	6	00
Rubber	15	00
Salt	5	00
Seed, Castor	5	20
Seed, Cotton	5	00
Seed, Flax (Linseed)	5	45
Seed, Sesame	6	10
Seed, other, n.o.e.	5	00
Sisal Fibre	5	60
Sisal Tow	5	00
Shells, Marine	5	00
Sugar, Jaggery	5	60
Sugar, Refined	7	00
Skins, Sheep and Goat	7	00
Skins, other animals	7	00
Soap, common	8	00
Tortoiseshell (per £100 value)	7	50
Timber, n.o.e.	5	00
Tobacco, unmanufactured	7	50
Wattle Bark	5	00
Wattle Extract	6	00
Wheat	5	20
Wheat Meal and Flour	5	50
Wool	8	50

Page 17, Clause 16 (B).--Insert the following new charge:—

Returned empties Sh. 4 00.
and also the unmentioned footnote qualifying the term "Returned Empties" —

Returned empties shall mean empty packages returned to their original supplier for refilling (not necessarily to the original part of shipment) and consigned for and on account of the original supplier.

	Sh. Cts.
Domestic products n.o.e.	5 00
Goods manufactured, n.o.e., not domestic	5 00
Goods unmanufactured, n.o.e., not domestic	5 00

NOTE.—The term 'domestic' shall be held to apply to the goods produced or manufactured within the territories of Kenya, Uganda, Tanganyika and Zanzibar.

The following are exempt from the foregoing charges:—

Imperial naval and military baggage.
Passengers' personal baggage. (See Clause 29).

~~Specie and other ad valorem cargo shipped on an ad valorem Bill of Lading.~~

Dhow cargo landed at Leven House Quay, Old Port.
Ships' victualling stores.

(c) Transshipment Cargo.

When ~~goods~~ cargo is entered on a transshipment bill of lading, and is landed and re-shipped, the following charges apply:—

	Wharfage and Handling In and Out.	Sh. Cts.
Transshipment cargo ex Kenya, Tanganyika, Zanzibar, and Seychelles ports	5 00 per B.L. ton.	
All other transshipment cargo	7 50	

(d) Livestock.

Dogs, Pigs, Goats, Sheep and other small animals (not in crates)	3 00 each.
Camels, Cattle, Horses, Mules and Donkeys	15 00
Animals and Birds in crates	10 50 per B.L. ton.

(e) Coastwise Cargo.

Cargo as under not, for transshipment loaded and discharged by vessels trading between Mombasa and the ports of Kenya, Tanganyika and Zanzibar Territories, will be charged as follows:—

	per B.L. ton.
<u>Imports.</u>	Sh. Cts.
Wharfage (including cranes in the case of lighters and dhow)	2 50
Shore handling	2 75

INSERT IN CLAUSE 16, PAGE 18

EXPORTS.

Goods shipped on an ad valorem Bill of Lading
N.O.E. Sh. 7/50 (per \$100 value)

DELETE IN CLAUSE 16, PAGE 18

EXPORTS.

Specie and other ad valorem cargo shipped on an ad
valorem Bill of Lading.

To be inserted
with effect from 1/1/1964

Imports or
Exports

Exports

Sh. Cts

Wharfage (including crango in the

Clause 17, Page 19. Delete the existing wording of Clause 17 and substitute the following therefor:

Oil passed through Deep-water Quay pipe-lines. Wharfage Per deadweight ton. Cents 50.

(A.S. No. 13.—15-3-30.)

Domestic products, n.o.a. 1 25

Landing of Empty Oil Drums

Wharfage (including crango in the case of lighters and dhows) 1 50
Shore handling 1 50

Clause 16 (f), page 19.—Delete sub-section (f) of Clause 16.

17. OILS IN BULK.

No charge is made for the present on the import and export of oils in bulk.

18. MINERALS IN BULK.

Charges will be arranged by the Administration in each case.

19. COAL.

(a) The landing and storage site allocated for coal is at M'baraki, unless otherwise ordered by the Administration. In addition to the mooring buoy charge specified in Clause 11 of this Tariff, the following charges apply:—

Import Wharfage Per dead-weight ton of 2,240 lbs. Sh. 1/4

No additional wharfage is charged on coal re-exported as bunkers to ships in harbour.

Reful of storage space when available; at Cts. 14 per square foot per annum or part thereof.

The persons interested are required to make their own arrangements for landing and stacking; also for re-exporting coal as bunkers to ships in harbour.

(b) For loading coal across any rented harbour water front site other than at the M'Baraki a wayleave of Cents. 25 per dead-weight ton.

Clause 19, page 19.—Amend the heading of Clause 19 to read—

“ Coal, Coke and Patent Fuel in Bulk.”

Paragraph (a): Add the words “ coke and patent fuel in bulk ” after the word “ coal ” appearing in the first line.

Substitute the following for the existing schedule of wharfage charges appearing in the fifth, sixth and seventh and eighth lines:—

Per deadweight ton of 2,240 lb.

Import wharfage coal in bulk Sh. 1.

Import wharfage coke and patent fuel in bulk Sh. 2.

Paragraph (b): Add the words “ coke and patent fuel in bulk ” after the word “ coal ” appearing in the first line.

(c) Haulage of bunker coal from stack within the harbour area to alongside a ship berthed at the deepwater quay for the sole purpose of bunkering that ship (inclusive of truck hire) Sh. 1.00 per dead-weight ton of 2,240 lbs

20. OVERTIME.

The working hours of the Port of Mombasa are any nine hours between 7 a.m. and 5 p.m. as may be arranged by the Administration. Overtime is charged during the dinner hour, between 5 p.m. and 7 a.m., Monday to Saturday inclusive, between 12 noon Saturday and 7 a.m. Monday, and on gazetted public holidays.

A requisition for the working of overtime must be made in each case to the Administration, in ample time on the form specified, by the person desiring the overtime to be worked. The following are the overtime rates charged per handling gang per hour, or part thereof, employed:—

Gang designation.	Service.	Per-hour Sh. Cts.
A.—Landing direct from ship alongside Deepwater Quay	16 50
B.—Loading direct into ship alongside Deepwater Quay	11 55
C.—Landing direct from lighter alongside quays	17 55
D.—Loading direct into lighter alongside quays	13 20
E.—Loading and discharging lighters alongside ship in the stream (including towage)	8 00
F.—Loading and discharging lighters alongside a ship berthed at Deepwater Quay, including towage. (Permission to be obtained in each case)	8 00
G.—Shipping maize direct into lighter at Old Malze Wharf	16 20
H.—Stacking ground handling when crane is used	5 80
I.—Stacking ground handling when crane is not used	7 40

In addition to the foregoing:

Note (A).—Where one hatchway is double-banked by a second gang, in the case of landing or loading direct from ship alongside the deepwater quay, a reduction will be made in respect of overtime charge for the second gang so employed. The charge for such second gangs being Sh. 11.27 in the case of "A," and Sh. 7.70 in the case of "B."

Note (B).—When ships in the stream are working overtime gangs, a similar number of overtime gangs on shore must be ordered to discharge or load the lighters when considered necessary by the Administration.

(A.S. 2-8/10/20.)

Clause 20, page 20.—Amplify Item H of Clause 20 by the addition of the following words in brackets:—

(Exclusive of charge for Cranes, *vide* Clause 24.)

Page 20, Clause 20.—Delete existing wording of Note (B) to this Clause, and substitute the following therefor:—

"When ships in the stream work overtime gangs on loading or discharging, a similar number of overtime gangs on shore, working a similar number of hours, must be ordered by the Steamship Company concerned to load or discharge the lighters, when this is considered necessary by the Administration. The Administration will not call upon a Steamship Company to order such overtime for the discharge of lighters later than 72 hours after the departure of the ship concerned."

(No. 4-1-2-20)

Overtime when incurred in respect of the Administration's Cargo Foremen, Tally Clerks, and other Incidental Staff, also Electric Light used, will be charged at cost plus 10 per cent.

21. SPECIAL RATES.

(d) ~~Oil~~ Inflammable Oils landed by lighter. Sh. Cts.
 Wharfrage and handling, per B.L. ton 8 50

Note.—When ~~oil~~ oils are landed at the Old Port, a charge of 2 per B.L. ton for lighter towage is made in addition to the above.

(e) Salt landed at the Old Port.

Wharfrage, ^{Wharfage} and handling, per B.L. ton 9 40

(f) Explosives landed at Flora Point.

Wharfrage, per B.L. ton 2 00

Note.—Handling arrangements to be made by the importer.

Clause 21 (d), page 21.—Delete the words "handled by Bank's staff" appearing in the heading of Clause 21 (d), and substitute therefor the words "landed by consignees."

Page 21, Clause 21 (e).—Add the following footnote to this Clause:

Note.—A permit must first be obtained from the Port Manager.

(No. 4.—1-2-20.)

(g) Living Animals where permitted to be landed by importers' own labour at places other than over the Administration's quays, jetties, and beaches.

Wharfrage, per head 1 00

Note.—A permit must be obtained in each case from the Port Manager.

(h) Fresh Fruit and Plants carried on deck, where permitted to be handled by importer's own labour.

Wharfrage, per B.L. ton 80

Note.—A permit must be obtained in each case from the Port Manager.

Overtime when incurred in respect of the Administration's Cargo Foremen, Tally Clerks, and other Incidentals Staff; also Electric Light used; will be charged at cost plus 10 per cent.

21. SPECIAL RATES:

(a) Crude Inflammable Oils landed by lighter	Sh. Cts.
Wayleave and handling, per B.L. ton	8 50

NOTE.—When ~~crude~~ oils are landed at the Old Port, a charge of Sh. 2 per B.L. ton for lighter towage is made in addition to the above.

(b) Salt landed at the Old Port	
Lighterage, ^{Quays} wharfage and handling, per B.L. ton	9 40

(c) Explosives landed at Flora Point	
Wayleave, per B.L. ton	2 00

NOTE.—Landing arrangements to be made by the importer.

(d) Bullion and Specie handled by Bank's staff	
Wharfage, per B.L. ton of £100 value	80

NOTE.—An annual permit must be obtained from the Port Manager.

(e) Mangalore Tiles landed ^{direct from vessels} at Albaraki ex showa by their own labour	
Wharfage, per deadweight ton	80

Rent of stacking ground, when available, at Cts. 14 per square foot per annum ~~at~~ ^{per thereof}

(f) Living Animals where permitted to be landed by importers' own labour at places other than over the Administration's quays, jetties, and beaches	
Wayleave, per head	1 00

NOTE.—A permit must be obtained in each case from the Port Manager.

(g) Fresh Fruit and Plants carried on deck, where permitted to be handled by importer's own labour	
Wharfage, per B.L. ton	80

NOTE.—A permit must be obtained in each case from the Port Manager.

Clause 24, page 22.—Delete the second and third lines of clause 24 and substitute the following therefor—

Other than working hours, including overtime paid to crane staff, per crane, per hour or part thereof (A.S. 11—1-1-50.) Sh. Cts. 18 00

Wharfage, Kilindini Harbour, per B.L. ton

Page 21, Clause 21 (i).—Add the following text Clause—

Note.—A permit must first be obtained from the Port Manager. (No. 4—1-2-20.)

22. Allow Cargo.

(a) This may be landed or shipped by owner's labour at the Leven House Quay, Old Port, Mombasa, at a Wharfage charge of Cts. 80 per B.L. ton where this can be ascertained. Where the tonnage cannot be determined, a charge of Cts. 8 per individual package carried by one man will be levied. Where a package requires more than one man to

Page 22, Clause 22 (b).—Add the following footnote at end of Clause—

Note.—A permit must first be obtained from the Port Manager. (No. 4—1-2-20.)

Clause 23, page 22.—Insert the following definition of passengers' baggage in Clause 23—

The term Passengers' Baggage includes packages containing the ordinary personal effects of the passenger, but does not extend to merchandise, provisions (other than food

Clause 24, page 22.—The second paragraph of Clause 24, which reads as follows—

In the case of maize taken from the Deepwater Quay Sheds, to Re-Conditioning Plant and back shed cranes will be charged at the rate of Sh. 10 per hour or part thereof in one direction only.

is hereby cancelled, and should be deleted from the Harbour Tariff.

in one direction only.

25. LOCAL RAIL HAULAGE WITHIN THE PORT AREA.

	Sh. Cts.
Per 4-wheeled truck, per haul	3 00
Per 8-wheeled truck, per haul	5 00

46

Clause 21 (h), page 22.—Delete sub-section (i) of clause 21 and substitute the following revised clause therefor—

(h) Fertilizers and Manures. Sh. Cts.

(i) Imported in bulk and bagged for landing in lighters, per 112 lbs. 6 00

(ii) Imported in bulk and landed direct, either in bulk or bags from a vessel berthed at Mombasa Pier, a charge will be made of 1 percent of the duty paid value for wharfage, plus Sh. 8/75 per B.L. ton for shore handling, the ship paying cranes as specified in clause 24 of this Tariff.

(A.S. 11—1-1-50.)

Page 23, Clause 23.—Add the following charge, together with its explanatory footnote—

Warehousing charge, per package per day of part thereof—Cts. 20.

Note.—Passengers' baggage not removed from the Customs Examination Location at Kilindini Harbour within twenty-four hours after clearance will be removed to store and warehoused at the above charge.

Use of Cranes by the Public on Steaking Grounds

During working hours (minimum charge Sh. 1/-) Per deadweight ton Sh. 2 00

Other than working hours (minimum charge Sh. 1/50) Sh. 2 50

Clause 28, page 23. — Insert the following at the commencement of Clause 28, and above the note relative to "Imports" —

The following goods when not packed or in crates, will not be placed in stores or warehouses but will, if necessary, be stored or deposited in the open, and always at the sole risk of the consignee —

Ashes.
Asphalt.
Bones.
Bricks.
Charcoal.
Chalk.
Cinders.
Clay.
Coal.
Coke.
Dung.
Firewood.
Flower Pots (earthen).
Girders.
Horns.
Iron (cast, wrought pig or ingot).

Machinery.
Ores of no greater value than £45 per ton.
Pipes, earthen or iron.
Railway Material.
Sand.
Slates.
Sleepers.
Steel work.
Stone.
Straw.
Sulphur, in bulk (not being flowers of sulphur).
Timber, rough or unplaned.

At the request of owners wishing to protect goods stored in the open the Administration is prepared to hire tarpaulins, when these are available, at a charge of Shs. 2 per day or part thereof.

(A.S. No. 21.—18-11-30.) To take effect from 18th November 1930.

Note 1. Where a consignment of less than one ton is stacked first in shed and part on a stacking ground, the minimum charge applicable to the location of the larger quantity shall apply to the whole.

26. TRANSFERENCE OF CARGO BETWEEN THE HOLDS OF A SHIP BERTHED ALONGSIDE THE DEEPWATER QUAY.

- (a) Crannage charges as per Clause 24 of this Tariff.
- (b) Charges for the use of Port rolling stock as follows:—

	Sh. Cts.
Per 24 hours or part thereof for an 8-wheeled vehicle	20 00
Per 24 hours or part thereof for a 4-wheeled vehicle	10 00

(c) A handling charge, where the cargo touches the quay or is handled direct on and off trucks, Shs. 10 per B.L. ton.

27. HEAVY LIFTS.

The following extra charges will be levied in addition to those prescribed elsewhere in this Tariff, —

	Sh. Cts.
Above 3 tons but not exceeding 5 tons, per lift	13 20
Above 5 tons but not exceeding 10 tons, per lift	15 20
Above 10 tons, per lift	18 40

NOTE A.—Lifts above 5 tons, are handled at the Deepwater Quay by ship's own gear.

NOTE B.—The 20-ton crane is available for lifts up to that weight and from lighters only.

28. STORAGE RENT.

Imports —

The following storage charges will be levied on all cargo and merchandise for which the documents (as defined below) have not been received by the Administration within 144 consecutive hours (excluding Sundays and public holidays, or any other day when Customs duties may not be received) of notice given and/or posted at the Port Administration's offices.

- A.—Transit shed storage. *In the case of cargo to be lightered to the Old Port, 24 hours will be allowed.*
50 cents per B.L. ton or part thereof per day or part thereof for the first six days.
- Sh. 1 per B.L. ton or part thereof per day or part thereof thereafter until transfer of goods to King's Warehouse.

- B.—Stacking ground storage.
Half the above charges.

Sundays, Public Holiday and other days when Customs duty may not be received shall not be included for the purpose of calculation of rent.

The documents referred to above are the Shipping Documents in respect of the cargo concerned, complete and stamped by the Customs, the Customs Entry, the Landing, Delivery and Forwarding Order, together with the necessary number of Consignment Notes in the case of goods to go up-country, or of Shed Removal Orders in the case of goods

Clause 28, Page 24.—Delete the existing wording of the "NOTE" to this Clause and substitute the following therefor:—

In all instances, except that of cargo lightered to the Old Port from Kilindini Harbour, where the documents are received by the Administration within 72 hours (excluding Sundays and public holidays, or any other day when Customs duties may not be received) of notice of ships given and/or posted at the Port Administration's offices, a reduction of 25 cents per B.L. ton will be made on the Import handling charge specified in Clause 16 (a). Where cargo is lightered to the Old Port from Kilindini Harbour the above-mentioned period of 72 hours will be extended to 96 hours.

received by days and s may not the Port B.L. ton certified in Ports: — Area: —

Clause 28, Page 24.—With effect from January 1st, 1929, the free storage periods from date of arrival of cargo in the port area, as contained in the present seventeenth and eighteenth lines of Page 24, will be reduced to:—

Aftu charges

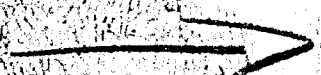
- (d) Maize and Cotton Seed ... 12 days
- All other Cargo and merchandise ... 7 days
- Cts. 2 per 100 pounds deadweight, or part thereof, per day or part thereof for the first six days.
- Cts. 3 per 100 pounds deadweight, or part thereof, per day or part thereof for a further six days.
- Cts. 4 per 100 pounds deadweight, or part thereof, per day or part thereof thereafter.

Clause 28, Page 24.—Insert the following footnote after sub-section (b) headed "Export Stacking Ground Storage" —

NOTE.—Export storage rent on any particular cargo ceases at the date on the date on which the ship taking it commences to load.

Transit/through Cargo:—

- Free storage period, 21 days from the date of landing.
- Transit shed storage rent after 21 days, Sh. 1 per B.L. ton or part thereof per week or part thereof.



Clause 28 (d), page 24.—Insert the following sub-clause under the heading "Exports, including traffic destined for Kenya Coast Ports" on page 24:—

(d) Storage Charges on Cargo originally consigned to the Harbour for export but delivered locally and not exported:

In the case of traffic consigned to the Harbour for export but delivered locally and not subsequently exported, a free storage period of forty-eight hours only is allowed, after the expiration of which period the following charges will apply:—

- (i) When stored in Transit Sheds—
Cents 20 per 100 lb. or part thereof per day or part thereof; minimum charge, 19h. 1 per consignment.
- (ii) When stored in the open—
Half the charges scheduled in (i), subject to a minimum charge of Sh. 1 per consignment.

(A.S. 11.—1-1-30)

... the heading of this sub-clause to read: "Wet Maize and Wet Wheat." And also insert the words "and wheat" after the word "maize" in line 2 of paragraph (i), the 1 of paragraph (ii), line 2 of paragraph (iii), and line 2 of paragraph (iv).

Clause 28 (c), page 24.—Insert the following sub-clause under the heading: "Exports, including traffic destined for Kenya coast ports"

(c) Wet Maize.

- (i) Unless there is a machinery breakdown at the reconditioning plant, maize found to be wet on arrival in the Transit Sheds shall be strictly subject to the free storage period as specified in the Tariff.
- (ii) The elapsed period during which wet maize is travelling from transit shed to and through the reconditioning plant and back again will be free of storage rent.
- (iii) That on its return to transit shed from the reconditioning plant maize shall be treated as though it had not left the shed, and free storage period and rent applied to it as from the date of its original arrival in the Harbour, less the free period allowed under (ii) above.
- (iv) In the case of a machinery breakdown at the reconditioning plant, any storage rent on wet maize awaiting reconditioning shall be waived as from the date on which it would otherwise have left the shed for the reconditioning plant.

The
Documents
stamped
Delivery
number
un-
numbered

Clause 28, Page 24
NOTE to this Clause

In all instances, at Port from Kilindini Harbour by the Administration public holidays, or an be received) of notice Administration's offices, be made on the Import Where cargo is lighterage the above-mentioned 36 hours.

the free storage periods from date of arrival of cargo in the port area, as contained in the present seventeenth and eighteenth lines of Page 24, will be reduced to:—

After charges,

Maize and Cotton Seed	13 days
(a) All other Cargo and merchandises	7 days
Cts. 2 per 100 pounds deadweight, or part thereof, per day or part thereof for the first six days.	
Cts. 3 per 100 pounds deadweight, or part thereof, per day or part thereof for a further six days.	
Cts. 4 per 100 pounds deadweight, or part thereof, per day or part thereof thereafter.	

Clause 28, Page 24.—Insert the following footnote after sub-section (b) headed "Export Stacking Ground Storage":—

NOTE.—Export storage rent on any particular cargo ceases at the on the date on which the ship taking it in case commences to load.

Transshipment Cargo:—

Free storage period, 21 days from the date of landing.

Transit shed storage rent after 21 days, Sh. 1 per B.L. ton or part thereof per week or part thereof.

Clause 28, page 24.—Add the words "on cargo for export only" after the word "storage" appearing in the fifth line, under the heading "Exports, including traffic destined for Kenya Coast Ports" on page 24.

(A.S. 11—1-1-90.)

(A.S. 8—8/10/29.)

Clause 28 (c), page 24.—Amend the heading of this sub-clause to read: "Wet Maize and Wet Wheat." And also insert the words "and wheat" after the word "maize" in line 2 of paragraph (i), line 1 of paragraph (ii), line 2 of paragraph (iii), and line 2 of paragraph (iv).

Clause 28 (c), page 24.—Insert the following sub-clause under the heading, "Exports, including traffic destined for Kenya coast ports":—

(c) Wet Maize.

- (i) Unless there is a machinery breakdown at the reconditioning plant, maize found to be wet on arrival in the Transit Sheds shall be strictly subject to the free storage period as specified in the Tariff.
- (ii) The elapsed period during which wet maize is travelling from transit shed to and through the reconditioning plant and back again will be free of storage rent.
- (iii) That on its return to transit shed from the reconditioning plant maize shall be treated as though it had not left the shed, and free storage period and rent applied to it as from the date of its original arrival in the Harbour; less the free period allowed under (ii) above.
- (iv) In the case of a machinery breakdown at the reconditioning plant, any storage rent on wet maize awaiting reconditioning shall be waived as from the date on which it would otherwise have left the shed for the reconditioning plant.

20. WEIGHING AND MEASURING

Cargo and merchandise will be weighed and measured on request at the following charges —

	Sh. Cts.
(a) Weighing packages or articles singly per 100 pounds or part thereof	5
Minimum charge	1 00
(b) Weighing packages or articles collectively per 2,240 pounds or part thereof	1 00
(c) Measuring packages or articles per ton of 40 cubic feet, or part thereof	1 00

NOTE.—Should the Administration weigh or measure any cargo or merchandise other than on request and find the weight or measurement thus ascertained to be greater than the declared weight, the charges for such weighing or measuring will be charged against the person making the incorrect declaration.

	Sh. Cts.
(d) Weighing trucks over weighbridge	
Four-wheeled Trucks	3 00
Eight-wheeled Trucks	4 00
(e) When weighing and/or marking and/or restacking is performed by the exporters' labour within the transit sheds, a charge of ten cents per ton or part thereof	

Class 3 page 28. — Insert the following additional sub-clause —

(d) Baggage Agents Licence, per person or firm, for the period 1st January—31st December, or part thereof Sh. 40.

NOTE.—The issue of these licences will be subject to such conditions as may be notified to the licensees from time to time.

(A.S. No. 12—22-1-30.)

Sh. 1,000 per annum per company

NOTE.—This does not apply to the working of wharves by their own labour.

31. FRESH WATER FOR SHIPS

	Per Ton of 224 Imperial Gallons	Sh. Cts.
(a) When anchored in the stream		4 00
(b) When alongside deepwater quay		3 00

29. WEIGHING AND MEASURING

Cargo and merchandise will be weighed and measured on request at the following charges :-

	Sh. Cts.
(a) Weighing packages or articles singly per 100 pounds or part thereof	5
Minimum charge	1 00
(b) Weighing packages or articles collectively per 2,240 pounds or part thereof	1 00
(c) Measuring packages or articles per ton of 40 cubic feet or part thereof	1 00

NOTE.—Should the Administration weigh or measure any cargo or merchandise other than on request and find the weight or measurement thus ascertained to be greater than the declared weight, the charges for such weighing or measuring will be charged against the person making the incorrect declaration.

	Sh. Cts.
(d) Weighing trucks over weighbridge	
Four-wheeled Trucks	2 00
Eight-wheeled Trucks	4 00
(e) When weighing and/or marking and/or restacking is performed by the exporters' labour within the transit sheds, a charge of ten cents per ton or part thereof will be levied for the services of a tally clerk.	

30. LIGHTERS

- (a) For Small Floating Craft see Clause 13.
- (b) Exemption from Pilotage Sh. 50
- (c) For Stevedoring :-

Companies engaged on stevedoring work at the Port of Mormasa will be licensed at a charge of Sh. 1,000 per annum per Company.

NOTE.—This does not apply to the working of dhows by their own labour.

II. LAUNCH WAVERS FOR SHIPS.

	Per Ton of 224 Imperial Gallons
	Sh. Cts.
(a) When anchored in the stream	4 00
(b) When alongside deepwater quay	3 00

32. GARBAGE

Garbage from ships alongside the Deepwater Quay must be placed in covered garbage cans on the quay at times specified by the Administration. These cans will be charged for at the rate of Sh. 2 per can per day.

33. SHUT-OUT CARGO: OVERLANDED CARGO.

Charges for handling and storage will be decided in each case by the Administration.

34. GO-DOWN SITES IN PORT AREA.

Terms of rent for go-down sites having rail connection to the Harbour lines can be obtained upon application to the Port Manager.

35. MAIZE RE-BAGGING AND RE-SEWING.

	Sh. Cts.
Re-bagging of Maize, per bag	1 35
Re-sewing of maize bags, per bag	25

36. FERRY TOLLS.

Schedule.

LIKONI, KISAUNI, MAGERA, SHIMO-LA-TEWA (MTWAPA),
TAKAUNGU, KILIM AND MTONGWE FERRIES.

	Sh. Cts.
For each passenger	6
For each load under 60 lb.	6
For each load over 60 lb., but under 120 lb.	12
For each load over 120 lb., but under 180 lb.	18
For each additional 60 lb. over 180 lb.	6
For fowls (not exceeding six)	3
For goats and sheep, each	10
For cattle and donkeys, each	1 00
For an hamali cart	1 00
For a ricksha	1 00
For a motor-car or motor-cycle, with or without side-car	2 00
For a motor lorry up to 1½ tons capacity	2 00
For a motor lorry over 1½ tons capacity	4 00
For a trailer lorry, empty	4 00
For a trailer lorry, loaded or partially loaded	5 00
For a pedal bicycle	25

Clause 36, page 26.—Insert the letter "A" after the word Note Y in the existing note to Clause 36, and add the following additional note as Note B:—

Note B.—All persons crossing the above-mentioned ferries in a motor-vehicle (with the exception of the driver of the vehicle) shall pay the prescribed toll of 0 cents per person.

(A.S. 7—1-8-29.)

PAGE 26. ADD THE FOLLOWING CLAUSE

SHIPPING AND RE-LANDING CHARGES ON MOTOR CARS
CARRIED OVERSIDE.

In the case of private and commercial motor vehicles shipped on a coastwise return voyage to and from British

Clause 38, page 26.—Add the following additional paragraph after the first paragraph of the clause:—

The only hours for a lanch labour may be ordered are 7 a.m., noon or 1 p.m. and 4 p.m. to 7 p.m.

(A.S. 11—1-1-30.)

Clause 44, page 26.—Add the following additional clause as Clause 44 after the existing Clause 43:—

44: Removal of Stone or Sand.—For stone or sand removed from any part of the shore, up to the spring tide high water mark, within the limits of a harbour, a charge of Sh. 2 per ton will be levied.

Note.—Before such removal may be effected, a written permit must be obtained from the Port Manager.

(A.S. 11—1-1-30.)

Page 27, Clause 38.—Insert the following additional Clause:—

38. Port Labour kept waiting owing to non-arrival of ships.—Advice as to the expected arrival time of a ship, together with particulars of the Port labour required in connection therewith must be furnished to the Port Manager by 10 p.m. on the previous day where the vessel is expected the following morning, and by 10.0 a.m. where the vessel is expected during the afternoon.

In the event of a ship not arriving until after the stated time, and Port labour having to stand by awaiting the vessel's arrival, the actual cost of such labour for a period not exceeding five hours will be debited against the Steamship Company concerned.

This applies to both working and overtime hours.

(No. 4.—1-2-29.)

32. GARBAGE.

from ships alongside the Deepwater Quay must be in covered garbage cans on the quay at times of the Administration. These cans will be charged at a rate of Sh. 1 per can per day.

33. SHUT-OUT CARGO, OVERLANDED CARGO.

Charges for handling and storage will be decided in each case by the Administration.

34. GO-DOWN SITES IN PORT AREA.

Charges of rent for go-down sites having rail connection with our lines can be obtained upon application to the Port Manager.

35. MAIZE RE-BAGGING AND RE-SEWING.

	Sh. Cts.
100 lbs of Maize, per bag	1 35
100 lbs of maize bags, per bag	1 25

36. FERRY TOLLS.

Schedule.

KISAUNI, MAQUA, SHING-LA-LEWA (MTWAPA),
KIAUNGU, KILIFI AND MTONGWE FERRIES.

	Sh. Cts.
Passenger	6
Load under 60 lb	6
Load over 60 lb, but under 120 lb	12
Load over 120 lb, but under 180 lb	18
Additional 60 lb over 180 lb	6
Load not exceeding six	3
Load of sheep, each	10
Load of donkeys, each	1 00
Load of mahi cart	1 00
Load of pha	1 00
Motor-car or motor-bicycle, with or without side-car	2 00
Motor-lorry up to 1½ tons capacity	2 00
Motor-lorry over 1½ tons capacity	4 00
Motor-lorry, empty	4 00
Motor-lorry, loaded or partially loaded	5 00
Motor-bicycle	25

37. **26.**—Insert the letter "A" after the word "Note" in the existing note to Clause 36, and add the following additional note as "Note B":

Note B.—All persons crossing the above-mentioned motor-vehicle (with the exception of the driver) shall pay the prescribed toll of 0 cents per

PAGE 26. ADD THE FOLLOWING CLAUSE.—

37. SHIPPING AND RE-LANDING CHARGES ON MOTOR CARS CARRIED COASTWISE.

On the case of private and commercial motor vehicles shipped on a coastwise return voyage to and from British

Clause 35, page 26.—Add the following additional paragraph after the first paragraph of this clause:—

The only hours for which labour may be ordered are 7 a.m., noon or 1 p.m. and 4 p.m. to 7 p.m.

(A.S. 11—1-1-30.)

Clause 44, page 26.—Add the following additional clause as Clause 44 after the existing Clause 43:—

44. Removal of Stone or Sand.—For stone or sand removed from any part of the shore, up to the spring tide high water mark, within the limits of a harbour, a charge of Sh. 2 per ton will be levied.

Note.—Before such removal may be effected, a written permit must be obtained from the Port Manager.

(A.S. 11—1-1-30.)

Page 27, Clause 38.—Insert the following additional Clause:—

38. Port Labour kept waiting owing to non-arrival of ships.—Advice as to the expected arrival time of a ship, together with particulars of the Port labour required in connection therewith must be furnished to the Port Manager by 4.0 p.m. on the previous day where the vessel is expected the following morning, and by 10.0 a.m. where the vessel is expected during the afternoon.

In the event of a ship not arriving until after the stated time, and Port labour having to stand by awaiting the vessel's arrival, the actual cost of such labour for a period not exceeding five hours will be debited against the Steamship Company concerned.

This applies to both working and overtime hours.

(No. 1—1-2-20.)

32. GARBAGE.

Garbage from ships alongside the Deepwater Quay must be placed in covered garbage cans on the quay at times specified by the Administration. These cans will be charged for at the rate of Sh. 2 per can per day.

33. SHUT-OUT CARGO. OVERLANDED CARGO.

Charges for handling and storage will be decided in each case by the Administration.

34. GO-DOWN SITES IN PORT AREA.

Terms of rent for go-down sites, having rail connection to the Harbour lines, can be obtained upon application to the Port Manager.

35. MAIZE RE-BAGGING AND RE-SWING.

	Sh.	Cts.
Re-bagging of Maize, per bag	1	35
Re-swinging of maize bags, per bag		25

36. FERRY FERIES.

Schedule

LIKONI, KISAUNI, MALUYA, SHIMO-LA-TEWA (MTWAPA), TARAMNGO, KILIFI AND MTONGWE FERRIES.

	Sh.	Cts.
For each passenger		6
For each load under 60 lb.		6
For each load over 60 lb., but under 120 lb.		13
For each load over 120 lb., but under 180 lb.		18
For each additional 60 lb. over 180 lb.		6
For cows (not exceeding six)		3
For goats and sheep, each		10
For camels and donkeys, each	1	00
For an animal cart	1	00
For a rickshaw	1	00
For a motor-car or motor-cycle, with or without side-car	2	00
For a motor lorry up to 1 1/2 tons capacity	2	00
For a motor lorry over 1 1/2 tons capacity	4	00
For a trailer lorry, empty	4	00
For a trailer lorry, loaded or partially loaded	5	00
For a pedal bicycle		25

NOTE.—Every person using any of these ferries must pay the toll to the toll collector at the ferry so used. The ferrymen are prohibited from taking the ferry boats to any other places than the regular landing places.



PAGE 26. ADD THE FOLLOWING CLAUSE

37. SHIPPING ASHORE. LANDING CHARGES ON MOTOR CARS (Continued) CONTINUED

In the case of private and commercial motor vehicles shipped on a coastwise return voyage to and from British

Clause 38, page 26.—Add the following additional paragraph after the first paragraph of this clause—

The only hours for which labour may be ordered are 7 a.m. noon or 1 p.m. and 1 p.m. to 7 p.m. (A.S. 11—1-1-30)

Clause 44, page 26.—Add the following additional clause as Clause 44 after the existing Clause 43—

44. Removal of Stone or Sand.—For stone or sand removed from any part of the shore up to the spring tide high water mark, within the limits of a harbour, a charge of Sh. 2 per ton will be levied.

Note.—Before such removal may be effected, a written permit must be obtained from the Port Manager. (A.S. 11—1-1-30)

Page 27, Clause 38.—Insert the following additional Clause—

38. Port Labour kept waiting owing to non-arrival of ships.—Advice as to the expected arrival time of a ship, together with particulars of the Port labour required in connection therewith must be furnished to the Port Manager by 4.0 p.m. on the previous day where the vessel is expected the following morning, and by 10.0 a.m. where the vessel is expected during the afternoon.

In the event of a ship not arriving until after the stated time, and Port labour having to stand by awaiting the vessel's arrival, the actual cost of such labour for a period not exceeding five hours will be debited against the Steamship Company concerned.

This applies to both working and overtime hours.

(No. 4—1-2-20)

Handwritten mark resembling 'AIO' or similar.

26
32. GARBAGE

Garbage from ships alongside the Deepwater Quay must be placed in covered garbage cans on the quay at times specified by the Administration. These cans will be charged for at the rate:

33.

Charges case by the

Terms to the Harb Port Manag

Re-bagging
Re-sewing of motor hoist, car bag

LILONI

For each	6
For each	3
For each	1 00
For each	1 00
For each additional 60 lb. over 180 lb.	6
For fowls (not exceeding six)	3
For goats and sheep, each	10
For cattle and donkeys, each	1 00
For an hamali cart	1 00
For a ricksha	1 00
For a motor-car or motor-cycle, with or without side-car	2 00
For a motor lorry up to 1½ tons capacity	2 00
For a motor lorry over 1½ tons capacity	4 00
For a trailer lorry, empty	4 00
For a trailer lorry, loaded or partially loaded	5 00
For a pedal bicycle	25

Clause 36, page 26.—Insert the letter "A" after the word "Note" in the existing note to Clause 36, and add the following additional note as "Note B":

Note B.—All persons crossing the above-mentioned ferries in a motor-vehicle (with the exception of the driver of the vehicle) shall pay the prescribed toll of 6 cents per person.

(N.S. 7—1-2-21)

PAGE 26. ADD THE FOLLOWING CLAUSE

37. SHIPPERS AND RE-LOADING CHARGES ON MOTOR CARS (MOTOR CYCLES)

In the case of private and commercial motor vehicles shipped on a coastwise return voyage to and from British East African Ports, a flat rate of Shs. 9 per measurement ton will be charged to cover the shipping and subsequent re-loading. The charge is payable at the time of shipping. No refund will be allowed if the car is not returned through the Port of Mombasa.

The Official Measurer's figures will be taken as the basis for charging in every case.

C. L. N. PELLING
General Manager

17th July, 1928.

Page 26, Clause 36.—Delete the item—

For a motor car or motor cycle, with or without sidecar	2 00
---	------

and substitute therefor—

For a motor car	2 00
For a motor cycle with sidecar	1 00
For a motor cycle without sidecar	0 50

(No. 4—1-2-20.)

Page 27, Clause 38.—Insert the following additional Clause:—

38. Port Labour kept waiting owing to non-arrival of ships.—Advice as to the expected arrival time of a ship, together with particulars of the Port labour required, in connection therewith must be furnished to the Port Manager by 4.0 p.m. on the previous day where the vessel is expected to arrive in the morning, and by 10.0 a.m. where the vessel is expected during the afternoon.

In the event of a ship not arriving until after the stated time, and Port labour having to stand by awaiting the vessel's arrival, the actual cost of such labour for a period not exceeding five hours will be debited against the Steamship Company concerned.

This applies to both working and overtime hours.

(No. 4—1-2-20.)

P.T.O

Clause 39, page 20.—Add the following new clause:—

39. **Removal of Exports from Transit Sheds.**—Where exporters desire to remove exports already in the transit sheds for any purpose other than for shipment, or in the case of

(A.S. 8—8/10/29.)

Clause 40, page 26.—Delete the existing Clause 40 and substitute the following therefor:—

40.—LOADING AND OFF-LOADING OF TRAFFIC

(a) **Charge for Loading and Off-loading Traffic into or from Railway Trucks.**—The loading or off-loading of traffic from railway trucks by senders or consignees is permitted at Kilindini Harbour and a charge of 50/- per deadweight ton will be levied in respect of the Advertiser's labour employed in loading or off-loading, consistent with the rate on which does not include such service charge will be additional to the railway rate applicable, does not apply to godowns in the Port Area.

(b) **Loading or Off-loading of Road Vehicle.**—The employment of senders or consignees' labour to load traffic into or from road vehicles is permitted.

(A.S. 8—8/10/29.)

Clause 42.—Delete the existing Clause 42, and substitute the following therefor:—

42.—**Telephones supplied to ships lying alongside Deepwater Quays, Kilindini.**—A charge of Sh. 1/60 per day or part thereof, per telephone, is made for the use of telephones supplied to ships lying alongside the Deepwater Quays, Kilindini. (Operative as from 8th August, 1929.)

(A.S. 8—8/10/29.)

Delete Clause 45 and substitute the following therefor:—

45. **Wayleave Charge.**—Except as otherwise herein provided, and subject to such other conditions as may properly be imposed, no goods may be landed or loaded at other than appointed places within the Port (as defined by Clause A, Page 3, of this Tariff) without the permission of the Port Manager being first obtained.

The Port Manager may levy a wayleave charge not exceeding Sh. 2 per ton.

(A.S. No. 17—30/6/30.)

Insert the following additional clause:—

Clause 56.—**Demurrage Charges on Trucks in Harbour Area.**

(a) Persons who have specially instructed or requested the High Commissioner to place trucks at their disposal for loading traffic will be charged in accordance with section (c) hereunder after the first twelve working hours, for empty trucks so placed at the disposal of the said persons, until such time as the loading is complete.

(b) Persons who have specially instructed or requested the High Commissioner to place trucks at their disposal for unloading traffic, will be charged in accordance with section (c) hereunder after the first six working hours, for loaded trucks so placed at the disposal of the said persons, until such time as the unloading is complete.

(c) Charge per truck per twelve working hours or part thereof:—

1. Short or 4-wheeled trucks Sh. 10/-

2. Bogie or 8-wheeled trucks Sh. 20/-

(d) For the purpose of this clause—on Saturdays the working hours will be between 6 a.m. and 1 p.m. and on Sundays and gazetted public holidays there will be no working hours. On other days working hours will be taken as from 6 a.m. to 6 p.m.

(e) When the period for loading and/or unloading has expired, Sundays and gazetted public holidays will not be reckoned for demurrage purposes.

(A.S. No. 18—31-7-33.)

Clause 56 (Amendment Slip No. 18), Demurrage Charges on Trucks in Harbour Area.

Alter to read Clause 45.

A.S. No. 19—15-10-30.

Clause 39, page 24.—Add the following new clause:—

39. **Removal of Exports from Transit Sheds.**—Where exporters desire to remove exports already in the transit sheds for any purpose other than for shipment or, in the case of maize and wheat, reconditioning at the harbour plant, the Administration will provide the labour and cranes necessary at an inclusive charge of Sh. 1 per deadweight ton. The employment of private labour is not permitted.

40, page 25.—Add the following new clause:—

40. **Loading of imports into trucks for conveyance per 20-ton lot rates.**—Senders loading by their own labour not permitted at Kilindini Harbour and a charge of 90 cents per deadweight ton will be levied in respect of the Administration's labour employed in loading consignments, the rate on which does not include this service. This charge will be additional to the railway rate applicable.

41, page 25.—Insert the following additional clause:—

41. **Charges for the conveyance of wet maize to and from Maize Conditioning Plant.**—A charge of Cents 15 per bag will be levied on all wet maize conveyed from the Transit Sheds to the Maize Reconditioning Plant and back.

Add—

Clause 42.—**Telephones supplied to ships lying alongside Deep-water Quays, Kilindini.**—A charge of Sh. 1/50 per day per telephone is made for the use of telephones supplied to ships lying alongside the Deep-water Quays, Kilindini. (Operative as from 8th August 1929.)

(A.S. 0-23/10/29.)

Add—

Clause 43.—**Amending or Cancelling Orders.**—A charge of Sh. 1 for each order will be made for the acceptance of orders amending or cancelling previous orders.

Insert the following additional clause:—

Clause 56.—**Demurrage Charges on Trucks in Harbour Area.**

(a) Persons who have specially instructed or requested the High Commissioner to place trucks at their disposal for loading traffic will be charged in accordance with section (c) hereunder after the first twelve working hours for empty trucks so placed at the disposal of the said persons, until such time as the loading is complete.

(b) Persons who have specially instructed or requested the High Commissioner to place trucks at their disposal for unloading traffic, will be charged in accordance with section (c) hereunder after the first six working hours for loaded trucks so placed at the disposal of the said persons, until such time as the unloading is complete.

(c) Charge per truck per twelve working hours or part thereof:—

1. Short or 4-wheeled trucks ... Sh. 10.

2. Dogie or 6-wheeled trucks ... Sh. 20.

(d) For the purpose of this clause—on Saturdays the working hours will be between 6 a.m. and 1 p.m. and on Sundays and gazetted public holidays there will be no working hours. On other days working hours will be taken as from 6 a.m. to 6 p.m.

(e) When the period for loading and/or unloading has expired, Sundays and gazetted public holidays will not be reckoned for demurrage purposes.

(A.S. No. 18-31-7-30.)

Clause 56 (Amendment Slip No. 18), Demurrage Charges on Trucks in Harbour Area.

Alter to read Clause 48.

A.S. No. 19-15-10-30.

Mr. Eastwood 13/11
Mr. Allen 14/11
Mr. Parkinson 14/11

Downing Street

11 November 1928

Mr. Bottomley
Sir E. Harding
Sir J. Shuckburgh
Sir G. Grindall
Sir C. Davis
Sir S. Wilson
Mr. Ormsby-Gore
Lord Lovat
Mr. Amey

*Letter by no 25
no 26*

Sir,

With reference to

your letter

AEA/G. of the 29th of Sept.
ARK/LP.512-2908 of the 2nd of Aug

DRAFT.

- (1) THE SECRETARY,
THE LONDON CHAMBER OF COMMERCE
- (2) THE SECRETARY,
CHAMBER OF COMMERCE,
MANCHESTER.

Copy H Cr Transp 718 22 NOV 1928

I am directed etc. to inform you

that he has now received a des-

patch from the High Commissioner

for
of Transport, Kenya and Uganda,

Railways Agreement on the sub-

ject of ^{regarding} the revised tariff of

harbour dues and charges at

Kilindini ^{harbour}

The High Commissioner

has now reported
states that your letter of the

30th of August
30th of August was submitted to
14th of July

the Harbour Advisory Board who,

after careful consideration have

Copies of letters to H.Cr. 11
infra. ref 21

sent
11/11/28

regarding
harbour

harbour

30th of August

14th of July

23
57

14 NOV 1928

should be made in the tariff for the present, but that the matter should be re-examined in April next after the tariff has been in operation for a period of twelve months.

3. The High Commissioner adds that while giving his approval to the recommendation of the Board, he has expressed the opinion that every effort should be made to avoid penalising British goods.

I am, etc.,

(Signed) A. C. G. PARKINSON.

No. 133

13th October, 1928.

Sir,

DAKOR 1928
OFFICE

no 13
No. 14

I have the honour to acknowledge the receipt of your transport despatches No. 77 of the 2nd of August and No. 93 of the 11th of September forwarding copies of letters from the Manchester Chamber of Commerce and the London Chamber of Commerce respectively regarding the revised tariff of harbour dues and charges at Kilindini.

2. These letters were submitted to the Harbour Advisory Board who, after careful consideration, have recommended that no alteration should be made in the tariff for the present, but that the matter should be re-examined in April next after the tariff has been in operation for a period of twelve months.

3. While giving my approval to the recommendation of the Board I have expressed the opinion that every effort should be made to avoid penalising British goods.

I have the honour to be,

Sir,

Your most obedient, humble servant,

Edward Gigg

HIGH COMMISSIONER.



THE LONDON CHAMBER OF COMMERCE (Incorporated)



ABA/G.

1, 2 & 3 OXFORD COURT,

& 97, CANNON STREET,

RECEIVED
31 AUG 1928
COMM. OFFICE

LONDON, E.C. 4.

30th August, 1928

Sir,

The East African Section of the London Chamber of Commerce, at its meeting yesterday, had its attention drawn to certain anomalies which have arisen following the application of the new system of charging for the landing and wharfage of goods at Kilindini. Whilst the new method of levying a charge of 4/- per Bill of Lading ton plus 1% of the invoice value of the goods has benefited certain commodities such as cement, where the value is low in relation to the weight, it has placed a heavy burden upon more valuable articles. Mention was made of one item, namely, decorticated chain, the c.i.f. value of which is £155, and which under the old system paid a landing charge of 3/9d, whilst it now pays £1/12/5d. In regard to textiles, it was pointed out that the new method imposed a heavy handicap upon the British exporter of certain kinds of Manchester goods, and gives encouragement to the cheaper textiles supplied by foreign firms.

I was, therefore, instructed to submit that this matter might be referred to the Port Advisory Board for consideration, with a view to the fixing, in such cases, of a maximum charge bearing a closer relation to the value of the goods.

The Section feels that an adjustment of this kind would not materially affect the revenue of the port and if, as has been reported, this revenue may prove to be in excess of what was estimated, an opportunity will present itself of removing anomalies which are a handicap to trade, without any disadvantage to the finances of the port.

With reference to Tanganyika, I am instructed to enquire whether any steps are being taken to bring the system of charging at the ports of Tanga and Dar-es-Salaam into line with Kilindini where, notwithstanding the anomalies to which I have referred above, the average charge is much below that obtaining at Tanganyika ports. In the view of the East African Section the present high rate of 10/6d per Bill of Lading ton reacts upon the development of trade with the Territory and should be reduced.

I have the honour to be, Sir,

Yours faithfully,

Copy enclosed to H.C. Tanganyika 28 SEP 1928
Ans. 1 Sept 28
x 2999 B, 1928
Tanga.
with
his specimen 28 SEP 1928
318



CHAMBER OF COMMERCE

MANCHESTER

19th July, 1928.

JA/LE. 08-00

RECEIVED

20 JUL 1928

Sir,

EAST AFRICA: LANDING CHARGES AT KILINDINI

I desire to advise you that the members of the East Africa Section of this Chamber have been carefully considering the revised method of arriving at the amounts to constitute landing and wharfage charges at Kilindini which was introduced as from April 1st.

In the first place I have been requested to put before you their reasons for strongly disapproving, on principle, of the introduction of an ad valorem method as part of the calculation of these charges.

As you are no doubt well aware, these charges are now levied as follows:— 4/- per Bill of Lading Ton (landing), plus an amount equal to 1% of the duty-paid value of the goods (wharfage) payable by the importer. Formerly the charge was a flat one of 10/6d. per ton, payable by the exporter.

The new system of charging was introduced on 1st April, and already there is evidence of a great deal of consternation amongst traders, particularly those whose business dealings are in cotton piece goods. In this connection it does not suffice to merely indicate that the ad valorem basis is being received with apprehension. It is intended that you shall appreciate the far-reaching effect which it will have on the Lancashire trade. It will be conceded that those engaged in the industry are doing all in their power to regain the trade of the world's markets in the face of fierce foreign competition. Further, it is widely recognised that Lancashire produces most of the East African markets demand for finer classes of goods, whilst the cheaper textiles are mostly

The Under Secretary of State,
Colonial Office,
LONDON, S.W.1

25 JUL 1928

1 AUG 1928

W. H. G. P. H. M.
W. H. G. P. H. M.
W. H. G. P. H. M.

61

- 2 -

supplied by India and Japan. It must therefore naturally follow that if cotton textiles are to be called upon to bear charges which are calculated on an ad valorem basis, the proportionate burden on the higher priced Lancashire piece goods will be more serious than in the case of the cheaper foreign articles.

This can be demonstrated by taking the case of a shipment of cheap cotton blankets, from say Holland or Germany and comparing the effect of the new charge as against the old. It might conceivably so happen that owing to the cheapness of the article in question the ultimate charge under the new scale would work out less than the former flat rate. This would not be so, however, in the case of most Lancashire cloths. They are dearer in price, and on a number of examples taken at random it has been found that the new charge works out at approximately four times the old. It will thus be obvious that the ad valorem basis will react most unfavourably in certain cases, whilst in others, the ultimate burden will not be so great as formerly. This is obviously unfair, and realising that Lancashire cotton piece goods will suffer ^{greater} ~~greater~~ than most other commodities, the members of the Chamber express the hope that the whole question should be reconsidered in the light of the facts outlined, so that the rates in the future should not operate unfairly on certain classes of goods.

I have also been desired to observe that in the case of Manchester firms the actual new rates were not known until quite recently. In fact it was not until importers in East Africa had debited their British suppliers with the heavy margin of excess charges, that the actual method became known. The Application of the Steamship Company in Manchester proved ineffective until a confirmation from London.

No exporter in Manchester had received, during the whole period whilst the matter was under consideration, a single word of advice from East Africa, giving particulars of the actual changes contemplated.

The Under Secretary of State,
Colonial Office,
LONDON, S.W.1

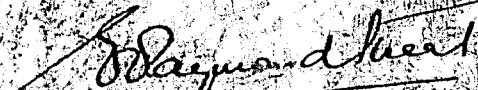
67

In conclusion I have been asked to repeat that the members of the Chamber concerned strongly object on principle to the landing and wharfage charges in East Africa being levied on an ad valorem basis.

We shall be glad to hear from you as to whether our suggestion for a reconsideration of the matter could be submitted to the authorities concerned.

I am, Sir,

Your obedient servant,


Secretary.

The Under Secretary of State.



RECEIVED
23 MAY 1928
COL OFFICE

9
65

HIGH COMMISSIONER
FOR TRANSPORT

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

No. 56

25th April 1928

Sir,

I have the honour to transmit two copies of the revised Tariff of Harbour Dues and Charges which came into effect on the 1st of April 1928.

Separate

The new tariff was recommended unanimously by the Harbour Advisory Board and follows, with certain modifications, the recommendations of the Port Commission in accordance with the instructions in your telegram of the 11th of April 1927, paragraph (xi).

10/07/24
W. S. A. M.

It is estimated that, on the basis of the tonnage for 1927, the revised tariff would in a full year represent an increase in the revenue of approximately 250,000. This additional charge to the public will be more than offset by the reductions in Railway Rates referred to in a separate despatch.

W. S. A. M.

W.S.

As reported in my confidential telegram of 31st March the Port and Light dues shown on pages 4 - 5 of the Tariff Book will not become operative until further notice, the existing charges being maintained pending the receipt of your instructions.

I have the honour to be,
Sir,
Your most obedient, humble servant,

Edward Gigg
HIGH COMMISSIONER

THE RIGHT HONOURABLE

LIEUTENANT COLONEL

L.C.M.S. AMERY, M.P.,

SECRETARY OF STATE for the COLONIES,

DOWNING STREET, S.W.1.

Copy
Draft No. 23040/28.

Zanzibar

8
17 April 1928

Sir,

I am directed by Mr. Secretary Anson to acknowledge the receipt of your letter No. A.1637/1641/60 of the 26th March regarding the alterations which it is proposed to make in the dues levied in respect of certain services to shipping in Zanzibar, and to request you to inform Secretary Sir Austen Chamberlain that he concurs in the terms of the draft despatch which it is proposed to address to His Majesty's Ambassadors at Paris, Brussels, Rome, Lisbon, Tokyo and Washington on this subject.

2. Mr. Anson also agrees that the entry into force of the new arrangements at Zanzibar should be deferred as suggested until the 1st October next, and the British Resident at Zanzibar has been informed accordingly in a telegram, of which a copy is enclosed.

to Mr. Resident
Zanzibar II 281a 28.

THE UNDER SECRETARY OF STATE,
FOREIGN OFFICE.

3.

63
Kenya Official Gazette
14th Feb 1920

3. I take this opportunity to enclose a copy of the Official Gazette of Kenya dated the 14th February, 1920, which contains on page 125 the tariff of Harbour Dues and Charges which were to be brought into force in Mombasa with effect from the 1st April 1920. I can explain that since the issuance of this notice, arrangements have been made with the High Commissioner for Transport in Kenya and Uganda to postpone for the present the introduction of the above part and light dues laid down in this tariff.

I am,

Sir,

Your most obedient servant,

(Signed) R. A. WISEMAN

8 66
1000/22. TELEGRAM from the Secretary of State for the Colonies to
the British Resident at Sumatra.

(Sent 4 p.m. 11th April, 1902.)

11th April.

Your despatch 8th February, Confidential. In view of
the desirability of giving advance notice to the Kratty
Rovers regarding the alteration of port and light dues
they are being informed that it is proposed to bring the
new rates into force as from the 1st October. No
immediate action should, therefore, be taken.

X 1507/28 Kenya 67

- Mr. Easton 3/4
- Mr. Jefferys 3/4
- Mr. Harrison 9/4
- Mr. E. J. Hamilton
- Sir O. Strachey
- Sir J. Shackleton
- Sir G. Grindle
- Sir C. Davis
- Sir S. Wilson
- Mr. Ormby-Gore
- Lord Lovat
- Mr. Ainery

10-2-4

4 APR 1928

DRAFT

Mem. H. J. P. Rammann

Gentlemen

I am so to refer to the letter from the Dept. of the 28th March with reference to that article was now to be read from the High Court for Transport, K. U. R. regarding the date of the introduction of a reduced storage period of fuel storage at Kikindini Harbour.

2. The High Court states that he considers that sufficient notice of the proposed change was given & that in view

of the great congestion caused by
the long storage period ^{hitherto} ~~at present~~
allowed. It is essential that
in the public interest that
the new regulations should be
introduced at once. The

S^d of S. ^{as} ~~presume~~ therefore that
they came into force on the
1st April

(Signed) R. A. WISEMAN.

RECEIVED
2 APR 1928
C.O.E. OFFICE

TELEGRAM from the High Commissioner for Transport
Kenya and Uganda to the Secretary of State for the
Colonies. Dated 31st March

Received Colonial Office 3.2 p.m. 31st March
1928

31st March 4. Your telegram of 26th March.
I consider it essential to adhere to 1st April
as the date of the introduction of the reduced
storage period at Kilindini. Considerable
congestion has occurred at the Port owing to the
long period allowed and the public interest would
greatly suffer if the reduction postponed.
Sufficient notice was given of reduced period
which is more generous than applies in the other
ports and was strongly recommended adoption by
the Port Advisory Board.

of the great congestion caused by
the long storage period ^{withouts} ~~at present~~
it is regretted that we must take the above into
account. It is essential that
in the public interest that
the new regulations should be
introduced at once. The

S. D. I. presume therefore that
they came into force on the
1st April

(Signed) R. A. WISEMAN.

RECEIVED
-2 APR 1928
COL. OFFICE

TELEGRAM from the High Commissioner for Transport
Kenya and Uganda to the Secretary of State for the
Colonies. Dated 31st March

Received Colonial Office 2.2 p.m. 31st March
1928.

W3

31st March 4. Your telegram of 26th March.
I consider it essential to adhere to 1st April
as the date of the introduction of the reduced
storage period at Kilindini. Considerable
congestion has occurred at the Port owing to the
long period allowed and the public interest would
greatly suffer if the reduction be postponed.
Sufficient notice was given of reduced period
which is more generous than applies in the other
ports and was strongly recommended adoption by
the Port Advisory Board.

X15017/28

69

Mr. Jeffries 30/3/49

B. Kemp

1/4 A

Mr. [unclear] 30/3/49

Copy for X23040/18

Mr. E. J. Harding

Lanyon

Sir J. B. MacLurg

30/3/49

Amel

Sir G. Grenville

Important

rd S

Sir O. Davis

Confidential

Sir S. Wilson

My telegram to the

Lord Lovat

Mr. Amery

DRAFT Tel code

High com

Arno's

branch attention has
diminution of
been drawn to giving

power having treaty
relation with La. Sta

advance intimation

of proposed new

port and light

duty and F.O

have suggested that

scheme should not

come into operation

All right October

then giving time for any
interested Govt. to
make observations should it
deem so shall be
glad to learn whether
you can arrange
proportionately

See

Received 1/2/28
from 2/5
Museum 25/2/28

- Mr. E. J. Harding
- Sir O. Strachey
- Sir J. Shackburgh
- Sir G. Grindle
- Sir O. Davis
- Sir S. Wilson
- Mr. Donald Gore
- Lord Duff
- Mr. Amery

DRAFT

Wear K. J. P. Bannan

Gentlemen
Sir
Sambur

28 MAR 1928

I am so to acknowledge the receipt of
JC/BEL
4th letter of 20 March

regarding the impending construction
of the free storage pens in
the Kenya & Uganda
Railway sheds at Kisumu

Part 2 to info that
SPP

2. The notes that the matter
has been taken up locally
by
and would feel some difficulty
in intervening at this late
date: but she is however

making money
to transport. It is
with a view to ascertaining whether

it is proposed to advise
the decision that the reduction

shall have effect as from the

1st April

I am Sir

(Signed) R. A. WISEMAN.

1874/6 23/3

Mr.

Mr.

Mr.

Mr. Bateman 23/3

Mr. E. J. Harding

Sir J. Shackleton

Sir G. Girdle

Sir C. Davis

Sir S. Walker 23/3

Mr. Ormby-Gore

Lord Dooch

Mr. Amery 23/3

DRAFT

See also
V. Merrill

High Court

Naval

John St. James

X. 1507.28
Camp

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It has been represented
from Baumann

that adequate notice

has been given of
as from 1st April

reduction of free share

from at building

to further days, and

would have a report

of contracts entered into

on basis of 100 days

days to ship some

13000 tons of cottonseed

to the country between

April and September, a

by attention has also

been drawn to proceedings

of Chamber of Commerce
reported by Standard

deposite

28 Jan at which statement
made that there ~~is~~ ^{is} no
policy of new rules would
be given a Shawbe dead
of tax status of Weymouth
to learn whether proposed to
adhere to 1946.



definite
28 Jan at which statement
made that three months
before of new rules would
be given a Shari'ah code
to law officers of telegraph
to learn whether proposed to
address to (A)pl.

ALFRED J. P. BAUMANN

CORONATION HOUSE

4, LLOYD'S AVENUE

LONDON, E.C. 3

RECEIVED
27 MAY 1928
OFFICE

TELEGRAPHIC ADDRESS IN
GREAT BRITAIN AND EUROPE
"SHEPHERD" PEN, LONDON
TEL. NO. ROYAL 0525-2

COBEN USED
L. S. S. BY AND FOR THE
LIBRARY, BENTLEY'S & AGNES

JC/BEL

March 20th 1928.

Lt. Col. The Rt. Hon. S. Amery M.P.
Secretary of State for the Colonies,
Colonial Office,
Downing Street ... S.W.1.

Sir:

We received a cable from our Mombasa Branch on the 29th of February to the effect that the Free Storage period in the Uganda Railway Sheds at Kilindini Port would be reduced from 21 days to 14 days from the 1st of April next, and asking us to intervene in this country to try and secure a suspension of this measure, at least for the next year.

We saw Major P.H. Dale at the Trade and Information Office of His Majesty's Eastern African Dependencies and placed our case before him.

On the end of March, this Officer called at our post to Colonel Franklin, the Commissioner of the Trade and Information Office of His Majesty's Eastern African Dependencies, who happened to be at Nairobi at the time, requesting him to use his influence to try and persuade the Uganda Railway to reconsider their decision.

Quoted 28 MAR 1928

From news we have since received by cable we understand that Colonel Franklin interviewed Mr. Felling, the General Manager of the Uganda Railway, and, we presume, as a result of what appears to have been a refusal to reconsider the question on the part of Mr. Felling, Colonel Franklin then advised all the Shippers at Mombasa to combine and place their case before the Advisory Board at Kilindini Fort, and we understand this has been done.

As we have just been requested by cable by our General Manager in East Africa to seek the intervention of Your High Office here, we can only conclude that the steps advised by Colonel Franklin have failed to induce the General Manager of the Uganda Railway to reconsider the position.

We are one of the largest Shippers of Native Produce from Mombasa, and the decision of the Uganda Railway to reduce the free storage period at their Kilindini sheds will affect us very considerably and is likely to result in serious loss for us on our present commitments.

We have up to date this season contracted to ship from Kilindini some 15,000 tons of Cottonseeds to London and Liverpool between the months of April and September. Of this quantity over 10,000 tons are for shipment to Liverpool. The sailing opportunities to Liverpool are irregular and infrequent.

Liverpool is to all intents and purposes the only market for East African Cottonseeds.

As we write, only about 60% of a crop of some 33,000 to

34,000 tons has been marketed.

When the contracts were entered into by us, we relied implicitly on being allowed 21 days free storage at Kilindini.

The decision of the General Manager of the Uganda Railway to reduce the period of free storage at Kilindini is therefore of immediate import to us, and we must appeal to you, Sir, to be good enough to intervene at your earliest possible convenience.

It is our very sincere purpose to deal with the matter fairly, and we must mention, that given time to do so, we believe we can find ways and means, as we propose to show later, to circumvent the decision of the Uganda Railway.

What we object to most is the short notice with which this very adverse decision has been inflicted upon us.

Though we assume the facts of the general case for shorter periods of free storage at Kilindini are well known to you, we feel we should give you a short outline of our reading of the position.

We understand the case for the Uganda Railway to be roughly as follows:-

- (1) The Railway say that there is no need for such a long period; that goods from up-country should be consigned for shipment by a certain steamer.
- (2) The Railway suggest that the privilege of Free Storage is abused, and that the merchants hold goods in free store for resale or appreciation in value.

As to the first suggestion, we can only point out that Steamers do not always run to scheduled time.

Steamers often arrive with little or no space available and pre-arranged bookings are only provisional. The period of transit on rail is most uncertain and varies between one up-country despatch and another.

In view of the above, it will be readily understood that to despatch produce from several up-country stations, and to time these despatches so that they arrive simultaneously at Kilindini to be shipped by a given steamer, is at least partly unfeasible.

As to the second suggestion, it can only be taken to impart what we consider should be a minor grievance. Abuse in our opinion can only exist on a very restricted scale.

Taking the main produce of export of the Territories served by Kilindini Port, we know that:

- (1) COFFEE is consigned home for sale.
- (2) MAIZE: The crop is sold forward to Europe and trading in spot parcels in Kenya can only be of very small dimensions.
- (3) COTTON is sold forward to Japan, India and Great Britain.
- (4) COTTONSEEDS: The crop is sold to Europe before it leaves Uganda.
- (5) HIDES & SKINS: Stocks in this commodity are sometimes held in Mombasa, but they are held in private godowns.

(6) GROUNDNUTS and other OILSEEDS are to our knowledge sold forward, and we at least make all our contracts up-country in the same way as for Cottonseeds.

Apart from the above, it is to the interest of each and all shippers to ship their goods with the least possible delay, to save interest, and to use every despatch in completing all transactions in actual goods, in order to turn over their capital as frequently as is practically possible.

We should also point out that when the period of free storage on goods at Kilindini has elapsed, the charge the Uganda Railway make for demurrage, i.e. 1/- per ton per day, cannot be described as storage. It is purely and simply a heavy penalty.

It may also be mentioned that Merchants and Shippers in the Territories served by Kilindini Port understood the Kilindini Railway sheds were built as storage and transit sheds, and not as transit sheds purely and simply. Assuming they were built as transit sheds they probably even then should be able to accommodate the produce in transit to the on-carrying steamer, and one would conclude that the policy of the Railway in respect of the granting of storage accommodation would be made to harmonise with the movements of the on-carrying steamers.

In giving motives for their present action, the Railway do not appear to have pleaded any considerable increase in

the volume of goods handled at their Kilindini sheds over previous seasons, though such a pleading would be the most convincing argument they could use. It, however, would not be true in fact.

Shippers from Kilindini, should the Railway persist in their present attitude, will have no alternative but to build their own sheds at Kilindini, and we understand some Government plots are available for sale for this purpose.

We are prepared to do this, and we should be in a position to do it in time for next year's crops.

It should also be mentioned that any alteration on the rule of 21 days free storage at Kilindini, whether circumvented by the building of private godowns, or by a more extensive and regular railway service within the East African Dependencies, will ultimately adversely affect through extra handling charges, the already inadequate revenue of both European Planters and Native growers.

We consider, and we believe rightly, that the Uganda Railway should, in order to be helpful to the development of His Majesty's Eastern African Dependencies, and in strict fairness to the East African Merchants who are, mostly as we are ourselves, labouring under considerable difficulties in gathering and marketing produce from these comparatively new Territories, give sufficient notice before they enforce their new ruling with regard to free storage at Kilindini Port, and we have every hope that you will, Sir,

use your High influence promptly in the way we respectfully suggest.

We are,

Sir,

Your obedient Servants,

ALFRED J. RAUMANN

Alfred J. Raumann



79

THE
OFFICIAL GAZETTE
OF THE
COLONY AND PROTECTORATE OF KENYA

Published under the Authority of His Excellency the Governor of the
Colony and Protectorate of Kenya.

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Published every Tuesday.

TABLE OF CONTENTS

	PAGE
Govt. Notice No. 70—Appointments, etc.	116
" " " 71—Bills for introduction into the Legislative Council— The Kerosene Oil (Repayment of Duty) Ordinance, 1928.	119
The Surveyor General's Ordinance	122
Proclamation No. 18—The Diseases of Animals Ordinance	123
Govt. Notice No. 72—Rules of Court (Fees for Court Forms) No. 1 of 1928	123
" " " 73—The European Officers' Pensions Regulations, 1928	124
" " " 74—Confirmation of Ordinance	125
" " " 75—Kenya and Uganda Railways and Harbours—Tariff of Harbour Dues and Charges	126
" " " 76—The Stage Plays and Cinematograph Exhibitions Ordinance— Appointment	146
" " " 77—The Municipal Corporations Ordinance, 1922—Nairobi Corpora- tion, Summary of Estimates	147
Govt. Notices Nos. 78-81—The Native Authority Ordinance—Local Native Councils	149
Govt. Notice No. 82—The Resident Native Labourers Ordinance, 1925—Appointments	150
" " " 83—The Registration of Trade Marks Ordinance—Trade Mark renewed	150
General Notices Nos. 116-138	150

GOVERNMENT NOTICE No. 70.

APPOINTMENTS.

S. 20064/10
 ARNOLD DE VINE WADE, to be Acting Principal Assistant, Native Affairs Department, with effect from the 1st January, 1928.

GEORGE RAYMOND DRANLEY BROWN, to be Assistant District Commissioner-in-Charge, Garba Tulla District, Northern Frontier Province, with effect from the 20th January, 1928.

S. 200641/11
 FRANCIS WILLIAM VINT, M.B., B.Ch., B.Sc., to be Assistant Bacteriologist, Medical Department, with effect from the 2nd September, 1927.

S. 200641/11
 DOUGLAS HARVEY, M.A., B.Sc., Ph.D., to be Chemical Officer, Medical Department, with effect from the 7th October, 1927.

HENRY STREUMER, to be Acting Accountant, Education Department, with effect from February 6th, 1928.

DANIEL SWALE WATKINS, to be Secretary, Central Tender Board, with effect from the 13th February, 1928.

PROMOTION.

S. 20064/15
 JOHN EDWARD SHERIDAN MERRICK, to be Principal Assistant Colonial Secretary, with effect from the 3rd February, 1928.

MAGISTERIAL WARRANT.

GEORGE RAYMOND DRANLEY BROWN, to be a Magistrate of the Second Class, with power to hold a Subordinate Court of the Second Class within the District of Garba Tulla, whilst holding his present appointment as Assistant District Commissioner-in-Charge, Garba Tulla.

J. E. S. MERRICK,
 for Colonial Secretary.

Colony and Protectorate of Kenya

GOVERNMENT NOTICE No. 71.

HIS EXCELLENCY the Governor has approved of the following Bills being introduced into Legislative Council:

G. R. SANDFORD,

Clerk to the Legislative Council.

A Bill to Provide for the Repayment to Users of Imported Kerosene Oil for Agricultural Purposes of an amount equivalent to the Customs Duty paid upon such Oil.

BE IT ENACTED by the Governor of the Colony of Kenya, with the advice and consent of the Legislative Council thereof, as follows:—

1. This Ordinance may be cited as "the Kerosene Oil (Repayment of Duty) Ordinance, 1928," and shall come into operation on such date as the Governor may by notice in the Gazette appoint.

2. Any person using imported kerosene oil solely for the purpose of supplying motive power to farm tractors actually employed in agriculture shall be entitled, in accordance with the provisions of this Ordinance, to repayment of an amount equal to the duty paid in respect of such oil under the Customs Tariff Ordinance.

3. (1) When any person desires to purchase imported kerosene oil solely for the purpose mentioned in the last preceding section he shall fill up, in duplicate, an order form in Form A in the Schedule hereto and shall hand both the original and duplicate order forms to the person by whom such oil is supplied (hereinafter referred to as "the supplier").

(2) Upon supplying such oil the supplier shall endorse on both the original and duplicate order forms a certificate stating the quantity of oil supplied. The supplier shall thereupon deliver the original order form so endorsed to the purchaser and shall forward the duplicate to the Treasurer of the Colony.

4. (1) A claim for repayment under section 3 of this Ordinance may be made at any time within six months from the date of purchase of the oil: Provided that no claim shall be valid in respect of any oil purchased prior to the commencement of this Ordinance.

(2) For the purpose of making such claim the purchaser shall make and subscribe a Statutory Declaration in the Form B in the Schedule hereto before a Magistrate, and shall attach thereto the original order form or order forms to which such Statutory Declaration relates.

(3) Before taking such Declaration the Magistrate shall examine the claim and, if satisfied that such claim is correct, shall endorse a certificate to that effect upon the Declaration.

(4) Such Declaration, together with the order forms referred to therein, shall thereupon be sent by the purchaser to the Treasurer, and the Treasurer shall pay to the purchaser out of such funds as may be provided by the Legislative Council for that purpose, such sum as may be due under the provisions of this Ordinance.

5. No stamp duty shall be chargeable upon any Statutory Declaration taken under the last preceding section.

Short title and commencement.

Repayment in respect of kerosene oil used for agricultural purposes.

Goa. 50.

Procedure to be adopted by purchasers of oil.

Time and procedure for obtaining repayment.

Exemption from stamp duty.

Penalties:

6. (1) If any person knowingly and wilfully makes any statement which is false in any material particular in a Statutory Declaration made under this Ordinance, he shall be liable to a fine not exceeding one hundred pounds or to imprisonment of either description for a period not exceeding two years, or to both such fine and imprisonment.

(2) If any supplier shall fail to forward to the Treasurer any duplicate order form as required by section 3 (d) of this Ordinance, he shall be liable to a fine not exceeding five pounds.

SCHEDULE.

Form A.

To
Please supply me with gallons of imported kerosene oil to be used by me solely for the purpose of supplying motive power to (a) farm tractor(s), while such farm tractor(s) is/are actually employed in agriculture.

Brand required

(Signature of Applicant and date)

I, certify that I have this day supplied gallons of imported kerosene oil to

Brand supplied

Price per gallon

(Signature of Supplier and date)

Form B

Statutory Declaration.

I, of do solemnly and sincerely declare that I have, during the period to inclusive, purchased and used gallons of imported kerosene oil of the brand and price indicated in the order forms hereto annexed solely for the purpose of supplying motive power to my farm tractor(s), while such farm tractor(s) was/were actually employed in agriculture and that no portion of the above-mentioned gallons of imported kerosene oil was used for any other purpose.

And I do further solemnly and sincerely declare that I have not made any previous claim in respect of any portion of the said quantity of gallons of imported kerosene oil.

I make this declaration conscientiously believing the same to be true and according to the Statutory Declarations Ordinance, 1926.

Made before me this

day,

at

Magistrate

(Signature of declarant).

I certify that I have examined into this claim and that, so far as I am able to ascertain, it is correct.

Magistrate

OBJECTS AND REASONS.

On the 3rd November 1927, the following Resolution was adopted in Legislative Council:

That this Council request Government—

(a) To provide in the present Appropriation Bill for a subsidy which will bring the price of paraffin used for agricultural purposes to such a figure as will enable mechanical traction to compete with ox traction in the interests of the saving of labour, of the opening to cultivation of large areas of land at present used to feed oxen, and of enabling land to be cleared up rapidly after harvest for the prevention of disease in crop and

(b) To request the Select Committee appointed to deal with the Estimates to make recommendations immediately as to the amount of the subsidy required for this purpose.

The Resolution was eventually withdrawn on the assurance being given that Government would take steps to examine how the object of the Resolution could best be given effect to.

It is now proposed by this Bill (Clause 2) that every person who uses imported kerosene oil solely for the purpose of supplying motive power to farm tractors actually employed in agriculture shall be entitled to repayment from Government of an amount equal to the duty (at the present time 20 cents per gallon) paid in respect of such oil under the Customs Tariff Ordinance.

The Bill goes on to provide the procedure under which claims for repayment may be made and the method by which such claims can be checked. A purchaser of kerosene oil for the purpose mentioned above is required, when purchasing the oil, to fill up an order form in duplicate stating the quantity of oil required. The supplier of the oil endorses on both order forms the quantity of oil supplied; he then forwards the original to the purchaser and forwards the duplicate to the Treasurer. When the purchaser wishes to make a claim for repayment he is required to verify its accuracy by a Statutory Declaration made before a magistrate whose duty it is to examine the claim and to certify that, so far as he is able to ascertain, it is correct. The claimant then forwards to the Treasury the Statutory Declaration together with the order forms to which it relates and the Treasurer is authorised to pay to the purchaser such sum as may be due.

The remaining clauses of the Bill provide for the exemption from stamp duty of Statutory Declarations and for the punishment of offences.

A Bill to Provide a New Designation for the Officer hitherto styled "Director of Surveys" or "Director of Land Surveys."

BE IT ENACTED by the Governor of the Colony of Kenya, with the advice and consent of the Legislative Council thereof, as follows:

1. This Ordinance may be cited as the Surveyor General's Ordinance, 1928.

2. Where in any Ordinance, rule, order, notice, contract or other document the designation "Director of Surveys" or "Director of Land Surveys" occurs, it shall be read as though the designation "Surveyor General" had been substituted therefor.

3. This Ordinance shall have effect from the first day of January, 1928.

OBJECTS AND REASONS.

In consequence of the reorganization of the Land Office Government has decided to alter the title of the office of "Director of Land Surveys" and to substitute therefor the title of "Surveyor General."

The "Director of Land Surveys" is mentioned in various enactments and legal documents and it is, therefore, necessary to provide by legislation for the substitution of the new title.

PROCLAMATION No. 70.

THE DISEASES OF ANIMALS ORDINANCE
(Chapter 167 of the Revised Edition, Section 4.)

AND
THE INTERPRETATION AND GENERAL CLAUSES ORDINANCE

(Chapter 1 of the Revised Edition, Section 13.)
GOVERNMENT NOTICE No. 21 of 1918.

PROCLAMATION.
IN EXERCISE of the powers hereunto enabling me, I hereby declare the following land to be an infected area for the purposes of the said Diseases of Animals Ordinance:

RESPECTIVELY:

That portion of Farm L.O. No. 2050, Trans Nzoia District, occupied by Mr. R. Douglas.

And further I do hereby declare that the following portions of Proclamations are revoked:

That portion of Proclamation No. 71, dated the 10th day of August, 1926, declaring Farm L.O. No. 1230, Major Baynes, Narro Moru, West Kenya, North Nyeri District, to be an infected area (East Coast Fever).

That portion of Proclamation No. 80, dated the 2nd day of November, 1927, declaring Farm L.O. No. 280, Mr. Chambers, Nairobi, Fibre and Supply Co., Thika, Kaimba District, to be an infected area (Hinderpest).

That portion of Proclamation No. 87, dated the 20th day of November, 1927, declaring Farm L.O. No. 322, Messrs. Swift and Rutherford, Punda Mita, Port Hill District, to be an infected area (Hinderpest).

That portion of Proclamation No. 70, dated the 10th day of October, 1927, declaring Farm L.O. No. 305/1, Mr. J. Wynsmith, Eldoret, Uasin Gishu District, to be an infected area (Contagious Bovine Pleuro-pneumonia).

That portion of Proclamation No. 68, dated the 14th day of December, 1927, declaring Farms L.O. Nos. 9025/1 and 9025/3, Major G. I. Dymott, Kitale, Trans Nzoia District, to be infected areas (Trypanosomiasis).

Given under my hand at Nairobi, this 8th day of February, 1928.

H. H. BRASSEY EDWARDS,
Acting Chief Veterinary Officer.

GOVERNMENT NOTICE No. 72.

NOTICE.

RULES of Court (Fees for Court Forms) made by the Supreme Court in virtue of the provisions of section 9 of Revisin Order in Council, 1928.

1. These Rules may be cited as "Rules of Court (Fees for Court Forms) No. 1 of 1928."

2. The following fees shall be charged on the sale of Court forms:

	Shs.	Cts.
Per 1 form	0	10
Per 100 forms	1	00

3. The scale of fees laid down in High Court M.P. No. 24 of 1906 is hereby cancelled.

Nairobi.

This 6th day of February, 1928:

J. W. DART, Chief Justice.

G. H. PICKERING, Judge,
Supreme Court of Kenya.

JOSEPH SHERIDAN, Judge,
Supreme Court of Kenya.

Approved:
EDWARD GRIFFIN,
Governor.

GOVERNMENT NOTICE No. 73. S. 10522/24/III.

THE EUROPEAN OFFICERS' PENSIONS
ORDINANCE, 1927.

REGULATIONS.

IN EXERCISE of the powers conferred upon him by section 9 of the European Officers' Pensions Ordinance, 1927, His Excellency the Governor in Council, with the sanction of the Secretary of State, has been pleased to make the following Regulations.

1. These Regulations may be cited as "the European Officers' Pensions Regulations, 1928" and shall be read as one with the Regulations contained in the Schedule to the European Officers' Pensions Ordinance, 1927, hereinafter called "the Principal Regulations."

2. Regulation 14 of the Principal Regulations is hereby revoked and the following Regulation substituted therefor—

Gratuity and
reduced
pension.

14. (1) Any European officer to whom a pension is granted under the Ordinance may, at his option exercisable as hereinafter provided, be paid in lieu of such pension a pension at the rate of three-fourths of such pension together with a gratuity equal to ten times the amount of the reduction so made in the pension.

(2) The option referred to in sub-section (1) shall be exercisable—

(a) in the case of an European officer who, if he had been retired on grounds of ill-health on or before the 28th day of June, 1927, might have been granted a pension under the Ordinance, not later than the 30th day of June, 1928;

(b) in the case of any other European officer, not later than one month after the earliest date on which, if retired on grounds of ill-health, he might be awarded a pension under the Ordinance; or not later than the 30th day of June, 1928, whichever shall be the later date for exercising the option.

Provided that any European officer who on or before the 28th day of December, 1927, exercised the option given by the Regulation hereby revoked, may, at any time not later than the 30th day of June, 1928, revoke such decision. Such revocation shall be final so far as concerns any pension ultimately to be granted to him under the Ordinance.

And provided further—

(1) that an European officer who has previously had the opportunity of exercising the option but has not done so may apply within one month of his subsequent marriage for permission to exercise the option, which permission may be granted at the Governor's discretion after examination of the officer by a Government Medical Board;

(ii) that the date of the exercise of the option shall be deemed to be the date of the receipt of his written notification addressed either to the Colonial Secretary in Kenya or to the Crown Agents for the Colonies; and

(iii) that if an European officer has exercised the option his decision shall, save as provided in the first proviso to this sub-section, be irrevocable so far as concerns any pension ultimately to be granted to him under the Ordinance.

By Command of His Excellency the Governor in Council.

Nairobi.

This 3rd day of February, 1928.

J. E. S. MERRICK,

Clerk to the Executive Council.

GOVERNMENT NOTICE No. 74.

CONFIRMATION OF ORDINANCES.

THE Secretary of State for the Colonies has been pleased to notify that His Majesty's power of disallowance will not be exercised with respect to the undermentioned Ordinance—

AN ORDINANCE TO PROVIDE FOR THE REGULATION, CONTROL AND MANAGEMENT OF RAILWAYS AND STEAMER SERVICES IN THE COLONY AND PROTECTION OF KESYA AND FOR MATTERS INCIDENTAL THEREON.

(No. XV of 1927).

By Command of His Excellency the Governor.

Nairobi.

Dated this 9th day of February, 1928.

JUXON HAYTON,

for Colonial Secretary.

GOVERNMENT NOTICE No. 75

KENYA AND UGANDA RAILWAYS AND HARBOURS.

TARIFF OF HARBOUR DUES AND CHARGES.

BY virtue of the powers conferred upon me by Article 11 of the Kenya and Uganda Transport Order in Council, 1925, I have approved the following revised Tariff of Harbour Dues and Charges, with force and effect from the 1st April, 1928.

EDWARD GRIGG.

High Commissioner for Transport,
Kenya and Uganda.

A.—The Port of Mombasa includes Kilindini Harbour, the Old Port, Port Refuz, Port Tudor, and the whole of the waters encircling Mombasa Island. The waters of the Port are bounded on the seaward side by a line drawn from Ras Kunwonge to a point on the shore of the mainland half a mile south of Ras Mwaka Singe.

The Port of Lamu includes Lamu Harbour and that part of Lamu Bay comprised within a radius of three miles from Rhella Flagstaff.

The Port of Malindi includes the northern anchorage, Malindi Reef and so much of the sea as is comprised within a radius of three miles from Malindi Lighthouse.

The Port of Kiifi includes Kiifi and Takannyu Creeks and so much of the sea as is comprised within a radius of three miles from Ras Kitoka.

B.—The port dues on shipping scheduled in this tariff apply equally to all Harbours of the Kenya seacoast.

C.—The charges relating to cargo and merchandise apply for the present, to the Port of Mombasa only.

D.—The Port of Mombasa is a Port of Registry for British ships.

E.—In this tariff the term "ships engaged in the coasting trade" means ships or steamships (trading only) on the coasts of Kenya, Tanganyika and Zanzibar Territories. The term "coastwise cargo" has a similar meaning.

1. REGISTRATION, TRANSFER AND MORTGAGE OF SHIPS

A.—Registration.

On Initial Registry—	Sh. Cts.
Vessels under 50 tons gross	20 00
Vessels 50 to 100 tons gross	30 00
Vessels 100 to 200 tons gross	40 00

With Sh. 10 for every additional 100 tons gross or fraction thereof.

B.—Transfer and Mortgage.

On Transfer, Transmission, Registry anew, Transfer of Registry, Mortgage, and Transfer of Mortgage.

According to the gross tonnage represented by the ships in classes of ships transferred, etc. (e.g. the transfer of a 174th share in a ship of 6,400 tons to be reckoned as the transfer of 100 tons).

	Sh. Cts.
Under 10 tons	2 50
10 tons and under 20 tons	5 00
20 " " " 40 "	7 50
40 " " " 60 "	10 00
60 " " " 80 "	12 50
80 " " " 100 "	15 00
100 " " " 125 "	17 50
125 " " " 150 "	20 00

and a further fee of Sh. 2 Cts. 50 for every additional 50 tons or part thereof up to 500 tons, after which it is 2 Cts. 50 for every 100 tons, or part thereof.

The above fees shall not be payable for registration, transfer and mortgage in respect of vessels not exceeding 10 tons gross register employed solely in fishing.

	Sh. Cts.
Inspection of Register Book	3 00

For a certified copy of the particulars entered in the Register Book on the registry of a ship, together with a certified statement showing the wear and tear of the ship at the time being.

5 00

For a certified copy of any declaration or document a copy of which is made evidence by the Merchant Shipping Act.

5 00

Provisional Certificate of Registry

20 00

Pass for Ship

20 00

Change of Master

10 00

For annexing the seal of office and signature to any document not mentioned in or otherwise provided for by this table.

4 00

For measurement of tonnage as under—

Vessels of 50 tons gross and under

20 00

Vessels over 50 tons gross and under 100 tons

40 00

For each additional 100 tons or part thereof

10 00

For the inspection of the berthing or sleeping accommodation of the crew—

For each visit to the ship

20 00

Provided as follows—

(a) The aggregate amount of the fees for any such inspection shall not exceed Sh. 60, whatever be the number of separate visits.

(b) When the accommodation is inspected at the same time with the measurement of the tonnage no separate fee shall be charged for the inspection.

For the inspection of light and fog signals.

For each visit made to the ship on the application of the owner and for each visit made where the lights or fittings are found defective.

20 00

Provided that the aggregate amount of fees for any such inspection shall not exceed Sh. 50 whatever be the number of separate visits.

For the inspection of the marking of a ship on the application of the owner, or where the provisions of the Merchant Shipping Acts with respect thereto have not been complied with.

20 00

Provided that when the marking of a ship is inspected at the same time with the measurement of the tonnage no separate fee shall be charged for the inspection.

2. Barges or Bums.

On application to the Administration at the fees applying at the time.

3. PORT DUES.

The charge will be on the net registered tonnage, plus the tonnage of any deck cargo.

The tonnage of deck cargo for the purpose of levying port dues will be calculated at 100 cubic feet to the ton, and the tonnage measurement of animals carried on deck will be determined in accordance with the following scale:—

Horses and Camels	80 cubic ft. per animal.
Cattle	70
Ponies, donkeys and mules	55
Sheep, calves, goats and pigs	10

Ships which enter a port will be charged dues as follows:—

(a) For any period not exceeding seven days in the case of steamships and twenty-one days in the case of sailing-ships:—

Each ton ... 20 cents.

(b) For each day after seven days in the case of steamships and twenty-one days in the case of sailing-ships, one-tenth of the dues prescribed in (a).

(c) Ships leaving a port within sixty hours of their entrance will be entitled to the following reductions of the dues specified in (a):—

Within 12 hours of entrance	60 per cent.
24	50
36	40
60	10

(d) Ships re-entering a port within fourteen days will be allowed, for one re-entry only, the following reductions of the dues specified in (a):—

When leaving within 12 hours of re-entry	75 per cent.
When leaving within 36 hours of re-entry	60
When leaving within 60 hours of re-entry	20

(e) Ships calling at a port for orders only, or for the sole purpose of taking coal or oil for bunkers, ship's stores, provisions or water will be charged one-third the ordinary port dues, calculated at (f), rates under (a) and (b), or the native vessels according to (c).

Note.—Such ships will be allowed without additional charge for port dues the privilege of landing and embarking passengers and mails.

(f) Ships calling at a port on account of stress of weather, or disabled, or with maimed crews, or for medical assistance, will be charged no port dues for a period of forty-eight hours after their arrival; hence forward one-third of the port dues enumerated above will apply. This privilege will be accorded at the sole discretion of the Administration.

(g) Ships engaged solely in the coasting trade after having paid port dues eight times within any calendar year at any port to which this tariff applies will be exempt from further payment of port dues at that port for the remainder of such calendar year. In the case of coastal lighters, the total tonnage of lug and lugs will be charged port dues.

(h) No ship will be entitled to a reduction under more than one section.

4. PORT DUES PAYABLE BY NATIVE VESSELS.

For a vessel of 5 tons net register or under	Sh. 1
For every 5 tons or part thereof exceeding 5 tons net	1

Provided that native vessels after having paid port dues eight times within any calendar year at any port to which this tariff applies, will be exempt from further payment of port dues at that port for the remainder of such calendar year. These charges cover the use of coast lighting facilities.

5. EXEMPTION FROM PORT DUES.

Ships of war of all nations and Government ships not engaged on a trading voyage.

6. LAID-UP SHIPS.

A ship in a port shall not be treated as "laid-up" unless the Port Manager or Port Officer is satisfied she has no cargo on board and is not used for storage purposes and the articles of agreement with the crew thereof have been closed.

Due notice of intention to "lay up" a ship shall be given by the owners or agents thereof to the Port Manager or Port Officer, who shall thereupon declare the date on which such ship shall be treated as a "laid-up" ship.

As and from such date port dues shall be charged for such ship at the rate of 20 cents per registered ton per annum, or part thereof.

If such ship proceeds to another port in the Territory for the purpose of being "laid-up" port dues shall be charged afresh as hereinbefore described from the date of entry of such ship into such other port.

When so required by the owners or agents of a ship which has been "laid-up" as aforesaid, the Port Manager or Port Officer shall declare the date on which such ship shall be treated as having ceased to be "laid-up."

All charges under this Schedule shall be paid to the Collector of Customs at any charges payable in respect of such ships under Clause 6 of this tariff.

7. LIGHT DUE

A combined light due, covering the use of all coast lights in the Territories of Kenya, Tanganyika and Zanzibar, will be levied at the rate of 20 cents per registered ton.

Ships of war will pay this combined light due at their first port of call in the three above-named Territories.

8. EXEMPTION FROM LIGHT DUE.

Ships of war of all nations and Government vessels not engaged on a trading voyage.

Ships engaged solely in the coasting trade after having paid light due eight times within any calendar year, will be exempt from further payment for the remainder of such calendar year.

Ships entering a port on account of stress of weather, or with maimed crews, or disabled, or for medical assistance (providing they do not stay in port more than forty-eight hours) may be exempted from payment of the light due. This privilege will be accorded at the sole discretion of the Administration.

9. PILOTAGE (PORT OF MOMBASA) TO OR FROM KILINDINI HARBOUR OR THE OLD PORT

(a) Sailing Ships

	Sh.
Irrespective of tonnage	150
For every sailing ship in tow taking a pilot, half the fees prescribed above.	

(b) Steamships.

	Sh.
Under 1,000 tons net registered tonnage	50
For every steamship whose registered tonnage exceeds 1,000 tons, an additional Sh. 20 for every additional 500 tons or part thereof.	
In no case shall any of the above fees exceed Sh. 300 each way.	

(c) All Ships.

For pilotage in the case of a ship shifting berth within the harbour in which the ship is lying, half the fee prescribed by (a) or (b) as the case may be.

For pilotage in the case of a ship proceeding from Kilindini Harbour to the Old Port, or vice versa the fee prescribed by (a) or (b) as the case may be.

Provided that, for all pilotage done during the following hours: an extra fee of Sh. 50 over and above the ordinary pilotage fees prescribed herein shall be charged.

Sundays and public holidays from 6 a.m. to 6 p.m., and any time between the hours of 6 p.m. and 6 a.m.

If a pilot has been applied for at a given time and the ship, through no fault of the Administration, does not proceed to sea, or to another berth, as the case may be, within half an hour of such time, a fee of Sh. 30 for each half hour or part thereof beyond the first half hour of detention shall be charged as an attendance fee in addition to the fee prescribed.

For mooring and unmooring any ship alongside any quay, pier, jetty or alongside any other ship in harbour, a charge of Sh. 60, to include either of both operations in addition to the charges prescribed above.

Exemption from pilotage (see Clause 80 (b) of this tariff) is at the sole discretion of the Administration. Such exemption applies in the case of H.M. ships of war and may be granted to Government vessels which are not engaged on a trading voyage, ships of war of other nations, cable ships, and such coasting vessels as are based on the port concerned and which discharge, load and tranship the bulk of their cargo there.

10. TOWING AND HIRE OF TUGS.

For the purpose of this Schedule, "ships" shall include native vessel and small craft, "steam" shall include all power used for mechanical propulsion.

(a) Hire of the Administration's Large Tugs stationed at Mombasa.

Towing from Kilindini Harbour to the Old Port or vice versa, or from either harbour to a position not beyond 1 mile outside of turning buoys, or vice versa.

	Sh.
Ships under 500 tons register	200
Ships of 500 tons register and under 1,000 tons register	400
Ships of 1,000 tons register and under 2,000 tons register	500
Ships of 2,000 tons register and under 3,000 tons register	600
Ships of 3,000 tons register and under 5,000 tons register	800
Ships of 5,000 tons register and over	1,000
For towing within either harbour, half the above charges.	
When more than one ship is towed at a time a reduction of 25 per cent. may be made on the above charges in respect of each ship so towed.	
	Sh.

Assistance to vessels under their own steam in or out of Kilindini Harbour or the Old Port.

Assistance to vessels under their own steam, to or from any quay, wharf, jetty or buoys or alongside any other vessel.

	Sh.
For each operation	120
Assistance in clearing hwyer or in turning ship in the anchorage	100

The following charges will also be levied:—

If a tug is employed for more than one hour in performing an operation under this rule, for each additional hour or part thereof	50
In all cases of standing by or detention, for each half-hour or part thereof	40
Getting up steam by request when through no fault of the Administration the intended service is not performed	120

For all services performed between 6 p.m. and 9 a.m. an increase of 50 per cent. will be made on all the above charges.

The charges for salvage or services of a special nature will be fixed by the Administration according to the nature and circumstances of the service.

(b) Hire of the Administration's small Tug "Mambo" stationed at Mombasa.

In Harbour.

Half day, or part thereof not exceeding 6 hours, between 6 a.m. and 6 p.m.	Sh.	180
In addition, for every hour or part thereof		30
Whole day or part thereof in excess of 6 hours from 6 a.m. to 6 p.m.		270
In addition, for every hour or part thereof after 6 p.m.		40
For towing from anchorage to anchorage or vice versa, or from either harbour to anchorage or vice versa, or from anchorage to either harbour or vice versa, or from either harbour to either harbour, or vice versa, of fishing boats, or vice versa.	Sh.	50
Ships under 50 tons register		90
over 50 and under 75 tons register		100
75 " 100 "		110
100 " 150 "		130
150 " 200 "		150
200 " 300 "		180
300 " 500 "		270
500 " 1,000 "		360

Ships over 1,000 tons register for each additional 100 tons or part thereof 16

When more than one ship is towed at a time a reduction of 25 per cent. may be made on the above charges in respect of each ship so towed.

For towing within either harbour, half the above charges.

Coasting — Sh.

To Kilifi or Gazi returning the same day not later than 7 p.m.	Sh.	350
To Kilifi or Gazi returning the following day noon		450
To Kilifi or Gazi returning the following day 7 p.m.		540
For towing to or from Kilifi or Gazi, the following additional charges will also be levied —		
Ships under 50 tons, each way		100
Ships over 50 tons, each way		130
To Wasini returning the same day not later than 7 p.m.		450
To Wasini returning the following day noon		600
To Wasini returning the following day 7 p.m.		670

For towing to or from Wasini, the following additional charges will also be levied —

Ships under 50 tons, each way	Sh.	160
Ships over 50 tons, each way		220
To Malindi returning the following day noon		600
To Malindi returning the following day not later than 7 p.m.		670

For towing to and from Malindi, the following additional charges will also be levied —

Ships under 50 tons, each way	Sh.	160
Ships over 50 tons, each way		220

For each detention beyond the time specified above the following additional charges will be levied —

Not exceeding 12 hours	Sh.	150
Exceeding 12 hours but not exceeding 24 hours		240

(c) Hire of the Administration's small Tug "Rasmi" stationed at Lamu.

In the Port of Lamu between Shella and two miles inside (N.N.W.) of the Port Harstad.

Half day, or part thereof not exceeding 6 hours, between 6 a.m. and 6 p.m.	Sh.	100
In addition, for every hour or part thereof		10
For towing ships 50 tons, from anchorage to Shella		60
For towing ships 75 tons, from anchorage to Shella		70
For towing ships 100 tons, from anchorage to Shella		80
For towing ships 150 tons, from anchorage to Shella		90
For towing ships over 150 tons, from anchorage to Shella		100

When more than one ship is to be towed at a time a reduction of 25 per cent. may be made on the above charges in respect of each ship so towed.

Outside Lamu Harbour —

To Matoroni, returning same day not later than 7 p.m.	Sh.	200
To Matoroni, returning the following day by noon		300
To Matoroni, returning the following day not later than 7 p.m.		350
To Faza and Kiwayu, returning the same day by 7 p.m.		200
To Faza and Kiwayu, returning the following day by noon		340
To Faza and Kiwayu, returning the following day not later than 7 p.m.		360
To Wangi, Siyu and Mkomumbi, returning the same day not later than 7 p.m.		160
To Wangi, Siyu and Mkomumbi, returning the following day by noon		200
To Wangi, Siyu and Mkomumbi, returning the following day not later than 7 p.m.		220

For each detention beyond the time specified above the following additional charges will be levied —

Not exceeding 12 hours	Sh.	60
Exceeding 12 hours but not exceeding 24 hours		100

11. MOORING BUOYS.

(a) Administration's ordinary Mooring Buoys —	Sh.
First day	50
Each succeeding day	15

(The Administration may remit these fees at its discretion in the case of men-of-war of all nations and of sailing ships.)

(b) Administration's Mooring Buoys for coal ships lying at M'baraki: —

(c) Per 2,240 lb. of coal discharged	Cts.
	75

The fee for laying and using a private mooring buoy is Sh. 40 per month. (Small boats not engaged in any commercial work are exempt from this charge.)

12. CHARTS.

Local charts may be purchased at the Port Offices, Kilindini Harbour, Mombasa.

13. LICENSES FOR FLOATING CRAFT AT ALL PORTS:

Fees per calendar year ending December 31st, or part thereof: —

	Per foot, overall
	Sh. Cts.
(a) Rowing and sailing boats used in the conveyance of goods, baggage or passengers	1 00
(b) Steam and motor launches used in the conveyance of goods, baggage or passengers, or for any other business purposes	2 50
(c) Dumb lighters, dumb water-boats, barges and pontoons	1 00
(d) Tugs, lighters, water-boats, or other working craft mechanically propelled	2 50
(e) Hulks	4 00
(f) Sailing, steam, motor or rowing-boats used solely for pleasure purposes and not plying or let for hire	0 25

(g) A tariff plate or tariff book shall be issued to the owner or person in charge of each boat free in the first instance, but should these be damaged or lost, new ones will be supplied for which a charge of Sh. 2 for a tariff plate and Sh. 1 for the tariff-book will be made. Licensed boat boy's badges are charged for at Sh. 1 each.

14. INSPECTION AND SURVEY OF SMALL FLOATING CRAFT.

Fees per calendar year ending 31st December, or part thereof:

	Sh.
(a) Rowing and sailing boats used in the conveyance of goods, baggage or passengers	5
(b) Motor and steam launches used in the conveyance of goods, baggage or passengers or for any other business purpose	20
(c) Dumb lighters, dumb water-boats, barges and pontoons	20
(d) Tugs, lighters and water-boats or other working craft mechanically propelled	100

15. FEES OF LICENSED TUGS AND BOATS.

The following are the authorized charges:

(a) At Kilindini Harbour and the Old Port: By distance from 6 a.m. to 6 p.m. single journey from passenger ferry:

From the Old Port to: —	Sh. Cts.
Native vessels in harbour, per passenger	0 06
English Point, per one passenger	0 12
When more than one passenger, each	0 01
Ships in harbour, per passenger	0 24
Fresh Town, per passenger	0 80
Outer anchorage, per one passenger	1 50
When more than one passenger, each	1 00
Ships in Kilindini Harbour, per one passenger	2 00
When more than one passenger, each	1 00

(b) From the Quays or Pontoons, Kilindini Harbour, to: —

Ships in the anchorage, per passenger	0 40
Ships at or lying off Magadi Jetty, M'baraki or Likoni, per one passenger	1 20
When more than one passenger, each	0 80
Ships in the Old Port, per passenger	2 00
When more than one passenger, each	1 00
M'baraki, Likoni, or Magadi Jetty, for one passenger	1 20
When more than one passenger, each	0 80
For attending lines for ships mooring and unmooring	5 00

(c) Old Port and Kilindini Harbour: —

All return journeys double fare, to include 15 minutes' detention; thereafter Cts. 50 additional for every 15 minutes' detention or part thereof.

All journeys between 8 p.m. and 5 a.m. double the above fares.

Children in arms free.

(d) By time, from 6 a.m. to 6 p.m., round Mombasa Island and in Harbour waters: —

	Sh. Cts.
For a boat licensed to carry three persons, whole day	8 00
For a boat licensed to carry more than three persons whole day	8 00
Plus an additional charge for each passenger	1 00
For three persons, one hour	2 50
Each succeeding hour or part thereof	1 00
Each additional person, one hour	1 00
Each succeeding hour or part thereof	0 50

	Sh. C.
(c) To Rabai single or return journey same day	8 00
For boat licensed to carry three persons	8 00
For boat licensed to carry more than three persons	8 00
Plus air's luggage charge for each passenger	1 00
Packages of about 60 lbs. each	2 24
Children in arms free	

(f) At Lamu —

	From Lamu to ship in harbour		From Lamu to ship at anchor		From Stella to ship at anchor		From Stella to beach to ship off Stella	
	Shs.	Cts.	Shs.	Cts.	Shs.	Cts.	Shs.	Cts.
Time from 5 a.m. to 8 p.m.								
Per passenger, single trip	0	38	0	30	0	50	0	24
Per box or package (personal luggage), single trip	0	18	0	24	0	24	0	12
Tarif for cargo per 100 packages, single trip	20	00	24	00	24	00	22	00

*The minimum charges in these two cases shall not be less than Sh. 2 for single trip.

NOTE.—For each passenger double journey, double the above fares and Cts. 50 extra for every hour's detention.

Between 8 p.m. and 5 a.m., double the above fares and Sh. 1 extra for every hour's detention.

	Sh. C.
For a whole day	10 00
For half a day	6 00
For each hour's detention	0 50

NOTE.—The term whole day means from 5 a.m. to 8 p.m.

(g) Hire of Steam or Motor Launch, all Ports:—

	Sh. C.
Between landing place and ship in harbour, each way per passenger (except children in arms)	1 00
By time. For from one to five passengers, not including children in arms, per half hour or part thereof	5 00
Plus additional for each passenger in excess of five	2 00
For detention of boat when not actually running, per half hour or part thereof	2 50
From the Quays or Pontoon, Kilindini Harbour, to M'baraki, Likoni, or Magadi Jetty; or to ships lying off these points	1 50
When more than one passenger, each	1 00
(h) In all of the above schedules double the fares prescribed will be charged for the hire of boats or launches between the hours of 8 p.m. and 5 a.m.	

15. Charges of Cargo and Merchandise.

The tonnage of general cargo and merchandise (including enclosed oils) passed over the duty will be calculated as per bill of lading tonnage.

The value of general cargo and merchandise will be that accepted for Customs purposes plus the Customs duty payable in each case.

Oils, gums and other minerals, imported or exported in bulk, are excluded from the terms of the following schedules:

(a) Imports:—

Wharfage, 1 per cent. on the duty-paid value.

Handling, Sh. 4 per T.L. (on minimum charge Sh. 2).

(b) Exports:—

Wharfage and Handling as per the following commodity schedule:—

Item.	Per B.L. ton.	Sh. Cts.
Alc, Beer and Stout		0 00
Bran		15 00
Bacon and Ham		15 00
Beche de Mer		9 00
Beeswax		15 00
Butter		15 00
Case Oilsseed		5 00
Carbonate of Soda		5 00
Cedar (at 40 cubic ft.)		5 00
Charcoal wood		5 00
Cheese		15 00
Chiffles		5 00
Cocoa, raw		7 50
Cinnamon		5 00
Coffee, prepared		15 00
Coffee, raw		12 00
Copra		0 35
Cotton, raw		8 50
Fish, salted, pickled or dried		0 10
Flax Fibre		14 00
Flax Tow		6 40
Fruit, fresh		5 00
Garlic and Onions not prepared		8 25
Ghee		15 00
Gruin, other, n.o.s.		5 00
Groundnuts		5 70
Gum Arabic		7 50
Gum Copal		12 00
Hay and Forage		5 00
Hide, dry and dressed		7 00
Hippopotamus Teeth (per £100 value)		7 50
Ice		5 00
Ivory, Elephant (per £100 value)		7 50
Kapek		5 00

	Sh. Cts.
Malva	5 70
Meat, Mutton and Lamb	0 10
Meat and Mutton, m.o.e.	0 50
Meat, tinned and canned	15 00
Mineral, Oil, Quarry, products n.o.e.	5 00
Mungraw Bark	5 00
Oil, Coconut	7 25
Oil, Sesame	7 30
Ore, Tin	15 00
Ores, other	5 00
Potatoes	5 00
Provisions, fresh, n.o.e.	5 00
Pulse	5 00
Rhinoceros Horns (per £100 value)	7 50
Rice	6 00
Rubber	15 00
Salt	5 00
Seed, Castor	5 20
Seed, Cotton	5 00
Seed, Flax (Linseed)	5 45
Seed, Sesame	6 10
Seed, other, n.o.e.	5 00
Sisal Fibre	5 60
Sisal Yarn	5 00
Shells, Marine	5 00
Sugar, Jaggery	5 60
Sugar, Refined	7 00
Skins, Sheep and Goat	7 00
Skins, other animals	7 00
Soap, common	6 00
Tortoiseshell (per £100 value)	7 50
Timber, n.o.e.	5 00
Tobacco, unmanufactured	7 50
Wattle Bark	5 00
Wattle Extract	6 00
Wheat	5 20
Wheat Meal and Flour	5 50
Wool	6 50
Domestic products n.o.e.	5 00
Goods manufactured, n.o.e., not domestic	5 00
Goods unmanufactured, n.o.e., not domestic	5 00

NOTE.—The term "domestic" shall be held to apply to the goods produced or manufactured within the territories of Kenya, Uganda, Tanganyika and Zanzibar.

The following are exempt from the foregoing charges:—

- Imperial naval and military baggage.
- Passengers' personal baggage. (See Clause 23).
- Specie and other cargo shipped on an *ad valorem* Bill of Lading.
- Wharf cargo landed at Eleven House Quay, Old Port, Ships victualling stores.

(c) Transshipment Cargo.

Where such cargo is entered on a transshipment bill of lading and is loaded and re-shipped, the following charges apply:—

	Wharfrage and Handling in and out Sh. Cts.
Transshipment cargo, ex Kenya, Tanganyika, Zanzibar, and Seychelles ports	5 00 per B.L. ton.
All other transshipment cargo	7 50

(d) Livestock.

Dogs, Pigs, Goats, Sheep and other small animals (not in crates)	3 00 each.
Camels, Cattle, Horses, Mules and Donkeys	16 00
Animals and Birds in crates	10 20 per B.L. ton.

(e) Coastwise Cargo.

Cargo as under not for transshipment loaded and discharged by vessels trading between Mombasa and the ports of Kenya, Tanganyika and Zanzibar Territories, shall be charged as follows:—

Domestic Products.

	per B.L. ton
<u>Imports.</u>	Sh. Cts.
Wharfrage (including crange in the case of lighters and dhows)	2 60
Shore handling	2 75
Wharfrage (including crange in the case of lighters and dhows)	2 60
<u>Shore handling:—</u>	
Bagged cargo except coffee	1 65
Coffee	1 75
Cotton, Sisal, Flax, Wools, Hides and Skins	1 25
Cool Chamber Cargo	2 50
Ivory and other <i>ad valorem</i> cargo at £100 per B. L. ton, per cent.	2 50
Domestic products, n.o.e.	1 25

Landing of Empty Oil Drums.

Wharfrage (including crange in the case of lighters and dhows)	1 60
Shore handling	1 50

(f) Loading of Imports from Steacking Grounds.

When goods on the stacking grounds are loaded by the importers' own labour, the services of a tally clerk will be charged for at cost plus ten per cent.

17. OILS IN BULK.

No charge is made for the present on the import and export of oils in bulk.

18. MINERALS IN BULK.

Charges will be arranged by the Administration in each case.

19. COAL.

(a) The landing and storage site allocated for coal is at Mbaraki, unless otherwise ordered by the Administration. In addition to the mooring buoy charge specified in Clause 11 of this Tariff, the following charges apply:—

Import Wharfrage	Per dead-weight ton of 2,240 lbs. Sh. 1
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No additional wharfage is charged on coal re-exported as bunkers to ships in harbour.

Rate of bunker space when available in water is per annum (100 per annum or part thereof).

The persons interested are required to make their own arrangements for landing and stacking also for re-exporting coal as bunkers to ships in harbour.

(b) For loading coal across any reefed harbour water from ste other than at the M'Baraki, wharfage of Cents 125 per dead-weight ton.

(c) Haulage of bunker coal from stack within the harbour area to alongside a ship berthed at the deepwater quay for the sole purpose of bunkering that ship (inclusive of truck hire) Sh. 1.00 per dead-weight ton of 2,240 lbs.

20. Overtime.

The working hours of the Port of Mombasa are any time hours between 7 a.m. and 5 p.m. as may be arranged by the Administration. Overtime is charged during the dinner hour, between 7 p.m. and 7 a.m., Monday to Saturday inclusive, between 12 noon Saturday and 2 a.m. Monday, and on gazetted public holidays.

A requisition for the working of overtime must be made in each case to the Administration, in ample time on the form specified by the person desiring the overtime to be worked. The following are the overtime rates charged per handling gang per hour, or part thereof, employed:—

Gang designation.	Service.	Per hour. Sh. Cts.
A.—Landing direct from ship alongside Deepwater Quay		16 90
B.—Loading direct into ship alongside Deepwater Quay		11 55
C.—Landing direct from lighter alongside quays		17 55
D.—Loading direct into lighter alongside quays		13 20
E.—Loading and discharging lighters alongside ship in the stream (including towage)		8 00
F.—Loading and discharging lighters alongside a ship berthed at Deepwater Quay, including towage. (Permission to be obtained in each case)		8 00
G.—Shipping maize direct into lighter at Old Maize Wharf		16 20
H.—Stacking ground handling when crane is used		5 80
I.—Stacking ground handling when crane is not used		7 40

In addition to the foregoing:

Note (A).—Where one hatchway is double-banked by a second gang, in the case of landing or loading direct from ship alongside the deep-water quay, a reduction will be made in respect of overtime charge for the second gang so employed. The charge for such second gangs being Sh. 11.27 in the case of "A," and Sh. 7.70 in the case of "B."

Note (B).—When ships in the stream are working overtime gangs, a similar number of overtime gangs on shore must be ordered to discharge or load the lighters when considered necessary by the Administration.

Overtime when incurred in respect of the Administration's Cargo, Petroleum, Tally Office, and other incidental charges, also Electric Light, etc., will be charged in cost plus 10 per cent.

21. Special Rates.

(a) Cased Inflammable Oils landed by lighter, Sh. Cts. Wayleave and handling, per B.L. ton 8 50

Note.—When cased oils are landed at the Old Port, a charge of Sh. 12 per B.L. ton for lighter towage is made in addition to the above.

(b) Salt landed at the Old Port.

Lighterage, wharfage and handling, per B.L. ton 5 40

(c) Explosives landed at Flora Port

Wayleave, per B.L. ton 3 00

Note.—Handling arrangements to be made by the importer.

(d) Bullion and Specie handled by Bank's staff.

Wharfage, per B.L. ton of £100 value 60

Note.—An annual permit must be obtained from the Port Manager.

(e) Mangalore Tiles landed at M'Baraki ex shows by their own labour.

Wharfage, per deadweight ton 50

Rent of stacking ground, when available at Cts. 14 per square foot per annum or part thereof.

(f) Living Animals where permitted to be landed by importers' own labour at places other than near the Administration's quays, jetties, and beaches.

Wayleave, per head 1 00

Note.—A permit must be obtained in each case from the Port Manager.

(g) Fresh Fruit and Plants carried on deck, where permitted to be handled by importer's own labour.

Wharfage, per B.L. ton 50

Note.—A permit must be obtained in each case from the Port Manager.

(h) Fertilizers and Manures imported in bulk and bagged in lighter.

Wharfage and handling at Kilindini Harbour, per B.L. ton 8 50

(i) Locally produced Limes and Tiles landed at M'Baraki ex shows by their own labour.

Wharfage, per deadweight ton 60

Rent of stacking ground, when available at Cts. 14 per square foot per annum or part thereof.

22. DHOW CARGO.

(a) This may be landed or shipped by owner's labour at the Leven House Quay, Old Port, Mombasa, at a Wharfage charge of Cts. 80 per B.L. ton when this can be ascertained. Where the tonnage cannot be determined, a charge of Cts. 2 per individual package carried by one man will be levied. Where a package requires more than one man to carry it, a charge of Cts. 3 per bearer will be levied.

(b) Dhows wishing to have cargo landed or shipped at the Administration's quays, jetties and wharves ordinarily used by shipping and lighters, or to have the use of the cranes installed at such places, will be subject to the ordinary charges as laid down in this Tariff, it being understood that the use of such facilities by dhows is at the sole discretion of the Administration.

23. PASSENGERS' BAGGAGE.

Shore-handling charge per package or article Cts. 25

24. USE OF CRANES BY SHIPS ALONGSIDE DEEP-WATER QUAY, AND BY THE RUBING IN TRAMPER-SHEDS AND ON STACKING GROUNDS.

Sh. Cts.

During working hours, per hour, or part thereof 10 00

Other than working hours, per hour or part thereof 17 00

In the case of Maize taken from the Deepwater Quay Sheds to Re-conditioning Plant and back, shed craniage will be charged for at the rate of Sh. 10 per hour or part thereof, in one direction only.

25. LOCAL RAIL HAULAGE WITHIN THE PORT AREA.

Sh. Cts.

Per 4-wheeled truck, per haul 3 00

Per 8-wheeled truck, per haul 6 00

26. TRANSFERENCE OF CARGO BETWEEN THE HOLDS OF A SHIP BEATHED ALONGSIDE THE DEEP-WATER QUAY.

(a) Craniage charges as per Clause 24 of this Tariff.

(b) Charges for the use of Port rolling stock as follows:—

Sh. Cts.

Per 24 hours or part thereof for an 8-wheeled vehicle 20 00

Per 24 hours or part thereof for a 4-wheeled vehicle 10 00

(c) A handling charge, where the cargo touches the quay, or is handled direct on and off trucks, Sh. 3.50 per B.L. ton.

27. HEAVY LIFTS.

The following extra charges will be levied in addition to those prescribed elsewhere in this Tariff, viz:—

Sh. Cts.

Above 3 tons but not exceeding 5 tons, per lift 13 20

Above 5 tons but not exceeding 10 tons, per lift 15 20

Above 10 tons, per lift 18 40

NOTE A.—Lifts above 5 tons, are handled at the Deep-water Quay by ship's own gear.

NOTE B.—The 20-ton crane is available for lifts up to that weight to or from lighters only.

28. STORAGE EXP.

Imports:—

The following storage charges will be levied on all cargo and merchandise for which the documents (as defined below) have not been received by the Administration within 144 consecutive hours (excluding Sundays and public holidays, or any other day when Customs Duties may not be received), if notices given and/or posted at the Port Administration's offices:

A.—Transit shed storage.

50 cents per B.L. ton or part thereof per day, or part thereof for the first six days.

Sh. 1 per B.L. ton or part thereof per day or part thereof thereafter until transfer of goods to King's Warehouse.

B.—Stacking ground storage.

Half the above charges.

The documents referred to above are the Shipping Documents in respect of the cargo concerned, complete and stamped by the Customs (the Customs Entry), the Landing, Delivery and Forwarding Order, together with the necessary number of Consignment Notes in the case of goods to go up-country, or of Shed Removal Orders in the case of goods for local delivery.

NOTE.—In all cases where the documents are received by the Administration within 72 hours (excluding Sundays and public holidays, or any other day when Customs duties may not be received), if notices given and/or posted at the Port Administration's offices, a reduction of 25 cents per B.L. ton will be made in the Import landing charge specified in Clause 18 (a).

Exports, including traffic destined for Kenya Coast Ports:—

Free Storage period from date of arrival in Port Area:—

Maize 21 days.

All other cargo and merchandise 14 days.

After expiration of the free storage period the following charges will be levied in respect of storage:—

(a) Transit Shed Storage.

Cts. 2 per 100 pounds deadweight, or part thereof per day or part thereof for the first six days.

Cts. 3 per 100 pounds deadweight, or part thereof, per day or part thereof for a further six days.

Cts. 4 per 100 pounds deadweight, or part thereof, per day or part thereof thereafter.

(b) Stacking Ground Storage.

Exports will only be stored in the open at the discretion of the Administration, in which case half the above charges will be levied.

Transshipment Cargo:—

Free storage period 21 days from the date of landing.

Transit shed storage rent after 21 days, Sh. 1 per B.L. ton or part thereof per week or part thereof.

29. **WEIGHING AND MEASURING.**
Cargo and merchandise will be weighed and measured on request at the following charges—

	Sh. Cts.
(a) Weighing packages or articles singly, per 100 pounds or part thereof	1 00
Minimum Charge	1 00
(b) Weighing packages or articles collectively per 3,240 pounds or part thereof	1 00
(c) Measuring packages or articles per ton of 40 cubic feet, or part thereof	1 00

NOTE.—Should the Administration weigh or measure any cargo or merchandise other than on request and find the weight or measurement thus ascertained to be greater than the declared weight, the charges for such weighing or measuring will be charged against the person making the incorrect declaration.

	Sh. Cts.
d) Weighing trucks over weighbridge	
Four-wheeled Trucks	2 00
Eight-wheeled Trucks	4 00

When weighing and/or marking and/or restacking is performed by the exporters' labour within the godown sheds, a charge of ten cents per ton or part thereof will be levied for the services of a tally clerk.

30. LICENSING.

- (a) For Small Floating Craft see Clause 19.
(b) Exemption from Pilotage Sh. 50
(c) For Stevedoring—

Companies engaged on stevedoring work at the Port of Mombasa will be licensed at a charge of Sh. 1,000 per annum per Company.

NOTE.—This does not apply to the working of dhows by their own labour.

31. TRESH WATER FOR SHIPS.

	Per Ton of 224 Imperial Gallons.
(a) When anchored in the stream	4 00
(b) When alongside deepwater quay	3 00

32. GARBAGE.

Garbage from ships alongside the Deepwater Quay must be placed in covered garbage cans on the quay at times specified by the Administration. These cans will be charged for at the rate of Sh. 2 per pair per day.

33. SHIPBOARD CARGO; OVERBOARD CARGO.

Charges for handling and storage will be decided in each case by the Administration.

34. GO-DOWN SITES.

Terms of rent for godown sites, including full connection to the Harbour line, can be obtained upon application to the Port Manager.

35. MAIZE BAGGING AND RE-SWING.

	Sh. Cts.
Re-bagging of Maize, red bag	1 35
Re-swing of maize bags, per bag	25

36. TRAM TOLLS.

Schedule.

LAKONI, KIBAHU, MACRA, SIMU YA DEWA (MWARA),
TANGROG, KILIFI AND MTOGWYE FANNIES.

	Sh. Cts.
For each passenger	0
For each load under 60 lb.	5
For each load over 60 lb., but under 120 lb.	12
For each load over 120 lb., but under 180 lb.	18
For each additional 60 lb. over 180 lb.	6
For fowls (not exceeding six)	9
For goats and sheep, each	10
For cattle and donkeys, each	1 00
For an hand cart	1 00
For a ricksha	1 00
For a motor-car or motor-cycle, with or without side-car	2 00
For a motor lorry up to 11 tons capacity	2 00
For a motor lorry over 11 tons capacity	4 00
For a trailer lorry, empty	4 00
For a trailer lorry, loaded or partially loaded	5 00
For a pedal bicycle	25

NOTE.—Every person using any of these ferries must pay the toll to the toll collector at the ferry so used. The ferry-men are prohibited from taking the ferry boats to any other places than the regular landing places.

GOVERNMENT NOTICE NO. 79

THE STAGE PLAYS AND CINEMATOGRAPH EXHIBITIONS ORDINANCE

(Chapter 73 of the Revised Edition, Sections 2, 11, and 14)

THE INTERPRETATION AND GENERAL CLAUSES ORDINANCE

(Chapter 1 of the Revised Edition, Section 11.)

APPOINTMENT.

IN EXERCISE of the powers therein enabling him His Excellency the Governor has been pleased to appoint all District Commissioners in areas and districts outside the Nairobi Municipality area, to be Licensing Officers in their respective areas and districts for the purposes of the Stage Plays and Cinematograph Exhibitions Ordinance and to exercise the powers conferred by section 11 thereof.

And further His Excellency the Governor is pleased to direct that during any period of absence or inability to act from illness or any other cause, of any District Commissioner all powers conferred upon such District Commissioner herein and under the Stage Plays and Cinematograph Exhibitions Ordinance, shall be exercised by the Assistant District Commissioner of the district or area concerned.

Government Notice No. 235, dated the 23rd day of April, 1927, and published at page 495 of the Gazette of 1927, is hereby cancelled.

By Command of His Excellency the Governor.

Nairobi.

This 5th day of February, 1928.

EDWARD DENHAM,
Colonial Secretary.

GOVERNMENT NOTICE NO. 77

THE MUNICIPAL CORPORATIONS ORDINANCE

Nairobi.

IN EXERCISE of the powers conferred by section 72 of the Municipal Corporations Ordinance, 1922, His Excellency the Governor in Council hereby gives notice of approval of the Estimates of Revenue and Expenditure of the Nairobi Municipal

Council for the year 1928, of which an abstract hereinafter appears.

By Command of His Excellency the Governor in Council.

Nairobi.

5th January, 1928.

J. E. S. MERRICK,
Clerk to the Executive Council.

NAIROBI CORPORATION.
SUMMARY OF ESTIMATES, 1928.

Expenditure		Income	
	Shs. C.		Shs. C.
REPAIRS, REMOVAL.		CONSERVATION.	
Total Expenditure Shs.	57,020	Total Revenue Shs.	220,500
Total Income ..	1,600	Total Expenditure ..	105,057
	55,420 00		124,948 00
ROADS.		WATER.	
Total Expenditure Shs.	455,244	Total Revenue Shs.	300,000
Total Income ..	130,800	Total Expenditure ..	307,181
	324,444 00		68,310 00
FURNISHS AND ORNATEMENTS.		LICENCES.	
Total Expenditure Shs.	19,769	Total Revenue Shs.	97,800
Total Income ..	17,000	Total Expenditure ..	41,224
	2,769 00		56,676 00
REMOVALS OF BUILDINGS.		SCAVENGER HOUES.	
Total Expenditure Shs.	1,412	Total Revenue Shs.	55,000
Total Income ..	900	Total Expenditure ..	38,101
	512 00		16,899 00
ODD GARD.		NATIVE MARKET.	
Total Expenditure Shs.	0,854	Total Revenue Shs.	10,000
Total Income ..	800	Total Expenditure ..	8,875
	0,054 00		1,124 00
DOG FOUND.		JEKUNJER MARKET.	
Total Expenditure Shs.	1,832	Total Revenue Shs.	20,400
Total Income ..	800	Total Expenditure ..	10,444
	1,032 00		9,956 00
NATIVE BUREAUX.		GENERAL POWDS.	
Total Expenditure Shs.	8,729	Total Revenue Shs.	2,400
Total Income ..	1,000	Total Expenditure ..	2,287
	7,729 00		113 00
NATIVE VILLAGES.		COURT SQUARE PROPERTY.	
Total Expenditure Shs.	45,055	Total Revenue Shs.	21,000
Total Income ..	95,000	Total Expenditure ..	19,200
	49,945 00		1,800 00
AFRICAN HOUSING.		RATE ON SITE VALUES.	
Total Expenditure Shs.	23,108	Total Revenue Shs.	309,120
Total Income ..	16,000	Total Expenditure ..	50,000
	7,108 00		259,120 00
MISCELLANEOUS SERVICES.		LOWN INTEREST BAYD.	
Total Expenditure Shs.	210,823		
Total Income ..	20,000		
	190,823 00		
JOANDA RAILWAY INSTALLMENT PURCHASE WATER SUPPLY.			
Total Expenditure Shs.	682,460		
Total Income ..			
	682,460 00		

148

THE OFFICIAL GAZETTE

February 14, 1928

NAIROBI CORPORATION.
 SUMMARY OF ESTIMATES, 1928—(Contd.)
BALANCE SHEET—ACCUMULATED FUNDS ACCOUNT.

	Shs. £	Jan. 1, 1927.	Shs. £
Dec. 31, 1927.			
To Estimated Excess Expenditure	23,407 00		
To Bank Statement of Park	3,000 00		
To Street Watering Cart and Tractor (amount not provided for by Reserve for Depreciation)	10,480 00		
To clearing stream, City Park (malaria prevention)	4,000 00		
To alteration Jeevanjee Gardens Wall	8,000 00		
To covering open drain Government Road	10,000 00		
To balance reserved for buildings and other works fund	108,860 00		
	Shs. 163,751 00		Shs. 163,751 00
		By balance brought forward	163,751 00

STATEMENT OF LOANS.

	Loans sanctioned £	Expended in 1927 £	Expended in 1928 £	Total Rep. to 31-12-27 £	Loans applied for £
WATER SUPPLY.					
General Improvement	50,000	28,250	—	28,250	—
Dist. nation Main	8,000	11,058	1,167	12,915	8,280
New Main from Rikuyu	20,000	500	13,131	10,734	—
Meters for all consumers	1,610	—	1,704	1,704	4,300
Service Reservoir Scott's Sanatorium	—	—	—	—	7,500
Purification Plant	—	—	—	—	7,500
Covering Hill Tonks	—	—	—	—	500
Eastleigh Extension	—	—	—	—	3,211
ROADS.					
Plant	6,878	5,554	—	5,554	—
Depot	622	622	—	622	—
Roads and Bridge widening	920	—	—	—	100,000
Quarry Plant	—	—	—	—	4,000
SANITATION.					
Water borne Sewerage	11,602	5,931	2,872	8,203	10,000
Renovation and Installation of Drains	—	—	—	—	8,000
MISCELLANEOUS.					
Concrete Native Houses	2,500	2,500	—	2,500	—
Native Market	8,072	8,072	—	8,072	—
Native Location	5,000	5,000	—	5,000	—
Jeevanjee Market and Court Square	20,000	20,000	—	20,000	—
Native Housing Scheme	16,000	7,470	5,535	13,005	16,000
Slaughter House	—	—	—	—	8,000
Public Latrines	—	—	—	—	1,500
Artizans' Quarters	—	—	—	—	1,000
Boys' Quarters, City Park	—	—	—	—	600
	£125,610	90,060	24,459	114,509	164,237

Loans sanctioned £125,610
 Loans asked for £164,237
 Total £290,847

GOVERNMENT NOTICE NO. 75.

THE NATIVE AUTHORITY ORDINANCE
 (Chapter 120 of the Revised Edition as amended by the Revised Edition of the Laws (Operation) Ordinance, 1923, Section 20.)

THE INTERPRETATION AND GENERAL CLAUSES ORDINANCE
 (Chapter 1 of the Revised Edition, Section 10.)

Government Notice No. 400 of 1926.

MACHAKOS AND KIKUMULU NATIVE RESERVES
 Local Native Council.

IN EXERCISE of the powers thereto enabling me, I hereby appoint the persons named in the Schedule hereto to be members of the Machakos and Kikumulu Native Reserves Local Native Council established under Government Notice No. 183 of the 18th day of February, 1927.

Government Notice No. 508 of the 12th day of November, 1927, is hereby cancelled.

Nairobi.

This 9th day of February, 1928.

G. V. MAXWELL,

Chief Native Commissioner.

SCHEDULE.

Nominated by Government.

Headman Mwachia wa Ngengia, vice Mulu Mbili, deceased.
 Headman Musila wa Mukuuni, vice Ndanda wa Nthuli, resigned.
 Sub-Headman Kitata wa Jalali.
 Kulooto wa Selo.
 Mungao wa Mosa.
 Makau wa Kikumu.
 Kilyangi wa Chai.
 Gideon Mwanjira wa Mukubi.
 Kwinga wa Mutini.

Nominated in open Baraza.

Sub-Headman Kyalo wa Ndubi.
 Sub-Headman Ndolo wa Nzioka.
 James Mtua wa Muli.
 Steven Kamau wa Wambua.
 Mutundu wa Nzioki.
 Theofil Mula wa Mutua.
 Matiba wa Makili.
 Mulei wa Kyai.
 Ngato wa Kitarumu.
 James Mwanthi wa Kyuni.
 Ibuli wa Ngao.
 Simeon Kahili wa Musingini.
 Kameli wa Mukuuni.

GOVERNMENT NOTICE NO. 76.

THE NATIVE AUTHORITY ORDINANCE
 (Chapter 127 of the Revised Edition as amended by the Revised Edition of the Laws (Operation) Ordinance, 1923, Section 20.)

THE INTERPRETATION AND GENERAL CLAUSES ORDINANCE
 (Chapter 1 of the Revised Edition, Section 10.)

Government Notice No. 418 of 1923.

TUKER NORTH LOCAL NATIVE COUNCIL No. 1
 BARISSO DISTRICT.

APPOINTMENT.

IN EXERCISE of the powers thereto enabling me, I hereby appoint the person named in the Schedule annexed hereto to be a member of the Tukur North Local Native Council No. 1 established under Government Notice No. 390 of 1923.

Nairobi.

4th February, 1928.

G. V. MAXWELL,
Chief Native Commissioner.

SCHEDULE.

Nominated by Government.

Kutackrap Cherego, vice Chebiator erup Kef-
 Ahis, resigned. Appointed by Government
 Notice No. 437 of 1924.

GOVERNMENT NOTICE NO. 80.

THE NATIVE AUTHORITY ORDINANCE
 (Chapter 120 of the Revised Edition as amended by the Revised Edition of the Laws (Operation) Ordinance, 1923, Section 20.)

THE INTERPRETATION AND GENERAL CLAUSES ORDINANCE
 (Chapter 1 of the Revised Edition)

Government Notice No. 405 of 1923.

BARISSO No. III (TUKER SOUTH) LOCAL
 NATIVE COUNCIL.

CANCELLATION OF APPOINTMENT.

IN EXERCISE of the powers thereto enabling me, I hereby cancel the appointments to the Barisigo No. III (Tuker South) Local Native Council established under Government Notice No. 390 of 1923 of the persons named in the Schedule annexed hereto.

Nairobi.

This 3rd day of February, 1928.

G. V. MAXWELL,
Chief Native Commissioner.

SCHEDULE.

Name	Remarks
1. Legere ole Ng'eti	Appointed by Government Notice No. 437 of 1924.
2. Laitoko erup Ng'eti	

GOVERNMENT NOTICE No. 81
THE NATIVE AUTHORITY ORDINANCE
 (Chapter 123 of the Revised Edition as amended by the Revised Edition of the Laws (Ordinance) No. 1922, and Ordinance No. 20 of 1922)

THE INTERPRETATION AND GENERAL CLAUSES ORDINANCE
 (Chapter 1 of the Revised Edition, Section 18)

GOVERNMENT NOTICE No. 406 of 1922
Eldho Local Native Council, Eldho District.
APPOINTMENT.

IN EXERCISE of the powers thereunto enabling me, I hereby appoint the persons named in the Schedule annexed hereto to be members of the Eldho Local Native Council established under Government Notice No. 390 of 1922.

Nairobi,
 1st February, 1923.

G. V. MAXWELL,
Chief Native Commissioner.

SCHEDULE

- Nominated in open Baraza:
 - Chingat A. Kimereang, vice Choben Arap Chesir, resigned. Appointed by Government Notice No. 392 of 1922.
 - Ituto A. Kiroio, vice Chemitel Arap Burksik, resigned. Appointed by Government Notice No. 392 of 1922.

GOVERNMENT NOTICE No 82

THE RESIDENT NATIVE LABOURERS ORDINANCE, 1925.

Notice.

APPOINTMENTS.

IN EXERCISE of the powers conferred upon His Excellency the Governor by section 4 (2) of the Resident Native Labourers Ordinance, 1925, which powers His Excellency in exercise of powers conferred upon him by the Interpretation and General Clauses Ordinance, 1912 has been pleased by Government Notice No 5 of 1923 to delegate to Senior Commissioners and Resident Commissioners, I hereby appoint the following gentlemen as Attending Officers for the District of Trans Nzoia:

G. B. L. Hancock, Esq., T. G. Cherangani.

Dated at Eldho this 3rd February, 1923.

C. H. ADAMS,
Resident Commissioner.

GOVERNMENT NOTICE No. 83
THE REGISTRATION OF TRADE MARKS ORDINANCE.
TRADE MARK REVIEWED.

Trade Mark Number	Advertised in the Official Gazette	Name of Applicant	Class
171/13	7-1-14	G. R. Speaker & Co.	17

Nairobi, 4th February 1923.
W. M. KEATINGE,
Registrar of Trade Marks.

GENERAL NOTICE No. 116.

THE LEGISLATIVE COUNCIL ORDINANCE
 (Chapter 24 of the Revised Laws).

Notice.

IN accordance with claims submitted under section 5 (a) and 10 (a) of Schedule II of the above Ordinance, the following amendment to the register of voters, General Notice No. 1237, published in the Supplement No. 3 of 1922 to the Official Gazette of 20th December, 1922, is hereby published:—

ELECTORAL AREA (No. 1), NAIROBI NORTH.
 For "House, Lucinda, (Mrs)," read "Howso, Lucinda, (Mrs)."

Nairobi,
 11th February, 1923.

G. R. SANDFORD,
Clerk of the Legislative Council.

GENERAL NOTICE No. 117.

NOTICE.

WHEREAS the Nairobi Corporation is of the opinion that it is necessary to conserve the Corporation water supply:—

Now, therefore, pursuant to By-law 226A the Nairobi Corporation hereby notifies that from the 16th February to the 31st March, 1923, water from the Corporation water supply may not be used for any of the following purposes, viz:—

- (a) The watering of a garden or tennis court, unless such water has already been reasonably used for any other legitimate purpose.
- (b) The washing of clothes, utensils, implements, motor or other vehicles, or any other thing, or the performing of ablutions of any kind whatsoever, with water flowing from an open tap, pipe or other fitting.

Nairobi,
 10th February, 1923.

L. GILBERT,
Town Clerk.

GENERAL NOTICE No. 118
NOTICE
 UNDER THE DRUGS AND POISONS ORDINANCE, 1910 (Chapter 120, Revised Edition).

THIS undated has been issued with a Druggist's Licence for the year 1923 in accordance with the provisions of the Drugs and Poisons Ordinance (Chapter 120 of the Revised Edition)—
Thomas Francis Shanahan.

Nairobi,
 11th February, 1923.
JOHN L. GILKS,
Registrar.

GENERAL NOTICE No. 119.

NOTICE.

UNDER THE MEDICAL PRACTITIONERS AND DENTISTS ORDINANCE, 1910.
 (Chapter 119, Revised Edition).

THIS undated has been registered in accordance with the terms of the Medical Practitioners and Dentists Ordinance (Chapter 119 of the Revised Edition).

Hehéro, Manuel, M.B.B.S. (U. Bombay), 1927.
 Maklojobo, (Mrs.) Dorothy, Maude Campbell (formerly Campbell-Maklojobo), M.B.B.S., F.R.C.S., 1923, L.M.S.C., Lond., 1923, B.F.S., A.C.S., Lond., 1923, M.B.B.S., U. Lond., 1925.

Nairobi,
 This 10th day of February, 1923.
JOHN L. GILKS,
Registrar.

GENERAL NOTICE No. 120.

POST OFFICE NOTICE.

ARRIVAL OF KENYA MAILS IN ENGLAND.

IT is notified for general information that the mails despatched from Mombasa on the under-mentioned date arrived in England as stated:—

Date of despatch from Mombasa	Name of vessel by which despatched	Date of arrival in England.
14th January, 1923	R.S. "A. R. Gaura"	4th Feb., 1923

General Post Office,
 Nairobi,
 7th February, 1923.

D. CORMACK,
for Postmaster General,
 Kenya and Uganda.

GENERAL NOTICE No. 121
UGANDA PROTECTORATE
Notice.

TENDERS are invited for the purchase of all or any of the following:

- (a) Approximately 23 miles of 16 lb. rifle, complete with steel sights, bolt, magazines, etc., laid between Kampala and Bombo, and Kampala and Gulyana, and generally known as the Local Protectorate. The rifle should have to be taken up and removed by the purchaser.
- (b) Rolling stock for above comprising 120 Gray and one Southern Railway four passenger coaches, six coaches of trucks, etc., all with spare parts.
- (c) The Goods Store at Bombo and Gulyana.
- (d) Approximately five miles of new 16 lb. rifle, complete with steel sights, bolt, magazines, etc., lying in the Public Works Department yard, Kampala.

2. Full particulars may be obtained on application to the Director of Public Works, P. O. Box 10, Entebbe, who will also make arrangements for prospective tenderers to inspect the aforesaid stock.

3. The highest or any tender will not necessarily be accepted.

4. Tenders in sealed covers marked on the outside "Local Protectorate" must reach the undersigned not later than the 9th April, 1923.

The Treasury,
 Entebbe, 1st February, 1923.

C. F. DAIN,
President, Tender Board.

GENERAL NOTICE No. 122.

ELECTRIC POWER ORDINANCE, 1910.

Public Notice of an Application to be made for licence to authorize the Generating and Supply of Electrical Energy in the Provinces of Trans Nzoia and Nyanza, and to authorize the Construction of Generating Stations.

NOTICE is hereby given to all whom it may concern that on the 1st day of May, 1923, Charles Udall and Walter Talbot Kerr, both of Nairobi, Engineers, will make application to His Excellency the Governor in Council for licences to distribute and supply electrical energy for public utility purposes in the areas hereafter described, and for licence to construct generating stations, and to generate electrical energy for the purposes of the first-mentioned licence and any other such licences as may be granted.

The areas within which it is proposed that supplies of electrical energy shall be given are those of the Provinces of Trans Nzoia and Nyanza.

The public and private purposes of the licences will include all the supplies required for public, industrial and domestic power, and for public, industrial and domestic lighting and such other supplies as may be required.

... which the said generating stations are proposed to be constructed are (a) in the locality of the confluence of the Tala Falls of the Tala River in the District of North Kavirondo in the Province of Nyanza, and (b) in the locality of and adjacent to the Mtereki Falls on the Nyasa (i.e. Victoria) District of North Kavirondo in the Province of Nyanza.

The electrical energy will be developed by means of turbines operated by the waters of the Tala River and Nyasa River connected to electric generators.

The works will be of the description and type and will be carried out in accordance with the provisions of sub-section (1) of section 50 of the Electric Power Ordinance.

The machinery will be operated continuously or as may be necessary. Generating machinery of a description similar to that which it is proposed to install may be seen at the Power Station of the East Africa Power and Lighting Company, Limited, situate at Ng'ula, near Thika.

Transmission lines will be constructed to carry electric supplies from the generating stations to Kisumu and Eldoret with such distributing mains throughout this district and in the said townships as may be required under the provisions of the Electric Power Ordinance and the Electric Supply Act Ordinance.

Copies of the drafts of the Licenses being applied for, and of the licenses when granted will be deposited at the offices of—

Messrs. Hamilton, Harrison & Mathews, Solicitors, Nairobi, India, Nairobi.

The National Bank of India, Ltd., Eldoret.

The National Bank of India, Ltd., Kisumu.

Any authority, company, person or body of persons desirous of making any representation on objection to the application or to the grant of the licenses must do so by letter addressed to the Governor in Council and marked on the outside of the cover enclosing the Electric Power Ordinance on or before the expiration of 90 days from the date of the application as stated in this notice, and must forward to the applicants a copy of such representation or objection.

Dated the 11th day of February, 1928.

HAMILTON, HARRISON & MATHEWS,
Solicitors for the Applicants

GENERAL NOTICE NO. 123

BANK ORDINANCE NO. 10 OF 1910.

Notice.

IN accordance with the provisions of section 11 of the Bank Ordinance, 1910, notice is hereby given that the following moneys held by the Nairobi Branch of The National Bank of India, Limited, have remained unclaimed for a period of ten years—

Name.	Amount.
Han, John Worch, 25, Fusiliers	Shs. C.
Chromo	1,008 18
Bakewell, James A.	52 84
Balby, William George, 10, Inspector	49 51
Homes-Scott, Lt. Harry G. Rodney	
I.A.R., Nairobi House	629 04

Name.	Amount.
Sh. E.A. Auction Mart, Ltd., Nairobi	45 10
M.A. & A. National Land Development Corporation	83 12
Golomani	67 00
Bibliography, Lt. T. L. MacLennan	285 00
Bank Committee, 20th Batt. Fusiliers, Nairobi	184 38
Columbian, Mrs. A. G.	20 00
Colony Club and Lodges	97 03
Colony Association of S.E.A., Nairobi	2 83
Colony Association, B.E.A., Building	4
Account, Nairobi	40 00
Dawidi, Edward High	52 90
East, Lt. Charles, 1st Bn., T.A.R.O., Furlong's Sappers, Voi	2,453 00
Glegg, Capt. John Allan, 5th Rifles, F.O. Dar-es-Salaam	84 88
Gini, Perosumar Menduchieo, Pleader, Nairobi	100 00
Girouard Fund, Nairobi	880 00
Hosington, Thomas L., 28, Brook Street, London, W.	1,080 12
Henson, Janie	120 00
Hansley, J. H.	1,854 23
Harrison, Sgt. John	100 00
Haskard, Capt. Dudley Dalewater	427 90
Hillward, Estates, Partners, Ltd., Cocher, A. Gray	180 18
Hutazali, Syed, Myzer Road, Nairobi	101 70
Kearfoot, Cherry, 25, Batt. Royal Fusiliers	48 80
Kilimanjaro Rubber Plantations, Ltd., Nairobi	22 03
Kilimanjaro Rubber Plantations, Ltd., Nairobi	400 00
Kilimanjaro Rubber Plantations, Ltd., Nairobi	83 91
Legion of Frontiersmen	202 88
Linhon, Unit Volunteers Reserve Corps	641 03
Macdonald, Capt. J. V.	418 16
McMillan, Capt. E. R. & Mrs.	50 74
Military Labour Bureau, Dar-es-Salaam	9 10
Palace Theatre Co., Ltd., Nairobi	34 20
Pitt, Capt. John Harford, Race Course Camp	815 82
Power, Mrs. Alice, Kisumu	111 56
Potter, Major, F. G.	29 23
Rodley, Thomas W., Theatre Account	87 00
Rodley, Thomas W., Theatre Account	40 10
Ruhmballa, Pirbhai, Merchants, River Road, Nairobi	14 00
Redmond, Robert, Military Labour Board, Nairobi	87 00
Roddy, Lt. Col. H. H.	153 40
Stanger, Capt. M. Leland, o/s New Stanley Hotel	285 00
Smith, Geoffrey Lionel	50 00
Walker, Walter Marshall	403 00
Williams, John, Treasurer, o/s E.A. Pollers, Basin Gishu	86 00
Warrington, Edward Stephen, o/s Harrison and Salmon	180 00

The following Fixed Deposit Receipts are outstanding in our books as at 31st December, 1927:—

Fixed Deposit Receipt No. 63/09, Law. D. S. Shaw for Rs. 1,000.

Fixed Deposit Receipt No. 64/02, Law. D. S. Shaw for Rs. 2,000.

A. S. McKENDRICK,
Manager

GENERAL NOTICE NO. 3

SESSIONS of His Majesty's Supreme Court of Kenya will be held at the following times hereinafter set out:—

Kisumu, 20th February, 1928.
Criminal Case No. 140/27. Rex vs. Nyamoyi Kap Kessien.
146/27. Rex vs. Matt wa Shigwa.
153/27. Rex vs. Ran, 26166 Obchieng Odonyi.
154/27. Rex vs. Musisi s/o Bukuku.
155/27. Rex vs. Ogola s/o Musingi.
142/27. Rex vs. Musingi w/o Nyamondi.

Kisumu District Registry.

Civil Case No. 19 of 1927. Dhulabhi Sunderji & Bros. vs. Habib Darni.
8 of 1927. H. R. King vs. R. H. C. Loddell (In Chambers).
21st FEBRUARY, 1928.
Divorce Cause No. 1/23. Odha s/o Olek vs. Helena Ubanyo.
2/28. Okeli s/o Ondak vs. Margaret Mbuyu.
Nakuru, 27th February, 1928.
Criminal Case No. 147/27. Rex vs. 1. Eld. 804/41 Cherono arap Cheptor.
2. Nku 241/211 Kibwot arap Cheluo.
140/27. Rex vs. Johanna Doga s/o Bhatia.

Nakuru District Registry.

Civil Case No. 21/20. The Hill Valley Service Garage, Ltd. vs. Bakot bin Ali.
12/27. Nku 41233 Mara s/o Khor vs. Matiere wa Njau.
13/27. Kbu 488716 Tito wa Ichangai vs. Moina wa Wangwe.
14/27. Nku 41230 Mwandawaga wa Leligi vs. Tolu s/o Tulo.
15/27. Nku 040001 Mwangwa wa Mwangwa vs. Galani wa Joti.
16/27. Nku 040002 Gishoro wa Karib vs. Moya wa Moga.
17/27. Nku 040003 Njoro vs. M. Lategan, Njoro.
18/27. Urua, Ltd. vs. C. L. Lawson & Co., Ltd. vs. The Hill Valley Service Garage, Limited, Nakuru.
19/27. Herbert Miller vs. (1) Charles Evans, (2) Erno Evans.
20/27. Nku 040800 Wanjau wa Kuru vs. Koogethe Kavanua.
21/27. Nku 040035 Njau wa Rimui vs. Karanja wa Ngure.
22/27. Nku 280902 Ndigrigo wa Kimani vs. Arsanui Mbilo.
23/27. Lbu 349010 Kunuthia wa Komani vs. Kigari wa Mithiga.
24/27. Kbu 483566 Ueria wa Kupia vs. Birwa wa Wangwe.
25/27. Nku 240903 Njuguna wa Wafupa vs. Futhi wa Mutitu.
26/27. Nku 040419 Karuu wa Kucia vs. Karaho wa Kuria.
27/27. KBU 488077 Kinanjui wa Kungetho vs. Debro wa Kanyini.
28/27. NDI 036618 Oloo s/o Odanga vs. Omemo wa Diege.
29/27. KBU 09247 Bioga arap Balungathi vs. Siagwas Aramuloimo.
30/27. ELD 039120 Ndurika wa Kaigith vs. Mitunga wa Njeroga.
1/28. LKA 048602 Karanjui wa Githiga vs. MHA 048601 Nyeko wa Sabera alias Mathye.
2/28. Nku 240670 Rabaya vs. Kano vs. Murya Mahogo.
3/28. Nku 240934 Njilia wa Muthya vs. Karpe wa Mukoi.
4/28. The European Stores, Njoro, vs. A. Stewart, Njoro.
5/28. Turua arap Ratiok vs. Mrs. A. M. Lezer.

Divorce Cause No. 1 of 1928.
Regina Julia Barrecco (Petitioner) vs. Percival John Barrecco (Respondent).

Supreme Court Civil Case No. 248/27. Gachanja wa Kiru vs. Karoki wa Njoro.

Kisumu, 27th March, 1928.
Criminal Case No. 130/27. Rex vs. Wangwe s/o Orangi.
151/27. Rex vs. Lapoge s/o Kurug.
152/27. Rex vs. Githandhi s/o Auri.

CASH LIAS.—(Contd.)

Elmore, Str. Maku, 1028

Criminal Case No. 145/27. Rex vs. Muli, 874231 Oluamjor arap Dugus.

District Registry

- Civil Case No. 7/27. NK. 116929. Makolo, s/o Muriwa vs. Kamhoi, s/o Albain.
- 17/27. NK. 119288. Mungundu, s/o Chabalaka vs. Abombo, s/o Oluho.
- 29/27. NK. 117036. Murihi, s/o Kutwa vs. Karamba, s/o Mungundu.
- 33/27. UGU. 680041. s/o Wabukavu vs. Mabonga, s/o Araka.
- 36/27. ND. 373240. Nibbi arap Kusalo vs. Kamari, Mijahiti.
- 41/27. TN. 284563. Nanyuya, s/o Kahiani, s/o Kowari, Balulu.
- 45/27. Dn Mohamed & Ramalali, Kilaa vs. Manna Ram Phaker.
- 47/27. Cesar Masingwani vs. Tephoka, d/o Kimoigo.
- 49/27. TN. 090755. Wogesa, s/o Naguta vs. Wanjara, s/o Makara.
- 50/27. TN. 090254. Wandaba, s/o Daloba vs. Kesa, s/o Astayedu.
- Civil Case No. 51/27. LGO. 428410. Chumo arap Kipkoiva vs. Chomute arap Kipsour.
- 52/27. Messrs. Kitale Stores vs. A. Frara.
- 53/27. Messrs. Kitale Stores vs. F. Catania.
- 54/27. UGIL. 089047. Mureza, s/o Nanyua vs. Hamisi, s/o Mureza.
- 55/27. NBI. 246387. Shioni, s/o Mwangi vs. Ingomba, s/o Isocca.
- 56/27. Charles William Harst vs. C. H. Birdsey.
- 57/27. The Pioneer (Uganda) & Auctioneers, Ltd. vs. The Proprietors, The Pioneer Hotel, Eldoret.
- 10/28. Rex vs. Chumagot d/o Arap Kongwalji.

Naiyasha 16th March, 1928.

Crown Case No. 3/28. Rex vs. Muthangi wa Karegi.

Nairobi,

31st December, 1927.

D. EDWARDS,

Registrar,
H. M. Supreme Court of Kenya.

GENERAL NOTICE No. 70.

TENDERS FOR BECHE-DE-MER

TENDERS by way of royalty are invited for the right to collect beche-mer in three areas on the coast as detailed below.

A minimum royalty of Shs. 10 per bag of 150 lbs. is required and the successful tenderer will be required to enter into an agreement for the proper working of their concessions.

Area No. 1.—On the foreshore from the Tunganyika boundary to the mouth of the Kilindini Harbour.

Area No. 2.—On the foreshore from Kilindini Harbour to Kipini.

Area No. 3.—On the foreshore from Kipini to a point two miles to the south-west of the southern end of the four islets in the immediate vicinity of Ras Khambo or Diel's Head.

In each case the area will include the islands adjacent to the foreshore indicated.

The concession will be for a term of three years from 1st March, 1928, to expire on the 28th February, 1931. Tenders must be submitted in sealed envelopes endorsed "Tender for Beche-mer" to the Resident Commissioner, Mombasa, by the 28th February, 1928.

Nairobi,
27th January, 1928.

C. F. MORTIMER,
for Commissioner
for Local Government
Lands and Settlements.

GENERAL NOTICE No. 1205.

HIS MAJESTY'S COURT OF APPEAL FOR EASTERN AFRICA.

THE next Sessions of His Majesty's Court of Appeal for Eastern Africa have been fixed to be held at Entebbe, and to commence on Tuesday, the 27th day of March, 1928, and to sit as soon thereafter as cases can be heard.

To ensure appeals from H. M. Supreme Court of Kenya being set down for hearing at these sessions, memorials of appeal should be filed with the Registrar, Supreme Court, Nairobi, on or before the 25th day of February, 1928.

Nairobi,
Dated 17th December, 1927.

D. EDWARDS,
Registrar,
H. M. Court of Appeal for Eastern Africa.

CAUSE LIST.

FOR HEARING ON THE 27TH DAY OF MARCH, 1928, AT ENTebbe, UGANDA.

Appeal No.	Civil or Criminal	Appellant,	Respondent	Original No. of Case	Appeal from.
32 of 1927	Criminal	Chepkwain arap Tirop	Rex	100 of 1927	H. M. Supreme Court of Kenya at Eldoret.
33 of 1927	"	Magahyo s/o Katigera	Rex	25 of 1927	H. M. High Court of Uganda at Jinja.
34 of 1927	"	Juma Balizakiwa s/o Kagole	Rex	28 of 1927	H. M. High Court of Uganda at Malaka.
1 of 1928	"	Denge wa Dadi	Rex	144 of 1927	H. M. Supreme Court of Mombasa.
27 of 1927	Civil	Ali Ganyuma	Ali Mohamed	Civil Appeal No. 11/27	H. M. Supreme Court of Kenya at Mombasa.

Nairobi,

14th January, 1928.

D. EDWARDS,

Registrar,
H. M. Court of Appeal for Eastern Africa.

GENERAL NOTICE No. 121

THE DISTRICT DELEGATE'S COURT AT NAIROBI.
PROBATE AND ADMINISTRATION.
PUBLIC TRUSTEE'S CASE No. 17 of 1928.
 In the matter of the Estate of Niyama Winti Mwenge, deceased.
 To all whom it may concern.
 TAKE NOTICE that on or after the 28th day of February 1928, I intend to apply to the Supreme Court of Kenya at Nairobi, for an order to administer the estate of the above-named Niyama Winti Mwenge, who died at Mombasa on the 10th day of May, 1927.
 Nairobi,
 10th February, 1928.
 W. M. KEATINGE,
 Public Trustee.


GENERAL NOTICE No. 122

PROBATE AND ADMINISTRATION.
PUBLIC TRUSTEE'S CASE No. 17 of 1928.
 In the matter of Niyama Winti Mwenge, deceased.
 To all whom it may concern.
 TAKE NOTICE that on or after the 28th day of February 1928, I intend to apply to the Supreme Court of Kenya at Nairobi, for an order to administer the estate of the above-named Niyama Winti Mwenge, who died at Mombasa on the 10th day of May, 1927.
 Nairobi,
 10th February, 1928.
 W. M. KEATINGE,
 Public Trustee.

GENERAL NOTICE No. 123

PROBATE AND ADMINISTRATION.
PUBLIC TRUSTEE'S CASE No. 18 of 1928.
 In the matter of Ahmed bin Mohamed, deceased.
 To all whom it may concern.
 TAKE NOTICE that on or after the 28th day of February 1928, I intend to apply to the Supreme Court of Kenya at Nairobi, for an order to administer the estate of the above-named Ahmed bin Mohamed, who died at Mombasa on the 10th day of October, 1927.
 Nairobi,
 10th February, 1928.
 W. M. KEATINGE,
 Public Trustee.

GENERAL NOTICE No. 130

THE REGISTRATION OF TRADE MARKS ORDINANCE.
APPLICATION No. 144/27.

 To all whom it may concern.
 TAKE NOTICE that an application for the registration of the Trade Mark shown above in Class 24 of Part III of the Schedule to the above-mentioned Ordinance, in respect of cotton piece goods of all kinds, has been lodged by Samuel Turner & Company, Limited, of Clod Mills, Woodland Road, Spottland, Rochdale, Lancashire, England; Cotton and Woollen Manufacturers, whose address for service in the Colony is Messrs. Atkinson, Wright and Down, Advocates, Mombasa.
 The said Trade Mark will be registered after the expiration of the period mentioned in section 13 of the said Ordinance, provided no notice of opposition is received.
 A specimen of the Trade Mark the registration of which is applied for can be seen at the office of the undersigned at Nairobi.
 (To be associated, sec. 25.)
 Nairobi,
 9th February, 1928.
 W. M. KEATINGE,
 Registrar of Trade Marks.

GENERAL NOTICE No. 126

IN HIS MAJESTY'S SUPREME COURT OF KENYA AT MOMBASA.
Case No. 2 of 1928.
 In the matter of the Estate of HIKIDGO WINTI DUSTAN, ALIAS ABDALLA bin MOMBASA, deceased.
 NOTICE is hereby given that on the 28th day of February, 1928, I propose to appoint Saleh bin Ahmed, of Mombasa to be the executor of the estate of the late HIKIDGO WINTI DUSTAN ALIAS ABDALLA bin MOMBASA.
 If any person objects to the proposed appointment he must give me notice of his objection before the expiration of this notice.
 Mombasa,
 9th February, 1928.
 ERIC T. JOHNSON,
 Acting Judge,
 H. M. SUPREME COURT.

GENERAL NOTICE No. 127


PROBATE AND ADMINISTRATION.
PUBLIC TRUSTEE'S CASE No. 18 of 1928.
 In the matter of BECHER DHANIEH, deceased.
 To all whom it may concern.
 TAKE NOTICE that on or after the 28th day of February 1928, I intend to apply to the Supreme Court of Kenya at Nairobi, for an order to administer the estate with will annexed of the above-named Becher Dhanieh, who died at Metu on the 6th day of January, 1928.
 Nairobi,
 11th February, 1928.
 W. M. KEATINGE,
 Public Trustee.

GENERAL NOTICE No. 131


THE REGISTRATION OF TRADE MARKS ORDINANCE.
APPLICATION No. 145/27.

 To all whom it may concern.
 TAKE NOTICE that an application for the registration of the Trade Mark shown above in Class 50 of Part III of the Schedule to the above-mentioned Ordinance, in respect of artificial silk piece goods, has been lodged by Samuel Turner & Company, Limited, of Clod Mills, Woodland Road, Spottland, Rochdale, Lancashire, England; Cotton and Woollen Manufacturers, whose address for service in the Colony is Messrs. Atkinson, Wright and Down, Advocates, Mombasa.
 The said Trade Mark will be registered after the expiration of the period mentioned in section 13 of the said Ordinance, provided no notice of opposition is received.
 A specimen of the Trade Mark the registration of which is applied for can be seen at the office of the undersigned at Nairobi.
 (To be associated, sec. 25.)
 Nairobi,
 9th February, 1928.
 W. M. KEATINGE,
 Registrar of Trade Marks.

GENERAL NOTICE No. 132

THE REGISTRATION OF TRADE MARKS ORDINANCE.
APPLICATION No. 146/27.

 To all whom it may concern.
 TAKE NOTICE that an application for the registration of the Trade Mark shown above in Class 4 of Part III of the Schedule to the above-mentioned Ordinance, in respect of chemical substances used in manufacture, photography or philosophical research and with-carborates, has been lodged by I. G. Farbenindustrie Aktiengesellschaft, of Mainzer Landstrasse, 29, Frankfurt-on-Main, Germany. Manufacturers, whose address for service in the Colony is Messrs. Atkinson, Wright and Down, Advocates, Mombasa.
 The said Trade Mark will be registered after the expiration of the period mentioned in section 13 of the said Ordinance, provided no notice of opposition is received.
 A specimen of the Trade Mark the registration of which is applied for can be seen at the office of the undersigned at Nairobi.
 (To be associated, sec. 25.)
 Nairobi,
 9th February, 1928.
 W. M. KEATINGE,
 Registrar of Trade Marks.

GENERAL NOTICE No. 133

THE REGISTRATION OF TRADE MARKS ORDINANCE.
APPLICATION No. 147/27.

 To all whom it may concern.
 TAKE NOTICE that an application for the registration of the Trade Mark shown above in Class 2 of Part III of the Schedule to the above-mentioned Ordinance, in respect of chemical substances used for agricultural, horticultural, veterinary and sanitary purposes, has been lodged by I. G. Farbenindustrie Aktiengesellschaft, of Mainzer Landstrasse, 29, Frankfurt-on-Main, Germany. Manufacturers, whose address for service in the Colony is Messrs. Atkinson, Wright and Down, Advocates, Mombasa.
 The said Trade Mark will be registered after the expiration of the period mentioned in section 13 of the said Ordinance, provided no notice of opposition is received.
 A specimen of the Trade Mark the registration of which is applied for can be seen at the office of the undersigned at Nairobi.
 (To be associated, sec. 25.)
 Nairobi,
 9th February, 1928.
 W. M. KEATINGE,
 Registrar of Trade Marks.

GENERAL NOTICE No. 134

THE REGISTRATION OF TRADE MARKS ORDINANCE.
APPLICATION No. 150/27.

 To all whom it may concern.
 TAKE NOTICE that an application for the registration of the Trade Mark shown above in Class 4 of Part III of the Schedule to the above-mentioned Ordinance, in respect of raw or partly prepared, vegetable, animal and mineral substances used in manufacture, has been lodged by I. G. Farbenindustrie Aktiengesellschaft, of Mainzer Landstrasse, 29, Frankfurt-on-Main, Germany. Manufacturers, whose address for service in the Colony is Messrs. Atkinson, Wright and Down, Advocates, Mombasa.
 The said Trade Mark will be registered after the expiration of the period mentioned in section 13 of the said Ordinance, provided no notice of opposition is received.
 A specimen of the Trade Mark the registration of which is applied for can be seen at the office of the undersigned at Nairobi.
 (To be associated, sec. 25.)
 Nairobi,
 9th February, 1928.
 W. M. KEATINGE,
 Registrar of Trade Marks.

GENERAL NOTICE No. 128

THE REGISTRATION OF TRADE MARKS ORDINANCE

Application No. 10/28



To all whom it may concern.

TAKE NOTICE that an application for the registration of the Trade Mark shown above in Class 40 of Part III of the Schedule to the above-mentioned Ordinance, in respect of all goods included in Class 40, has been lodged by The Fisk Rubber Company, of Chicago Falls, County of Hampden, State of Massachusetts, United States of America, Manufacturers, whose address for service is the Colony & Messrs. Athinson, Wright and Down, Advocates, Mombasa.

The said Trade Mark will be registered after the expiration of the period mentioned in section 13 of the said Ordinance, provided no notice of opposition is received.

A specimen of the Trade Mark the registration of which is applied for can be seen at the office of the undersigned at Nairobi.

Nairobi,
7th February, 1928.

W. M. KEATINGE,
Registrar of Trade Marks.

GENERAL NOTICE No. 126

THE REGISTRATION OF TRADE MARKS ORDINANCE

Application No. 11/28



To all whom it may concern.

TAKE NOTICE that an application for the registration of the Trade Mark shown above in Class 40 of Part III of the Schedule to the above-mentioned Ordinance, in respect of indiarubber tyres and inner tubes for tyres, indiarubber solution, indiarubber patches for repairing tyres, has been lodged by The Fisk Rubber Company, of Chicago Falls, County of Hampden, State of Massachusetts, United States of America, Manufacturers, whose address for service is the Colony & Messrs. Athinson, Wright and Down, Advocates, Mombasa.

The said Trade Mark will be registered after the expiration of the period mentioned in section 13 of the said Ordinance, provided no notice of opposition is received.

A specimen of the Trade Mark the registration of which is applied for can be seen at the office of the undersigned at Nairobi.

Nairobi,
7th February, 1928.

W. M. KEATINGE,
Registrar of Trade Marks.

GENERAL NOTICE No. 127

THE REGISTRATION OF TRADE MARKS ORDINANCE

Application No. 11/28



To all whom it may concern.

TAKE NOTICE that an application for the registration of the Trade Mark shown above in Class 42 of Part III of the Schedule to the above-mentioned Ordinance, in respect of baking powder, has been lodged by Calumet Baking Powder Company, of 4100, Fillmore Street, City of Chicago, County of Cook, State of Illinois, United States of America, Manufacturers, whose address for service is the Colony & Messrs. Athinson, Wright and Down, Advocates, Mombasa.

Registration is not claimed under the special provisions of paragraph 5 of section 7 of the said Ordinance in regard to names, signatures or words.

The said Trade Mark will be registered after the expiration of the period mentioned in section 13 of the said Ordinance, provided no notice of opposition is received.

A specimen of the Trade Mark the registration of which is applied for can be seen at the office of the undersigned at Nairobi.

Nairobi,
8th February, 1928.

W. M. KEATINGE,
Registrar of Trade Marks.

GENERAL NOTICE No. 125

NOTICE

To all whom it may concern.

NOTICE is hereby given that any customer who may have left his watches with me for repairs as from the 1st of August, 1920 to the 30th August, 1927, should claim them in person or through his authorised agent within a month of this notice, failing which the undersigned does not hold himself responsible for same.

The watches will be delivered on payment of any charge.

Nairobi,
1st February, 1928.

A. MELAS.

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	Sh. cts.
For one year	25 00
six months	13 00
three months (excluding postage)	7 60
three months (including postage)	9 00
Single copy (excluding postage)	0 60
Single copy (including postage)	0 60

(Subscriptions must be prepaid.)

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All Notices and Advertisements by Private Advertisers may be tendered at or sent direct by Post to the GOVERNMENT PRINTER, Nairobi, for insertion at the authorised rates of payment. The office hours are from 9 a.m. to 4 p.m., closing at 1 o'clock on Saturdays.

All Notices and Advertisements must be prepaid. To save delay Notices and Advertisements sent direct by Post should be accompanied by remittance. Matter for publication should reach the GOVERNMENT PRINTER not later than 1 p.m. on the Saturday of the week before publication is desired.

AUTHORISED SCALE OF CHARGES

	Sh. cts.
For insertion in Official Gazette (column)	32 00
(half column)	16 00
(quarter column or less)	8 00

NOTICE

Publications obtainable from the Government Press.

Revised Edition of the Laws of Kenya Colony, 1926, in three volumes. Price: £7 7s. per set (carriage extra).

Conference of Governors of the East African Dependencies, 1926. Summary of Proceedings. Price: Shs. 2/30; Postage, Cts. 84.

Report of the Port Commission of Inquiry, 1925. (With map). Price: Shs. 3/1; Postage, Cts. 35.

Bound copies of Ordinances, Vol. IV, 1925 (New Series). Price: Shs. 7/50; Posted, Shs. 8/20.

	Sh. cts.
Bound volume of Official Gazette	25 00
Ordinances	7 50
Proclamations, Rules and Regulations	7 50
Ordinances (per copy)	3 00

(Postal charges must be added in above if forwarded through the Post.)

RATES OF SUBSCRIPTION TO OFFICIAL GAZETTE

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For one year	15 00
six months	12 00
three months (excluding postage)	8 50
three months (including postage)	7 50
Single copy (excluding postage)	0 50
Single copy (including postage)	0 60

(Subscriptions must be prepaid.)

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(quarter column or less)	8 00

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Conference of Governors of the East African Dependencies, 1926. Summary of Proceedings. Price: Shs. 2/50; Postage, Cts. 35.

Report of the Port Commission of Inquiry, 1925. (With map). Price: Shs. 1/-; Postage, Cts. 35.

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	Sh. cts.
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