

1925

KENYA

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C. O.
20423
6 MAY 25

DATE

6 MAY 1925

OFFICE:

MAGADI SODA CO.

Minutes recording visit of Mr Marshall
Kenya representative on new Board, at which he
stated as to good progress made and gave an indica-
tion of works contemplated at Magadi.

MINUTES

Mr. Marriott, the representative of the Government of Kenya on the Board of the Magadi Soda Company, called on Mr. Bottomley on the 1st of May.

He expressed the opinion that good progress had been made by the Company in its re-constitution, and that the best of ^{relations!} gradations existed between himself and Sir Ernest Allen (representing the trustees for the debenture holders) and the directors appointed by Messrs. Brunner Mond. They proposed to close down the process of formation of the new Company on May 12th and the assets to be supplied for by persons entitled to the same. The necessary arrangements will be made by the Official Receiver, and the Commission which Messrs. Brunner Mond have appointed to take the local property of the Company has already submitted a report. Mr. Marriott has been furnished with a copy confidentially, and has discussed various points of interest. It appears that the Commission was favourably impressed both by the local staff and by the general arrangements, and they have recommended certain immediate additions to the plant to ensure the maintenance of a rate of produce of 220 tons a day. These recommendations have been approved, and Mr. Marriott thinks that with very little additional expense, the rate of production can be increased up to 100,000 tons a year. The Company has ample funds for present needs from its first flotation.

Mr. Marriott mentioned the difficulty which has evidently been felt by the Company in common with all other producers in Kenya as regards rolling stock. Mr. Bottomley explained that the present difficulties of the Uganda Railway were largely due to

to the enormous consignments of goods which had been rushed to Uganda in anticipation of demands by natives as a result of the sale of their cotton crops, and which were held up at Kisumu, as facilities for off-loading them from the trucks and embarking them on the lake steamers were not available. He mentioned that the railway had ordered 440 new trucks last year and had already 250 on order this year, which was the maximum number that they could receive for local assembly at any one time. He hoped that the difficulty was by now being over-come but it was necessary to realise that at this particular season similar difficulties would be likely to occur, though perhaps not to the same extent next year and in succeeding years.

Mr. Marriott mentioned that the new Masai Company had not received a formal letter from the Colonial Office stating that he had been appointed by the Government of Kenya as the representative on the Board, (a letter to this effect was sent to Messrs. Brunner Mond on file No. 2714). Mr. Bottomley promised that a letter should be sent, and I enclose a draft. Mr. Marriott then mentioned several further points arising out of the Commission's report. It appears that the Indian skilled labour which is employed at the lake is very satisfactory, as the Indians realise that with the present policy of the Uganda Railway to replace them by Asiatics, it is to their advantage to hang on to their employment with the Masai Company. The question of native labour gives rise to a certain amount of anxiety. It appears, however, that the Commission have taken a very liberal view of the duties of the Company as employers, when recommending improvements in housing, sanitary accommodation, etc. which will involve an expenditure of

£20,000.

£20,000. The average wage of a native boy is 12/- per month. Other expenditure recommended by the Commission is

- £25,000 on reconditioning the plant etc. at the lake.
- £10,000 on the Port at Shimani.
- £70,000 on reconditioning the water-pipes from the N'gong springs, which, it appears, have been injured by the final action of the water on the steel-pipes.

The Commission were apparently favourably impressed with the European personnel, especially the General Manager of the Company, Mr. Gill. The only possible exception appears to be Mr. Chambers, who has been in charge of the Company's port. The Europeans apparently find life very healthy and the Commission seem to be in the same opinion. The Commission's report.

Mr. Marriott seemed to be of the opinion that the Directors are in no hurry to proceed with the execution of the draft leases of the lake, which are now under consideration.

* Recruiting charges + rations + wages + hospital and compound costs amount to 1.2 shillings per day.

TELEPHONE CENTRAL 430

TELEGRAMS DEPART LONDON

12, BROAD STREET PLACE

LONDON, E.C.2

4th May

Mr. Bottomley Esq
Colonial Office
Downing Street, S.W. 1

20
5 May 1941

Dear Mr. Bottomley

The correction I wished to make in the statement
of the position of Magadi which I made to you on Friday
last is as follows:

"Recruiting charges plus rations plus wages plus
hospital and compound costs amount to £2 5/6 per day per
man per day."

Yours sincerely,

W. J. Harris

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1887

Secretary
Nagadi Soda Coy. Ltd.

Nagadi Soda Coy. Ltd.

MINUTE.

Sir

all 5.5.25.
H. G. G. G.

I am etc. to inform you that, in pursuance of the arrangement whereby the reconstruction of the Nagadi Soda Coy. Ltd., it was provided that the Government of Kenya should nominate one member of the Board of Directors of the Company, the Governor of Kenya ~~to~~ recommended

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Wm. H. P. Barrett, D. I.,
1212 Street Place, London,
E. C. 1, ~~London~~ ^{London}
Presented to the Board as
a member of the Local Govt.

Mr. Barrett suggested
this nomination, and his applⁿ
has been approved by the
Secretary of State, Mr. Brunner,
London and Co. having been
informed accordingly in a letter
from the Dept. dated the 5th
of December 1924.

(5517)

(Signed) W. G. BOTTOMLEY.

CRESCENT NORTHWICH.
NORTHWICH

1954

The Uganda Tea Company Limited.

RECEIVED
MAY 1954
COLL.

Manchester

8th May 1954

OLD REFERENCE
STAMP OF 20423/25.

Under Secretary of State,
Colonial Office,
London, S.W.1.

I am obliged for your letter of the 7th May informing me
of Mr. P. Marriott's appointment on the Board of Directors of this
Company as representative of the Government of Kenya.

Yours truly,

S. March

Secretary to the Board.

Handwritten notes:
10/5/54
10/5/54

Ministry of Justice
Lagos

Enclosed for your letter of the 17th day of February
1964, are the appointment of the staff of the
Attorney General's Office, Lagos, as
representative of the Government of Lagos.

Yours truly,

Secretary to the Govt.

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Vol. 2.6

330

MAGADI SODA COMPANY.

REPORT

OF

BRUNNER, MOND & COMPANY'S COMMISSION

(C. G. Saunders, A. R. Gregory, T. A. Johnson.)

TO

KENYA COLONY.

SECTION IV.

**NOTES ON THE UGANDA RAILWAY
AND THE LAKE MAGADI BRANCH.**

C. G. SAUNDERS.
A. R. GREGORY.

Ch., 1926.

MAGADI OUTPUT.

Year	Week ending	Total
	4th January.	970
"	11th "	608
"	18th "	671
"	25th "	1211
"	31st "	881
"	7th "	802
"	14th "	819
"	21st May.	1041
"	11th "	810
"	18th "	662

MAGADI - SHORTAGE OF RAILWAY TRUCKS.

In the weekly "Output" cable from the Lake 8/4 weeks ending 6th February, 15th February, 1st Mar/A, 6th Mar, 15th March, 30th March, 12th April, 19th April, 26th April, the reason for the low output is given as shortage of empty waggons. In the cable for the week ending 26th April it is stated, the waggons were absent for one day for that week. In the cable for the week ending 3rd May it is stated that the waggons were absent for one day for that week. In the cable for the week ending 10th May it is stated that the waggons were absent for one day for that week. In the cable for the week ending 17th May it is stated that the waggons were absent for one day for that week. In the cable for the week ending 24th May it is stated that the waggons were absent for one day for that week. In the cable for the week ending 31st May it is stated that the waggons were absent for one day for that week. In the cable for the week ending 7th June it is stated that the waggons were absent for one day for that week. In the cable for the week ending 14th June it is stated that the waggons were absent for one day for that week. In the cable for the week ending 21st June it is stated that the waggons were absent for one day for that week. In the cable for the week ending 28th June it is stated that the waggons were absent for one day for that week. In the cable for the week ending 5th July it is stated that the waggons were absent for one day for that week. In the cable for the week ending 12th July it is stated that the waggons were absent for one day for that week. In the cable for the week ending 19th July it is stated that the waggons were absent for one day for that week. In the cable for the week ending 26th July it is stated that the waggons were absent for one day for that week. In the cable for the week ending 2nd August it is stated that the waggons were absent for one day for that week. In the cable for the week ending 9th August it is stated that the waggons were absent for one day for that week. In the cable for the week ending 16th August it is stated that the waggons were absent for one day for that week. In the cable for the week ending 23rd August it is stated that the waggons were absent for one day for that week. In the cable for the week ending 30th August it is stated that the waggons were absent for one day for that week. In the cable for the week ending 6th September it is stated that the waggons were absent for one day for that week. In the cable for the week ending 13th September it is stated that the waggons were absent for one day for that week. In the cable for the week ending 20th September it is stated that the waggons were absent for one day for that week. In the cable for the week ending 27th September it is stated that the waggons were absent for one day for that week. In the cable for the week ending 4th October it is stated that the waggons were absent for one day for that week. In the cable for the week ending 11th October it is stated that the waggons were absent for one day for that week. In the cable for the week ending 18th October it is stated that the waggons were absent for one day for that week. In the cable for the week ending 25th October it is stated that the waggons were absent for one day for that week. In the cable for the week ending 1st November it is stated that the waggons were absent for one day for that week. In the cable for the week ending 8th November it is stated that the waggons were absent for one day for that week. In the cable for the week ending 15th November it is stated that the waggons were absent for one day for that week. In the cable for the week ending 22nd November it is stated that the waggons were absent for one day for that week. In the cable for the week ending 29th November it is stated that the waggons were absent for one day for that week. In the cable for the week ending 6th December it is stated that the waggons were absent for one day for that week. In the cable for the week ending 13th December it is stated that the waggons were absent for one day for that week. In the cable for the week ending 20th December it is stated that the waggons were absent for one day for that week. In the cable for the week ending 27th December it is stated that the waggons were absent for one day for that week. In the cable for the week ending 3rd January it is stated that the waggons were absent for one day for that week. In the cable for the week ending 10th January it is stated that the waggons were absent for one day for that week. In the cable for the week ending 17th January it is stated that the waggons were absent for one day for that week. In the cable for the week ending 24th January it is stated that the waggons were absent for one day for that week. In the cable for the week ending 31st January it is stated that the waggons were absent for one day for that week. In the cable for the week ending 7th February it is stated that the waggons were absent for one day for that week. In the cable for the week ending 14th February it is stated that the waggons were absent for one day for that week. In the cable for the week ending 21st February it is stated that the waggons were absent for one day for that week. In the cable for the week ending 28th February it is stated that the waggons were absent for one day for that week.

Magadi letter 74: Sheet 13: Owing to shortage of empty waggons, the waggons were absent for one day for that week. In the cable for the week ending 3rd March, and Washery on 4th March. The waggons did not start until 11th March. The trucks for all purposes throughout the country seems to be inadequate, and recently letters had appeared in the press pointing out that the supply of fuel to Nairobi was affected for the same reason. The Magadi contractors could not deliver owing to shortage of trucks.

In the "Output" report for January, the following

Empty trucks ordered from U.R	6200 tons capacity
do. received	3040 do
do. on hand	Nil

For February the figures are:

... of the ...

... of the ...

... of the ...

... of the ...

... of the ...

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... of the ...

... of the ...

Empty trucks ordered from Great U.S. ...

(Note: - This ...)

Magadi Mail Letter ...

... amounting to 2994 tons ...

... Mail Letter 272 ...

Sheet 13: The supply of wagons ...

... of the ...

... of the ...

... of the ...

... of the ...

... of the ...

... of the ...

ROLLING STOCK

Violence was not... J. P. ...

[Faded text, illegible]

[Faded text, illegible]

[Faded text, illegible]



The... carrying... the... to long... the... of the U. S. was... these... account... of the... are likely... to further practice... the... of the... the... of the... the... of the... the... of the...

... machinery... plant of... 1923... 1924... the... of the U.S. 1924... Report is...

YEAR 1923.Rolling Stock.

<u>Type.</u>	<u>Number.</u>	<u>Average Capacity, Tons.</u>
Covered goods, ordinary	307	10
" " " " " " " "	444	21.5
Low-sided trucks	203	10
" " " " " " " "	91	23.75
High-sided trucks	177	10.75
" " " " " " " "	134	21.5
	<u>1351</u>	
Water & oil tank wagons		
timber, cattle, ballast		
trucks, etc.	<u>227</u>	
TOTAL GOODS ROLLING STOCK	<u>1658</u>	

Of the above, 135 were erected in 1923. In order
 to further 400 is in course of execution, of which 100
 already delivered and are being erected at a rate of 10 per
 week.

Principal exports, 1923. (During which the Masadi Works
 were stopped for several weeks).

	<u>Tons.</u>	
Soda Ash	28650	(In 1922; 46800 T.)
Maize	38478	(In 1922; 21164 T.)
Cotton, (Uganda) ...	17612	
Coffee	11862	
Cotton Oil Seed, (Uganda)	10371	
Ground Nuts	9045	
Sisal Fibre	7917	
Hides, Tattle Bark, Simsir & Chillies..	<u>10848</u>	
Total	<u>134783</u>	

From the above figures it is clear that when Masadi is
 making 220 T. per day, or say 80,000 T. per annum, Soda
 Ash will be by far the largest export.

Tonnage carried by U.R. 1923

Total tonnage carried by U.R. 1923	1,477,741
Total tonnage handled by U.R. 1923	1,309,067

The above shows that the traffic down to the coast is nearly double the traffic from the coast country, and that for the greater part of the total tonnage handled the source of traffic is up from the coast to the coast.

Locomotive

At the end of 1923 there were 81 locos. for long distance haulage and 48 shunting

of which above 81 locos. 18 were Mallets, which could be used on the L.M.R. between Majiadi and Lake Magadi. Average haulage per long distance loco. per day was 66, so that there is a considerable margin of loco. capacity.

Connection between Rolling Stock Supplies & Magadi Output.

There is a serious shortage of rolling stock, and drastic measures of some kind must be taken to remedy it; otherwise the output of Magadi works is likely to be restricted. Mr. Fellings's attitude as regards the reliability of statements as to the rolling stock requirements at Magadi is

justifiable, inasmuch as it is true that the actual output achieved prior to the Receivership invariably fell far short of the monthly estimate of output issued by the Maradi General. [redacted] was clearly sceptical as to any statements with [redacted] This reason could not bind [redacted] any [redacted] stock [redacted]

That regularity of output is essential for the successful operation of the Maradi plant, just [redacted] for the economical handling of the [redacted]

[redacted] has a very great advantage [redacted] the [redacted] product [redacted] with by a very extensive sales [redacted]

[redacted] and therefore the [redacted] Company will [redacted] a better position to give reliable estimates [redacted] amount of [redacted] which can be disposed of.

(1) That [redacted] considered the state of the plant at Lake Maradi, [redacted] believe that a [redacted] is of [redacted] practical possibility.

(4) That in the near future it would be imperative that adequate provision be made for a steady stream of traffic to and from the Lake.

[redacted] Fallis quite saw the point of these arguments, and said that erection of additional rolling stock had been going on for some time and that by the end of February 1925, he saw no reason why the railway should not be in a position to send ten empty wagons each day to take Ash from the Lake

to the Coast.

The capacity of this number of wagons is around 230 tons of Ash.

It will be noticed that Mr. Felking did not commit himself to any promise in connection with rolling stock, and in fact, when the Commission arrived home, cables have been received from Uasindegish to the effect that output is being seriously restricted by shortage of wagons, just as it was during the period the Commission was at the Lake.

In order to secure for rolling stock it is necessary to have a continuous supply of wagons understood from the U.R. for export to the West.

In January, 1941, Mr. Gill applied to the U.R. for a number of wagons for use in the Uasindegish area, sufficient for the output of the Uasindegish plant during the period January 1st. to October 1st. The wagons actually supplied were only sufficient for a take of 100 tons per day, and during the month of June, when the Uganda cotton traffic was at its maximum, rolling stock for only 60 tons per day arrived at the Lake.

It was fortunate, however, that the original number of wagons asked for was not supplied, since the rate of sale of Ash was nothing approaching 230 tons per day and towards the end of the year the stock sheds at Shimanzi were practically full. If, therefore, the number of wagons asked for had been supplied, they could not have been used, since there would have been no room for the Ash at the Coast and the U.R. would have had yet another opportunity of complaining that forecasts of rolling stock requirements for Ash were not to be relied on.

One would judge that in recent months the U.R. have kept themselves informed of the stock room available in the Shimanzi sheds, and have adjusted the amount of rolling stock

the Lake accordingly.

The points which shall now be taken into consideration, in order to improve the rolling stock situation, are:

- (1) Whether there will be in the country sufficient rolling stock to deal with the future Magadi Soda Co.'s traffic, in addition to the large and rapidly increasing local traffic.
- (2) Whether it is possible to establish some kind of connection between the sales organisation of the new Company and the U. R. officials, so that the latter can be kept informed of actual traffic requirements.
- (3) Whether the position can be improved by increasing the existing rolling stock capacity of the Lake.
- (4) Whether the purchase of rolling stock by the Magadi Soda Co. for its own use, is an economically sound policy.

Considering these points now in detail:-

1. Mr. Bellin admitted that requisitions by the U. R. for new additional rolling stock, in the past had fallen short of what was actually found to be required, owing to the fact that the increase in agricultural production had been far more rapid than was forecasted.

Estimates on requirements are based on:-

- (a) Forecasts from agricultural statistics, including records of the amount of new land put under cultivation every year. These statistics are being made up on a more comprehensive scale than has been the case in the past.
- (b) Such information as to their requirements as can be obtained from the Magadi Soda Co.

The trouble was aggravated by the delay in delivery from England of such rolling stock as was ordered. This delay took place in spite of the fact that engineering firms in general were complaining at the time of lack of orders.

In view of these experiences, it is improbable that the U.S. Administration will allow such a situation to arise again, especially as ample funds are available for such investment in the form of

loans for the purpose of agricultural traffic. It is also probable that the U.S. Administration will be able to coordinate the supply of the

rolling stock at the time when crops are being harvested and sent to the coast.

It is confirmed by the monthly statement of tonnage carried to U.S. ports throughout the year that the Commission asked for an ability to carry

at the present time the Commission is that if Mr. Gill finds himself short of rolling stock, for example when a boat is loading at Shimanzi, he can do nothing more than point out the state of affairs to the U.R. and ask them to do their best to remedy it.

There is no kind of contract or agreement giving Mr. Gill power to demand rolling stock supplies in any stated quantity, so that if the U.R. do not act on Mr. Gill's request he has no remedy whatever, the result being that ultimately he often has to close down the Works altogether. In the past neither the U.R. nor Mr. Gill have had any definite trustworthy

figure showing that rolling stock will be necessary over a period of, say, a 12 months ahead. The result has been that Mr. Gill might make demands in excess of requirements, and, on the other hand, the U.S. had no guarantee that the amount of rolling stock asked for was the amount definitely required.

The situation could be somewhat improved if the Warabi Works General Manager were kept informed of the amount of rolling stock required for overseas service and create a stock at the Coast. He would then have definite a estimate of requirements for the most part. These quantities, by the sales direct or through the medium of the Colonial Office, if such a course is in any way possible. There is no doubt that the U.S. would be far more likely to take action in such a matter if they are notified through Colonial Office channels than if their attention is drawn to the state of affairs simply by Mr. Gill.

The present total stocking capacity for finished ash at the Lake is at the most 890 tons. This represents a stocking capacity for only 4 days' work at 220 T. per day. If, for any reason, the rolling stock supply is inadequate, the stocking room is soon filled and the work has to be stopped.

On the other hand, stocking capacity were increased, it would not be interfering with the rolling stock supply.



...rolling stock... over a longer period an... of empty wagons, a larger stocking capacity would make it possible to work the train service in a manner which would be more convenient to the public and therefore more likely to result in a steady supply of rolling stock, as follows:

At the present time there is no through service of empties from the coast to the Lake or of soda trains from Lake to coast. While a train of empties is travelling up from the coast, wagons are detached from it at various stations en route according to requirements. Therefore, by the time the train reaches Magadi Junction the number of empty wagons available for the Lake is indeterminate.

Thus the number of empties arriving at the Lake may vary from day to day between one and 14, and at intervals, especially when there is a congestion of imports at the coast, no empties arrive at all.

There seems to be no doubt that this would not happen if complete trains of empties could be assigned at the coast for Lake Magadi. These trains would be sent intact up to the Lake, where they would fill up with Ash and returned to the coast. It would be a very good idea to have a separate line for Magadi traffic only for the purpose of carrying heavy loads for example, limestone. The line would be marked to carry the traffic in both directions. Soda traffic only is a matter for discussion with the railway and in this connection it is necessary to note that to run a service adequate to deal with a lake of 530 Tons per day 50 wagons of 25 T. each, or the equivalent, would have to be kept permanently in the traffic.

Considering now, in further detail, the possibility of a regular service of complete trains, there is first the fact that whereas a complete train of empties from the coast consists of not more than 14 bogie wagons, each 25 T. capacity, yet a complete train loaded with Ash from the Lake to Kajiado consists of a maximum of not more than 6 wagons of 25 T. plus brake-van. (This is for a train hauled by one G.O. type engine only, a double headed train being a maximum of 9 wagons).

Hence a complete train of empties - 14 - is more than enough to make the maximum permissible load for two trains loaded with Ash, i.e. 12 wagons. But the Oil required at the Lake would be nearly equal to the contents of one oil tank bogie per day.

hence through trains from the coast would consist of empty wagons, each of 25 T. capacity, and one full wagon. This train would be divided into two parts at Kijido, proceed to the Lake, load up, and return in two parts, either through to the coast or to Kijido where the two parts would be combined to one train and drawn from Kijido to the coast by a lighter locomotive. These 12-wagon trains would carry 300 Tons of goods. Make of 220 T. per day five of these 12-wagon trains would be required per week.

The arrangement of splitting up of trains into two parts and the possibility of trucks being used for the same purpose should be avoided.

The main objection to this arrangement is that all wagons going to Mogadiwasha complete the whole journey empty, no use being made of them for carrying goods from the coast to intermediate stations inland, but being that the export traffic of the Colony is only about 50% of the import, this objection should not make the plan unworkable. An alternative to the above method is to leave the matter of the number of wagons arriving at the Lake from day to day entirely in the hands of the U.R., as at present, but on the understanding that the average number per day over a period be not less than a stated number. The larger stocking capacity at the Lake would make it possible for the Works to carry on regularly under such an arrangement.

The other great advantage of increased stocking capacity is that it would be possible to stop the Works at any time for repairs, &c., without interrupting the regular loading and despatch of trains.

(4) It has been pointed out above that on a Make of 220 T. per day not less than 50 wagons of 25 T. capacity each are necessary.

If not at present, then at some date in the future, it may be sound policy for the Magadi Co. to purchase railway wagons for its own use, and thereby become independent of the U.R. Agency.

An approximate tender has been obtained from the Leeds Forge Company as follows:

50 covered bogie wagons, capacity 25 T. each, fitted with wheels of Indian

Country of Origin U.K.

Total

The Leeds Forge Company

offer to supply the above type to the U.R.

The U.R. lays down certain standards of maintenance of private wagons from which it follows that they would bear the cost of maintenance of the Magadi Co.'s wagons.

Hence the only reduction in freight which the U.R. could be expected to allow in consideration of the fact that the Magadi Co. were using their own wagons would be :-

Interest on the capital cost of the wagons at say, 5% per annum	£1,925
Depreciation charges, based on an estimated wagon life of 15 years, approx.	<u>£2,560</u>
Total per Annum	<u><u>£4,485</u></u>

On a Make of 220 T. per Day, or say 80,000 T. per Annum, this Total is equivalent to 1.1 shillings per Ton of Ash transported from Lake to Coast.

Oil Tank Barges. (O.T.Bs.)

The Company already owns six O.T.Bs., holding 20 to 21 T. of oil, which are used solely for bringing fuel oil from coast to Lake Tangani.

The U.R. only agrees to run these, or any kind of barge, on condition that they are built to their standard specification, which includes continuous motor (Westinghouse system), and that all inspection, repairs and renewals are carried out by the U.R.

There is little doubt that the regular supply of fuel oil is vitally necessary for Tangani Barge would not have been possible if it were not for these O.T.Bs. not been the property of the U.R. On several occasions, for instance, the U.R. has endeavoured to obtain the loan of them for the traffic.

For a tonnage of up to 220 T. per day the present six O.T.Bs. should be enough, making a reasonable allowance for repairs.

Locomotives.

There has been no shortage in the past, and there is no reason to anticipate shortage in the future, as will be understood from the fact that in 1953 the average mileage per long distance loco. per day was only 66, and in the case of the Mallets, of which the U.R. owns 18, only 39.

Four locos. working and one spare should suffice to work the traffic from the Lake to Kajiado and Kilindini on a Make of 320 T. per day.

U.P. AND T.A.R. PERMANENT DAY TRAFFIC CAPACITY.

At present something over 1500 Tons per Day are handled by the U.P.

A single track railway of 3ft. 6ins. gauge from the Natal coal fields deals with 15,000 Tons of coal per day, and Mr. [Name] states that when, about two years hence, the U.P. track has been relaid throughout with 4 ft. rails, it will be capable of dealing with 15,000 T. per day without doubling the track.

Hence fears as to the capacity of the U.P. track may be said to be unfounded.

LAKE CHARLETT RAILWAY.

Since the accident referred to on pages 16 & 17 of Section 2. of this report, the running of trains on the Kajiado-Lake Charlett section at night has been stopped as far as possible. It is doubtful whether the U.P. would agree to day and night working unless Toroka and Nyuki Stations are opened. The following is an estimate of the capacity of the track under various operations. It is based upon the fact that the 65 miles journey from the Lake to Kajiado is completed by a loaded train in 7 hours, i.e. at an average speed of 9 miles per hour.

(a) Toroka and Nyuki closed as at present.

In this case the longest section is from Koora to Kajiado, and 6 hours is allowed for this 50 miles.

(a) Daywork only.

Two trains per day equals 3000 Tons per Day.

As a matter of fact it would hardly be possible to work two trains per day in daylight, but a small amount

of nightwork would probably be allowed. No margin is allowed in this case for delay due to engineering trains, &c., on the line.

(b). Day and Night.

Three trains per day equals 450 Tons per Day.

Case for 10 East Scotland. 18 hours to York, 18

miles, &c. 18 hours. The ... for ... section 18 hours ...

Daywork only

The above shows an ... margin for delays on the line ...

Three trains per day equals 450 Tons per Day.

This also shows an ... margin for delays.

In case above, the figures refer to trains with ...

... and without considering the use of double ...

- Capacity of the L.M.R. track, with Stations as they are to-day, daywork only. ... barely 300 T. per Day
- Capacity of the track with all Stations open, working day & night, ... 1500 T. per Day.

FUEL SUPPLY.

At present, oil is used for firing Locomotives on the Komasa Section of the U.R.

Nowhere, wood is used and occasionally a little South African Coal. The country within reasonable distance of the track is rapidly becoming entirely denuded of timber, therefore the possibility of using South African Coal on a large scale is being seriously considered.

Further, it is probable that within a short time Kilindini will be made a coal bunkering port. The Port Sudan and Iost Said bunkering companies are said to be considering the matter and unloading arrangements for coal are being made at the New Government deep water quays. The first two berths at these quays will probably be ready in November of this year.

Seeing that oil prices are steadily increasing, and that there is no sign of what the ultimate price will be, details are obtained from Mr. Felling of the probable prices of coal as follows:-

	Per Ton.
1. Transvaal Coal at Pietersburg	6/-
2. Freight, loading &c. Pietersburg to Lorenzo Marques	7/9
3. Freight to Kilindini	14/-
4. Lighterage at Kilindini	6/-
5. Loading & Unloading Rail Tracks	3/3
6. Freight - Kilindini to Lake Nagadi	20/-
Total	<u>57/-</u>

If a regular traffic were established, item 3 would be cancelled, and as soon as the new quays are ready item 4 will be cancelled, but unloading at wharf would cost about 2/- per ton, i.e., a total reduction of 7/- per ton.

Under these conditions therefore, coal at Lake Nagadi would

cost 50/- per Ton.

Unlike Metall Coal, Transvaal coal does not deteriorate rapidly on exposure to air, nor does it spontaneously ignite. It is very similar in properties to a high class, sea-cocking, British Coal.

Some figures for Millier P.T.U.

1 Ton of oil at Lake Nagadi today costs 1130/-

1 Ton of Coal as above, costs

Value B.T.U. per lb. 1800

" " " " " "

" " " " " "

1 million B.T.U. as Oil = 35.7 Pence.

" " " " Coal = 20.7 "

The substitution of coal for oil would result in a reduction of about 40% in fuel cost in cases where, such as in calciners, coal could be substituted for oil without loss of thermal efficiency.

Such a substitution would entail considerable modification of the calciners, and consequent capital expenditure. The matter will be dealt with in further detail in a later section of this report.

As regards the effect on fuel costs on the U.R. when coal is substituted for wood or oil in loco firing; the following weights are approximately equivalent for firing purposes :-

1 Ton of Oil; 1.3 Tons Coal; 3.4 Tons of Wood.

The cost per ton in 1923, as shown in the U.R. Accounts,

Oil 11.83 s.; Coal 36.4s.; Wood 10.4 Shillings.

(from which it would appear that the U.R. do not include in the cost of fuel any charge for railway freight).

The Cost of Equivalent Amounts for Firing Purposes, are in the ratios:-

$$\text{Oil } 1 \times 83 = \underline{83} \quad \text{Coal } 1.3 \times 36.4 = \underline{47.5} \quad \text{Wood } 3.4 \times 10.4 = \underline{35.1}$$

Allowing for a probable future reduction in cost of coal of 7% per ton as mentioned above, the figure 47.3 for coal reduces to 38.2.

The above comparison is not strictly accurate since no allowance is made for variations in freight on fuel, but the figures indicate at any rate that substitution of coal for wood on the ship is not likely to affect freight charges very seriously.

UGANDA RAILWAY LABOUR.

hitherto, on the railway, natives have been mostly employed on little more than labouring work, but the U.R. are making a special point of training Africans for skilled and semi-skilled jobs to replace Indians, since it has been found by experience that the African is often a keen learner and, moreover, his rate of pay is considerably less than that of an Indian. Take Mgedi, for instance, an African fundi receiving per day as pay 2.66 shillings, plus 0.75 shill. in the form of rations, housing, &c., replaces an Indian receiving 4 shillings per day plus free quarters.

The result of this is that Africans are now working as telegraphists, goods clerks, guards, engine irons and artisans, and the number employed in such work is rapidly increasing.

By means of a system of apprenticeship, great progress is being made especially in training Africans as artisans in the U.R. workshops at Nairobi.

The recruiting of Fundis from India has ceased.

At the end of 1928, nearly 12,000 natives were employed by the U.R., of which 10,000 were labourers.

All engine drivers, stokers and guards, and permanent way maintenance men on the U.R. are Africans, but station-masters and telegraphists are Indians.

The U.R. pays particular attention to the housing of African and Indian employees, and have recently erected a considerable number of well-built dwellings at Nairobi.

A copy of the last issue of the U.R. tariff Book was brought home by the Commission.

Goods are classified for freight purposes under nine classes. The following gives the rate, in each of these classes, for the 37 mile journey from Kilindini to

Class	Rate
1	6.0
2	7.0
3	8.0
4	9.0
5	10.0
6	11.0
7	12.0
8	13.0
9	14.0

... (The text is heavily obscured by dark ink blotches and scratches, making it largely illegible. Some faint words like "maize" and "station" are visible.)

It is interesting to compare the maize rate with the Soda Ash rate. If maize were taken from Lake Malawi to Kilindini the rate would be 11.2 Shillings per ton, which is very much lower than the Soda Ash rate. Seeing that the cost of building the L.M.R. was not borne by the U.R., or met by drawing on Government loans to the U.R., but was paid for out of the Capital of the original Nagadi Soda Co., the U.R. has not to provide interest on that capital cost. The actual amount of Ash carried has been in the past, and is likely to be in the future, far more than the amount of maize carried.

Taking these facts into consideration, one would have thought that the Ash rate would be less than the rate for

make which is carried entirely on a line on the capital cost of which the U.R. has to provide the interest. Seeing that in spite of this theish rate is considerably more than the mine rate, it is difficult to understand Mr. Pelling's suggestion that the profit accruing to the U.R. from the Magadi traffic is inconsiderable.