

EAST AFR. PROT  
427

Mogadi Sala  
Co

Increase of Output

1920

2 - Pong

at previous Paper.

Claims that cost of provision of station  
at Mogadi Sala should be borne by  
Govt. We proposed to pay £296.13 & difference  
between sum claimed by Mr. Kelly & ... required for  
provision of station.

£ 19  
20

was 16/10

at subsequent Paper.

519 14  
20

# THE MAGADI SODA COMPANY, LIMITED.

M. SAMUEL & CO. MANAGERS.

INCORPORATED IN ENGLAND  
SODASADI LONDON  
15, ONE LONDON WALL 1883

GB/F

*Shell House*  
*25 St. Bishopsgate*  
*London* 2nd January, 1920.

The Under Secretary of State,  
Colonial Office,  
DOWNING STREET,  
S.W.

Sir,

I beg leave to refer to your letter of the 16th December with reference to the claim which has been received from the Uganda Railway for the payment of a sum of about 200,000, which represents pre-war expenditure of £15,630, 6. 8. to which must be added 33% the above price of £15,630, 6. 8. being based on 1914 prices.

Attached hereto is copy of a schedule received from the Uganda Railway showing details of additional buildings, triangles, signals, coaling cranes, etc., the total cost of which is as stated above.

We note in your letter that the Acting Governor of the East Africa Protectorate, in reporting to you by telegram, states that the original specifications of the Magadi Railway were not asked by the Government sufficient to carry 100,000 tons of Soda per annum, but only 50,000 and that the Company were asked that any additions required for the carriage of the larger quantity would be chargeable to the Company under clause 44 of the Contract dated the 21st April, 1911.

We would point out, however, that out of the total claim which has been made against us, amounting to £15,630, 6. 8., the sum of £11,338, 13. 4d. is concerned entirely for the provision of a station at Magadi terminus, partly by the erection of new quarters and partly by removing quarters, engine sheds and houses from Koora station to the new station which is now

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asked for at Magadi terminus. We would point out, however, that in our original Contract with Messrs. Pauling, dated 12th September, 1911, on page 28 appear the items required for providing a station at Magadi terminus, and in the original survey and subsequent plans which were drawn up for the construction of the railway, and submitted to the then General Manager of the Uganda Railway, this station was allowed for.

On the 26th August, 1913, however, our Resident Engineer in East Africa wrote us as follows :-

"The Uganda Railway have decided to have all the staff running rooms, engine sheds, etc., put up at Keera station, and to work the last 15 miles with a shunting engine, which engine will make up the trains for the Malletts at this station (Keera).

"Even the station building is not to be erected now, and as far as they have made up their minds, it points to there being only an open siding at the terminal (Magadi)."

The request which the General Manager of the Uganda Railway now makes for the provision of a station at Magadi would seem to point to the fact that the feeling of the Uganda Railway Authorities as to the feasibility of having a terminal station at the Lake has undergone some change, a change which necessitates the provision of a considerable number of buildings at Lake Magadi, and, presumably, the reduction of Keera station to about the size of an ordinary wayside station.

This matter is, however, entirely outside the Company's control and we, therefore, must respectfully insist that the cost of such provisions and alterations in so far as they

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affect the provision of a station at Magadi terminus, should be borne by the Government and not by this Company.

It appears to us to be perfectly clear, however, that the original specifications for the Magadi railway were only passed by the Government as sufficient to carry 50,000 tons per year. We are, therefore, prepared to pay the Government the sum of £4,296. 13. 4d., being the difference between the sum of £15,635. 6. 8d. claimed by the Uganda Railway and £11,338.13. 4d. which is the amount required for the provision of the new station at Magadi terminus.

We have the honour to remain

Sir,

Your obedient Servants,  
FOR AND ON BEHALF OF  
THE MAGADI SOCA COMPANY, LTD.

*[Signature]*  
DIRECTOR

*Managers*