

EAST AFR. PROT

6745

25 FEB 1913

6745

Handwritten notes on the left margin.

Magadi Railway

1913

25 Feb.

last previous Paper.

20-13

Submit further complaints of serious delay in transporting material for the Magadi branch line from Kelindini to Railhead, & asks that matter be taken up immediately & very strongly with Uganda Rlyw authorities.

Dir. G. Fiddes.

The annexed table from the C.A. shows the present position with regard to the Uganda R^y rolling stock. There is no relief to be expected in the near future with regard to wagons, but I gathered from Mr. Taylor's private letter which was circulated recently that waggons were not required as urgently as engines & that the best hope of relieving the congestion on the line lay in putting in additional working stations. The 2 bullet engines shipped on the 7th of Feb: & the 2nd to be shipped the week will however be a welcome addition, as the present engines are all ^{at} the M^r J: being worked to death. This C^o means business & it is to our interest

Copy for 154 cars 14 March 1913
Subsequent 7 March 1913

at subsequent Paper.

6745

as well as them that this scheme sh^d be
completed as soon as possible. They have
issued 1,249,900 Ordinary Shares of £1
each of which $\frac{5}{8}$ p a share has been paid,
+ 1,250,000 fully-paid deferred Shares of
1 p each. They have already spent about
£500,000, they are pushing on with their
port at Kishindui, the rails on the branch
line were laid for about $\frac{2}{3}$ of the total
distance (62 miles out of 93) a month ago
they have had elaborate machinery designed &
put a hand for the extraction of the Soda from
the Lake, & a fact ^{they} appear to be doing everything
in their power to make their venture a success.

It is very desirable that this line sh^d be
carried thro' to the Lake as soon as possible, so
that they can take down ~~the~~ the machinery
for transferring the Soda from the Lake to
the trucks, the calcriving apparatus, the
material for their employees quarters &c.
Telegraph to the Gov^t, with refer^{ence} to
our previous let. of 22nd of Jan^y or $\frac{20}{73}$

interdepartmental
saying that the Co^y alleges that the
amount of permanent way material
which is being carried for it on the
Tifunda R^r is less than one
quarter of the quantity contemplated
in Sir P. G.'s despatch No. 144 of the 30th March
that they are

that the position is one of the utmost
priority for them, that the Gov^t will

65

we don't recognize the ~~importance~~ ^{importance} in view of
the extent to which Gov^t is interested in
the ~~matter~~ ^{undertaking} that it should be started
as soon as possible - & ask him whether
there is any prospect of an improvement
in the present position - send copy of
the Gov^t l^r ~~some~~ ^{to him} when confirming
the tel. - & tell the Gov^t that we
are in commⁿ with the Gov^t by tel
& that a further l^r will be sent to
them in due course.

H. J. R.

27/II

Sir J Anderson

And in sending over call for
explanation from the G. M.

Ms. 28

Alone

18.2.13

Regn.	Indent No.	Contractor.	Stock.	Date of Orders Placed.	Date Due.	Present Position.
1982	556	Masmyth Wilson	3 Shunting Locos.	6 Nov.	5th Nov.	Shipped
1983	557	N. B. Looe, Co.	6 Mallet Locos.		30th Dec.	2 Shipped 7 Feb 1 Accepted 28 Feb with 100 lbs of 2 about 15 March
2099	650	Leeds Forge Co.	50 C. G. Wagons	30 Jan. 13	17/24 Sept.	
2090	651	Masmyth Wilson	5 Locomotives.	19 Feb. 13	end of Aug. 1913.	
2091	652	Stablford & Co.	15 B. V. Frames	12 Dec. 12	26 June /13	
2092	653	Leeds Forge Co.	30 High Sided Bogie Wagons.	30 Jan. 13	3/10 Sept. 1913.	Consulting Engineers state that they have no progress to report.
2093	654	Leeds Forge Co.	10 Low Sided do.	30 Jan. 13	27 Aug. /13	
2094	655	N. B. Looe, Co.	10 Mallet Engines	11 Dec. 12	19 July /13	
2095	656	Leeds Forge Co.	100 C. G. Bogie Wagons.	30 Jan. /13	commenced commence 23 July complete by 13 Aug.	

THE MAGADI SODA COMPANY, LIMITED.

M. SAMUEL & CO. MANAGERS.

67

GRAMS "SODAGADI, LONDON"
PHONE LONDON WALL 1883.

THE ADDRESS OF THE COMPANY

[Handwritten signature]
H/T
Enc.

*Shell House,
25 St. Dunstons, Bishopsgate,
London, E.C. 2.* 24th February 1913

The Under Secretary of State,
The Colonial Office,
Whitehall, S.W.

C/O.
6745

25 FEB 1913

Sir,

With reference to the representations which we have already repeatedly been compelled to make with regard to delay in transporting the railway construction material for the Magadi branch line from Kilindini to Railhead, we are sorry that we have now to state that matters have taken an absolutely disastrous turn.

We beg to refer to the enclosed extract from a letter dated 2nd February 1913, which we have received from our Resident Engineer in East Africa, and to a cable he sent us on the 22nd February. We further beg to refer to the attached copy of your letter of the 25th May 1911 with copy of a letter from the late Governor of the East Africa Protectorate dated 30th March 1911, in which it is clearly stated that consignments to East Africa of not more than 5,000 tons within any six weeks could be expeditiously and economically transported to their destination and that arrangements to this effect had been carefully planned by the Manager.

From the attached diagram it appears that the quantities which the Uganda Railway, according to this letter, undertook to transport to destination, have never been reached, and that during the

The Under Secretary of State

24.2.13.

last months the actual transports have been about one third and that they are now less than one quarter of the quantity, for which, as we were told, arrangements had been made. If the Uganda Railway had fulfilled its obligations, the rails would have been through to the Magadi deposit in April next, whilst, as matters are handled now, it is impossible to say when this will be the case, and a delay of six months at least is to be expected. This means for the shareholders of this Company a loss of roughly £14,000 alone in interest on capital, not taking into consideration at all loss of trade, of prestige, in salary for staff and workmen and in expenses for the storage of machinery, which is ready but cannot be shipped out to East Africa.

Our feeling is that the Uganda Railway is taking everyone else's interests more to heart than ours, because we can hardly believe that about three quarters of all the material imported into the country to various consignees is piled up in Kilindini. We are most decidedly of opinion that in view of our Contract with the Uganda Railway and of the assurance implied in the above referred to letter from the late Governor, the construction material for the Magadi branch line should be carried to destination as and when arriving, and that the Uganda Railway must find means and ways of fulfilling their engagements towards us. As the position is one of the utmost seriousness, we respectfully submit that the matter be

The Under Secretary of State.

taken up immediately and very strongly with the
Uganda Railway Authorities.

We have the honour to be,

Sir,

Your obedient servants,

FOR AND ON BEHALF OF

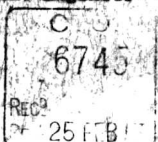
THE NABASI SODA COMPANY, LTD.

M. Samuels

MANAGERS.

Extract from a letter received from our Resident Engineer

Dated 2nd February 1913.



PROGRESS

You will doubtless know by now the very unpromising outlook in regard to getting the rails through to the Lake, and how impossible it is at present to give you any reliable estimate of when they will reach the terminus.

You will more clearly see this from the figures I give:-

During last November and December, inclusive, only eight miles of rails and three miles of sleepers were delivered here by the Uganda Railway.

During the past month this has dropped to three miles of rails and 9-10ths of a mile of sleepers.

Platelaying is now stopped at Mile 67 for lack of Permanent Way Material.

I am enclosing a diagram showing the material forwarded up since the work was commenced. You will note the high delivery during Mr Currie's administration and this was probably modified at the time by the shortage of material at the Port.

An estimate of the period from June to the end of November (i.e. Mr Sandiford's management) can also hardly be properly gauged, as - during much of his time - it was probable there was not always material to bring up.

Since the end of November, however, this no longer holds true, and you will note that since Mr Tayler took up the management very little material has been coming up although there have been thousands of tons at the Port.

He states the traffic has increased 33% since this time last year, but it must be remembered that he has not two new mail locomotives on the Coast Section, which Mr Currie did not have, and also a large number of big, good trucks.

As building and other material comes forward from the ships, it is generally sent straight up in order to clear the yard, and is given preference to the Permanent Way Material which can conveniently be stacked at the Port.

If the present supply of material is not kept up to the 300-tons per week per week which - at the time the Railway were sending up this amount - the Manager said he hoped to be able to continue, the estimate of getting through to the Lake by the middle of June will have to be completely revised. You will note that the supply has dropped to 230 tons a week of all classes of material.

The General Manager, acting on the advice of his Locomotive Superintendent, now declines to accept Mr Hickers' offer of his new engine and trucks. It was on my understanding that the Manager had accepted the use of these that I based my estimate at the middle of June.

The Uganda Railway loco and trucks now being returned in place of the new and powerful loco, should pull up two hundred tons a week from the Coast, but under the present management I do not think we can count on more than eighty or a hundred tons.

You will therefore see that it is quite impossible for me to give you any accurate forecast of the time of reaching Lake Magadi.

continue

If the Uganda Railway are permitted to ~~continue~~ as they are doing at present, it might probably put back Railhead from reaching the Terminus until the end of September or later.

THE MAGADI SODA COMPANY LIMITED.

Copy of Cablegram received from the Resident Engineer dated
February 22nd 1913, received February
24th 1913.

Again caution The Magadi Soda Company Limited do not send
staff too early at the present slow rate rails will
in all probability reach.....on....82 miles near the
end of June Lake Magadi near the end of September.

COPIE

73
Dunlop Street,
25th May 1911.

16388/1911

C O
6745
25 FEB

Sir,

I am directed by Mr Secretary Harcourt to transmit to you a copy of a despatch from the Governor of the East Africa Protectorate relating to the shipment of materials in connexion with the Nagadi Railway.

2. The Crown Agents for the Colonies have been instructed to comply carefully with the Governor's wishes in the despatch of any railway materials for the shipment of which they may be responsible, and Mr Harcourt observes that the Nagadi Soda Company will arrange for similar compliance with Sir P. Girouard's wishes by the Contractors to whom they have entrusted the construction of the branch line.

I am,
Sir,

Your obedient servant,

(Sgd) G FIDERS.

The Secretary,
The Nagadi Soda Company Limited.

EAST AFRICA PROTECTORATE

Government House,
Nairobi,
British East Africa,
20th March 1911.

Sir,

With reference to your Confidential despatch of the 8th instant and previous correspondence relating to the Nagadi Railway, I have the honor to draw attention to the necessity of material being despatched to this country on a systematized plan.

2. The Manager has not yet been informed of the name of the contracting firm and is therefore unable to address its representatives direct. He therefore asks that the following stipulations should be made.

3. (a) Consignments should not exceed 5,000 tons.
- (b) If consignments up to this amount are sent, a period of six weeks should elapse between them.
- (c) Materials which will be required first should have priority of despatch, i.e. the 50 lb rails and 75 lb sleepers should be sent out long before the 80 lb rails.

4. These arrangements have been carefully planned by the Manager to correspond with the accommodation available at Kilindini and the capacity of the rolling stock. If they are adhered to, the necessary materials can be expeditiously and economically transported to their destination, otherwise there will be difficulties.

5. I should be obliged if the Crown Agents could be informed accordingly.

I have, etc.,

(sgd) E.F.C. Girouard.

Governor.

RIGHT HONOURABLE

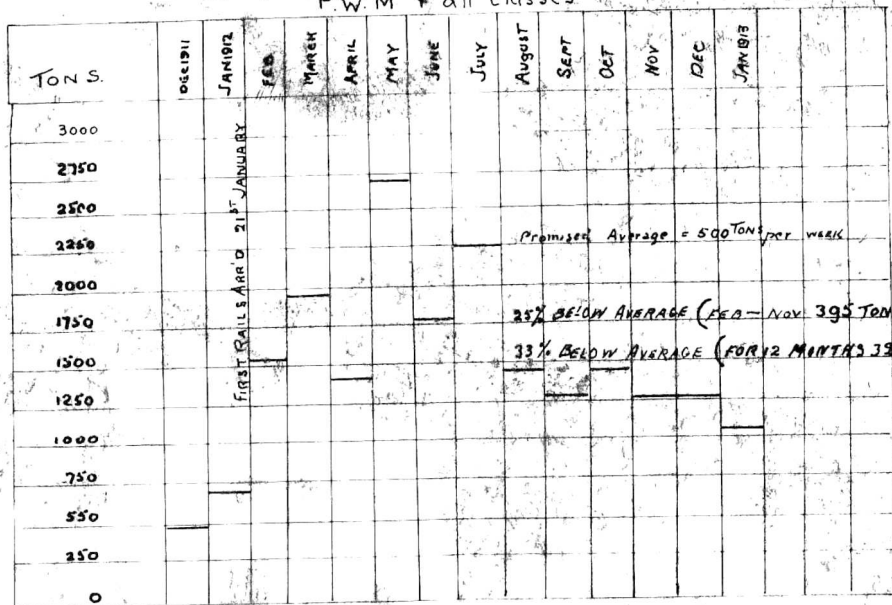
LEWIS HANCOCK P.C., M.P.

SECRETARY OF STATE FOR THE COLONIES

WORKING SECRET S.F.

6140
Rec: 25 FEB 13

Tonnage of Materials delivered To Mayad Junction
P.W.M & all classes



Mr. H. T. M. Part App. Post.

Ans'd 6/95

Sept 20th 1895
\$3/3

March

DRAFT. Telegram

R. W.
Governor
Nairobi

unabatable
my telegram 22nd January
clubbish
Company ~~state~~ ^{alleges} that
Roman
permanent way materials
which ~~in~~ ^{is} ~~being~~ ^{used} for
work on the Uganda Railway
is ^{exceedingly} ~~more~~ ^{less} than ~~any~~

MINUTE.

- Mr. Downie 2/3
- Mr. Bostonly 1/3
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr. Harcourt.

one quarter of the quantity
contemplated in Siward's
route
despatch N^o 144 of the 35th
measured ⁱⁿ Siward's
of March 1890. They assert
that the position is
most serious for
them in
In view of the extent ^{of} work

3 dpts

Government ^{consults} interested in
the ^{territory} undertaking, ^{tourism} ^{dorabottle} ^{rapier} fish
You will be doubt ^{receiving} what

that it should be ^{restarted} ^{commenced}
^{renewed}
as soon as possible

Is there any prospect of

an ^{improvement} in

the ^{present} position.

Harcourt

In. J. / 67457 East Am Post

73

4 March
1911

Sir,
I have etc to ^{transmit to you} ~~confer with you~~

(67457) Telegram of the ^(with enclosure) of March
the accompanying copy of the letter of the 14th inst
respecting a complaint
Soda Co. Ltd. complaining of the
made by the ~~Magadi~~

~~Soda Company Ltd~~ ^{con-}
^{which has occurred}
causing delay in the
over the Uganda Railway
transport of ^{carriage}

construction material
required for the construction of
the ~~Magadi~~ Branch
line, and to transmit

to you for your note
the accompanying copy of
the letter with its enclosure

Received from the Com-

2 I need not
point out to you how
deeply the Govt. of the
Protestants is concerned
in the success of the
undertaking and

I shall
I should be glad
to receive an explanation from
if you would ask the

the General Manager of
the

DRAFT.

CP No. 159

H. C. Relford Esq. C.M.G.

MINUTE.

Mr. Downie 1/3

Mr. Pittomley 1
Mr. Reid 1

Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Emmott.

Mr. Harcourt.

~~Magadi Soda Co. Ltd. 24 Feb.~~
(67457)

3 dfts

The Uganda Railway Co

An explanation of the
delay complained of by
the company complain

I have

L. HARCOURT

In D. / 6745 / East Afr. Prot.

14 March 1913

Sr

I am etc to ackn. the
receipt of your letter of
(6745) the 24th of February, and
to inform you that the
enquiry is being made of the
Governor of the E. A.P. has

been communicated about
by telegraph ^{respecting} the

explanation the delay of

which you complain
concerning with the conveyance over the
Uganda Railway of permanent way
A further communication

will be sent to you
in due course

I am
2. I am to take the opportunity
of ackn. the receipt of your
letter of the 25th of Feb,
enclosing a copy of a letter to
the General Manager of the Uganda
Rly. as to the probable
amount of soda ash that will

DRAFT.

The Secretary

The Nagadi Soda Co Ltd

MINUTE.

Mr. Durni 2/3

Mr. Bottomley 1/3 f

Sr G. Fiddes

Sr H. Just

Sr J. Anderson.

Lord Emmott.

Mr. Harcourt.

Material required
for the construction of
the Nagadi Railway

6879

30/11

will be required to carry to any
one year when the operations
of the Co's water shall be
deemed to have begun.

}

will be required to carry in any
one year than the operations
of the Co's water shall be
deemed to have begun.

}