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8711

C. O.
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REC'D
MAR 14 1913

Magadi Soda
Ltd
1913
March
Last previous Paper.
6358

MAGADI SCHEME
LAND AT KILINDINI

States information received from local Manager re alteration in site of land owing to the cutting away of cliff in connection with Government wharves. Points out serious effect of this on their project.

Sir J. Anderson

Ack + say that no communication has been recd from the firm on the subject + that is being asked for a report - + copy of corresp^{ce} to the firm for report?

As soon as Mr Wilson has returned to this country we should find out from him what is proposed.

atones
19.3.13
H. J. R
19/11

copy to Mr G. G. 22.3.13
Mr and. 25 April 1913

11668

WHITEHALL GARDENS,
LONDON, S.W.

18th March 1913.

Dear Read,

Coodes tell me that since a telegram announcing his arrival they have heard nothing whatever from Wilson.

2. According to the original idea he should be about sailing now on his return. They are telegraphing an enquiry to him and I will let you know if an answer is received.

3. They have no information at all as to what he is doing or proposing.

Yours sincerely,

Mr Cameron

Read, Esq., L.A. C.I.G.
Colonial Office.
S.W.

THE MAGADI SODA COMPANY, LIMITED.

M. SAMUEL & CO. MANAGERS.

TELEGRAMS: "SODAGADI" LONDON.
PHONE: LONDON WALL 1883

C. O.

8744

REC-14 MAR 17

S/T

Shell House
25 St. Dunstons Lane
London E.C. 4
13th March 1913

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

Sir,

We have the honour to point out, with reference to the land at Kilindini, which has been granted to us in your letter of the 26th February, and with further reference to the approval given by the late Manager of the Uganda Railway to the position of our pier at Kilindini, which approval has been subsequently confirmed by your present Manager for a pier of slightly different construction, but occupying the same position, we received on the 10th March the following cablegram from our Resident Engineer:-

"Manager approves pier design Owing to radical changes Government wharves and approach cannot design roller band spans yet Plan includes eventually cutting our cliff back 250ft."

Before approaching you in this matter, which to us is an extremely serious one, we cabled to our Resident Engineer to confirm the information given in the above cablegram, and we received from him to-day a cablegram reading as follows:-

"Our 14 acres will be merely moved back 300ft.
"11 further acres will be earmarked as before."

We take it from this latter cablegram that proposals have evidently been put forward in the Protectorate for a form of construction of the Government deep water wharves which necessitates removing from

The Under Secretary of State.

13.3.13

250ft to 300ft on the seaward side of the land granted to us.

This matter is one of considerable moment to us, as, in the first place we have just placed an order with a firm of manufacturers in this country for the supply of conveyor bands to convey the sacks of soda from the buildings on the top of the cliff down to our pier. The alteration of the cliff referred to in the above telegrams will mean that our buildings will have to be placed 300ft further back from the cliff, thereby rendering it probable that we shall have to cancel our contract with the manufacturers of these conveyors, and apparently that we shall have to instal conveying machinery 300ft longer than we originally intended. This may even possibly entail an alteration in the system already decided upon.

We would point out that the approved position of our pier is fixed by the minimum distance which we are required to go below low water level in order to get sufficient soundings for ships to lie alongside our pier at all states of the tide, and to bring the pier in nearer the shore would necessitate dredging, and it is impossible for us with work of such comparatively small magnitude to consider the question of sending out a dredger to dredge up to any new site, as the cost of purchasing and sending out a dredger would be out of all proportion to the amount of work it would have to do and which would probably occupy it for only a few weeks at the most.

We would further point out that for months

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we have been investigating the subsoil along the pier site and, if we now have to make any changes, it will mean carrying out investigations at some further point, which would necessarily further delay the work. As it is, the construction of our pier has been considerably delayed through unavoidable causes, principally owing to the difficulty of getting accurate information from such a long distance, and we fear that the alterations now proposed may cause us even further delay and prejudice.

Again on the ground itself borings have been taken to ascertain the nature of the subsoil, and this information has been given to our contractors, who have designed their buildings and foundations for the Diesel engines and oil tanks in accordance with this information, and the works and sidings have been laid out in accordance with the contours of this land. Removing 300ft of the cliff will remove considerably over half of our land, and consequently all this information will have to be ascertained for the new site.

Our information as regards the work which the Government propose to carry out for their deep water wharves is necessarily vague, as we do not know what form these are to take or why their construction should necessitate cutting away 300ft of our land. We know, however, that in the Agreement under which we obtained this land there is a clause stating that

handwritten notes:
...
...
...
...
...

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13.3.13

access must be allowed on the foreshore for approach lines to the new Government deep water pier, and we take it, therefore, that this removal of the cliff face is in connection with the lay out of these approach lines.

We believe that the Government wharves will come very close to the Southern end of the site granted to us for our pier. It, therefore, appears to us that, in addition to the above inconvenience which will entail extra cost and extra maintenance, our pier may not be in the proper position relatively to the works your Government propose executing. If the proposed Government wharves are not situated near the Southern end of our pier, then we cannot see any need for the cutting away of the cliff opposite our pier.

In conclusion we would respectfully point out that our task becomes almost impossible if land, the greater portion of which has been granted to us for very many months and to which the necessary additions were made as late as the 26th February last, is to be taken away from us after our arrangements and plans are all completed.

It is in fact not so much the probable heavy loss on the cancellation of the contract, to which we have referred above, that causes us so much disquietude, but the fact that even with the accommodation which the Government has been good enough to provide for us at Kilindini, it has taken us several months and many revisions to prepare a scheme, on which we have

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13.3.13

made considerable preliminary practical progress. To have to reconsider and reorganise the whole of our scheme in itself is bound to cause such a delay that the initiation of the actual business of the Magadi undertaking must surely be deferred for a considerable period after the completion of the railway. The expenses in which such a delay would involve the Company is as nothing compared with the disastrous effect of such delay upon the commercial prestige of the Company.

We have the honour to be,

Sir,

Your obedient Servants,

COMPANY, LTD.

W. Samuel & Co.

THE MAGADI SODA COMPANY, LIMITED.

M. SAMUEL & CO. MANAGERS.

GRAMS "SODAGADI, LONDON."
PHONE LONDON WALL 1883.ALL COMMUNICATIONS
TO BE ADDRESSED TO
THE COMPANY

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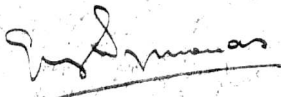
S/T

*Shell House,
25 & 27, Bishopsgate,
London E.C. 2.* 17th March 1913H. J. Read Esq., C.M.G.,
Colonial Office, S.W.

Dear Mr Read,

With reference to my telephone conversation with you of Saturday, I now beg to hand you herewith copy of a letter addressed by the late Manager of the Uganda Railway to our Resident Engineer relating to the question of access over the foreshore.

Yours sincerely,



Enclosure.

COPY

MAGADI SODA Co., Ltd.
LONDON.

NAIROBI, 21st June 1911

No. 3176/210

From The MANAGER, Uganda Railway
To T.A. Ross Esq., Resident Engineer, Magadi Railway.

Sir,

In reply to your letter No.A./11 of the 17th instant, I have the honour to inform you that the Government of the Protectorate will be prepared to give you an option for 12 months from date on the 10 acre plot shown on the plan which accompanied your letter and also on the land necessary for the construction of the two sidings marked "high level" and "low level" on the section.

2. It must be understood however that in addition to the conditions laid down in Clause 5 of the contract regarding the "Contractors Port" the Government will only grant this site for the Port on the condition that free access is left between your pier and the shore for at least two lines of Railway so as to enable the Uganda Railway to effect communication between your low level siding and the existing Railway wharves further south.

Any arrangements that may be made for the transportation of soda from the high level to the pier or to vessels lying alongside the pier must be so designed as not to interfere with this communication.

3. If you will accept this condition I shall be prepared to consider the detailed plans and specifications required under Clause 5 of the Contract for this land and the sidings. In the meantime

MS 8711/1913

SC

26 March 1913.
Sir,

DRAFT.

CAP.
No. 222
for Belfield

(for 6858/13)

MINUTE.

- Mr. Harper 20 March
- Mr. Bottomley 20p
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr. Harcourt.

Ans 13505

With reference to my
despatch, No 150, of the 28th
of Feb'y, I have the honour
to ~~inform you that~~ transmit
to you the accompanying
copy of corres. with
the Magadi Soda
Coy. Ltd. on the subject
of the site of the land
granted to the Coy for
the purpose of post
works at Kilindani,
and to request that

3 Mch (8711)
March (off remark)

2446

a report on the
matter may be
furnished.

Jn

M.S. 8711/1913

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G.D.
R. 2 MAR
D. 20

S3

DRAFT.

20 March 1913

To Managers

Magadi Soda
Company, Limited

Gentlemen,

I am directed &c. to
acknowledge the receipt of your
letter of the 13 of March
and to inform you that
no communication has
been received from the
Govt. of the L.A.P. on the
subject of the position
~~the~~ of the
land granted for the
purpose of ^{the Company} port works
at Helindini, but had

20 March

Wottonley 20/3

Copy for 222 can 26 March

24/5

He is being asked to furnish
a report on the
matter, as being
asked for

By