

that his estimates of inflation have ~~been~~ been

B. Fidder attributes the
increase in the estimated
length of the line to the

reasons prominent to him
(Col. Verdon's survey being a preliminary one,
inaccurate survey) and recently

to the necessity, at the

request of the Uganda Govt.

of camping the line somewhat
higher in the hills to avoid

fly-infested areas in a

Chipping-ticks infest.

4. In the case, his

Baronial has no alteration

asked to request that the balance

for the construction of the railway,
of his part of £100,000 & over

and over the sum of £200,000

for which provision was made in

the Supplementary Estimate, later in

July 1910, may be increased from

£40,000 to £60,000 in the Baronial

Estimate for 1910/11

5. I am to request the favor of

asked at the early convenience

to advise him whether other

provisions for further railway material may

be placed without delay

17 May 1911

(Signed) G. V. FIDDES

1911

B. Africa

1946

CD

1946

Recd { To Jan 1946.
Reps

Enclosed

Date.

1911

Jan

previous Paper.

6950%
many
(less
time)
have
been
made
to
loss
moores
in
homeward
way of
bullock

Colonel Kelly
was not
followed with
his head
in
the
Plains
but
in
the
Dunes
with
the
native
tribes

Subsequent Paper

Umm Castle is limited

Report discussion with Directors on remuneration
ratio for wives & families of men; freight
charge ratio for maize teams & bullock teams. Report
loss moors in homeward way of bullock

Mr. Butler

He also 752 + 559, and he also remuneration
237

on 46000 which is not yet defined of
the concession or the liability of officers'

wives & families to pay food rations, but
it is impossible to know how much the

concession amounts to, until we have
further details. And ? he had letter

last now, before referring to J.D. letter of
3 June (237), until we have exactly

what the A.C. are prepared to pay

perhaps Col. Kelly wants to return to
unit to his J. Committee on the subject and

Ask him

I hope that there was some chance of
bringing a resolution in the late pro forma
of the W.C. with the service, as far as
does not seem to have been very ready
so far as little later on concurred.

The loss in the wages of the public
of county slabs, is certainly serious,
but it must be remembered that the
public was the first claimant that called
on the new service, and that it takes
some time to start a new service going.
It is known from 1559 that every cabin
of 33 class was full in the ports
which sailed in November. They cannot
therefore be doing so badly in passenger traffic.

See now G
2757

HAB
Jeb 1

#97.3
29/1
at one
to 2 A.M.
1/II

Please see Memo. below.

1946

B.M.C.O.

20 JAN 1946

Union-Castle P.L.W. Co.

I saw the following Directors of the Union-Castle S.S. Co. on January 13th:-

Sir Fredk. Lirrieles,
Mr. Molteno, F.R.
Capt. Wiseley.

The first point touched upon was the fact that the original passenger rates proposed by the Union-Castle S.S. Co. would necessitate officers - for reasons of economy - sending their families home by one of the other steamship lines. Sir Frederick assured me that this had had the attention of the Company, and that they had now conceded what had amounted to a reduction of 20 per cent, practically placing the line within 5 per cent of any of the others. I had no means of absolutely checking this statement.

With reference to children, exception is taken by the Treasurer to the fact that up to 14 years children were carried free on some lines which is not the case on the Union Castle. Sir Frederick pointed out that ~~now~~ their rates were very much more favourable to children, as up to the age of 10 half-rates were in vogue, which was not the case with other companies.

With regard to freights, I called attention to the very high rates upon Maize and Beans, and the fact that one result of the advent of the Union-Castle line was an increase of 25% on the rate for these products by the British India, and their adoption by the Union Castle - thus bringing the whole of the steamship Companies on the same level in this regard. Sir Frederick could not hold out much hope of any improvements in the rates on these articles and said that so

2.

long as the Imperial Government could not see its way to granting some sort of subsidy or rebate in Canal dues, very little could be done.

I called His attention to the extraordinary rate imposed upon sisal hemp, amounting as it does to no less than 7C/-s. per ton, whereas I was informed by hemp merchants that the rates from India did not exceed 15/-s.. In reply I was informed that sisal hemp was certainly charged 70/- s. a ton weight, but that as that product ran 6 tons on measurement to one ton of weight, the rate was really equivalent to 14/-s.. I had no means of checking this statement, but will do so in the Protectorate.

I was informed that the loss involved upon the voyage of the first steamer home, ... "Queiph" was £3,900, and that under such circumstances the Company would have to seriously consider in the early future its position.

LONDON.

18th January 1911.