



EAST AFR. PROT.
1702

C. O.
1192
REC'D
FEB 13 JAN 11

1911

encl to H.C.

Date.
1911
13 Jan

at previous Paper.

288

L. Magadi Scheme.

*trooper to make certain further modifications
Contract rel. to Branch line.*

1.

Sir Percy Girouard.
LONDON.
16th Jan. 1911.

13/1

2.

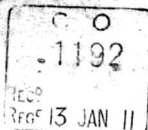
Mr. Read,

With reference to attached letter of January 12th, I saw Dr. Hertz with Mr. Shelford on behalf of Messrs. Samuel & Co. on Saturday, when Mr. Shelford approached me with regard to a lighter rail than 80 lbs. I asked if the position had been that of the Magadi Concession working their own railway whether he would have recommended any lighter rail than 80 lbs? He found it somewhat difficult to give me a reply, but stated that he could show me engines which could carry ~~any~~ *any* ~~road~~ *road* ~~you~~ *you* might desire on a 70 lb.

*Hand 19 Jan
10/10/11 comes C.O. 4 conf. on 23 Jan*

110/100 Subsequent Paper

2206



Shell House,

25 & 27, Bishopsgate, E.C.

January 12th 1911.

To The Under Secretary of State for the Colonies,
Colonial Office,
Downing Street, S.W.



Sir,

We have the honour to acknowledge the receipt of your letter No. 284 of the 5th inst., informing us that the Secretary of State confirms the modifications of the Contract relating to the Bond schedule to the Lake Magadi agreement of the 20th September, 1909, subject to the provisos mentioned in your letter.

2. Mr Shelford has since had interviews with Sir Percy Girouard and has explained that we do not wish to be bound to adopt any scheme involving a rope or other special incline, and that we wish to have liberty to construct the proposed railway either to the top of a rope incline or to the shores of the lake without such rope incline. We understand that Sir Percy Girouard approves of this, and we shall be obliged by your confirmation.

3. With regard to the 80 lb. rail, Mr Shelford agreed to this when at Nairobi, subject to our concurrence because His Excellency Sir Percy Girouard laid very great stress upon it, and a shorter length of railway was then under consideration. We are, however, inclined to favour an increased length of line which will bring the terminus to the level of the lake, and in this case the adoption of the heavy rail means a considerable additional cost of the railway. We understand that Sir Percy Girouard agreed that the rail from mile 33 to the terminus of the railway

-2-

is to be 70 lbs. provided certain investigations which he is now making will satisfy him as to the suitability of this type of rail. In the contrary case the rail from mile 33 to the terminus of the railway is to be 80 lbs. We shall be greatly obliged by your confirmation of this also, and hope that Sir Percy Girouard will be able to agree to the lighter rail.

We have the honour to be,

Your obedient servants,

M. James Co. Co.

S
1192

DRAFT.

Dear Sir

- Sir C. ...
- Sir F. ...
- Col. Sedg...
- Lord Cre...

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