

grown and the lime
country, where timber is
plentiful, and was found
easily obtained.

The lower suggests that
2. If you, or your agent, should pay a visit
to the Prot. before coming
to any definite decision
as to a suitable locality.

the ~~Acting~~ would have
3. That would be
no objection to ~~granting~~
being
a small grant of land
to a properly constituted society,
at a peppercorn
rent, for the purpose of
starting an Industrial
Mission.

amtr.
110



EAST AFR. PROT.
No. 491

DESPATCH
C.O. 491
40405
REL. 13 NOV 05

No. 570.

(Subject.)

1905
Oct 18.

Lake Magadi Scheme.
Kisumu - Magadi Railway.

Last previous Paper.

States Managers arguments in support of rates quoted
by him for carriage of coal and soda. The greater
density of traffic & lower rates obtaining for skilled labour
probably account for economy effected in working capital.
Asks for copy of latest (Minutes) report.

Mr. Contractors

Mr. Currie made a slip in
his calculations - I know very
foolishly under the impression
of this, my profession, to think
that he will be obliged to
give the same labor rates to
all traffic that he proposed for
coal & soda. If he really
thinks this he is quite unfit
to have anything to do with
fixing rates.

He is also wrong in his remarks
about the desirability of traffic.
The hypotheses which his
figures were based upon

L-AD 5 1547 1512 1510
Ceylon. My report 1906 Volume 26 19 Jan 1907

Last previous Paper.

a density of traffic approximating
to that of the Ceylon Railways

We need not however pursue
these subjects now

In reply to the last par.
say that the report for 1903
of wt. 2 ropes has already been
sent here as the latest available

M. 30/11

H. J. R
5/12

Copy Ceylon Report 1904 now
unbound.

Send to Corner LF

M. 18/11

at once

40405.

C.O.
40405
REC'D
Office
15/10/05

Commissioner's

Mombasa,

492

October 18th 1905.

EAST AFRICA PROTECTORATE.

No. 570



Sir,

I have had the honour to receive your despatch No. 417 of the 15th ultimo enclosing correspondence showing the terms on which His Majesty's Government is prepared to assist the East Africa Syndicate in the exploitation of the soda deposit at Lake Magadi. While expressing his satisfaction at the rates of half-penny a ton per mile down, and one penny a ton per mile up offered to the Syndicate, Mr. Currie is of the opinion that, in view of the probable decrease of the Railway Earning on general traffic below eighty-two pence per train mile, consequent on the inevitable further reduction of rates in the

future,

H. M. Principal Secretary of State
for the Colonies,
Downing Street,
LONDON.

ld.

C. O.
40405
REC
NOV 15 1905

£,000
future, estimate the profits at ~~seventy five~~ ^{£75,000} ~~thousand pounds~~ is somewhat ~~high~~, though he hopes that his own estimate of ~~twelve thousand pounds~~ may in the future be proved to have been too low, in which case more favourable terms can be offered to the syndicate.

In estimating the expenses at 51.50 annas per train mile Mr. Currie did not mean to imply that this was the lowest possible figure for operating this railway. It merely to convey that in making an estimate for the handling of the patron traffic, it was one of the ~~most~~ ^{best} estimates a very reasonable figure to go on, and one which may be improved upon when in the course of years the country has attained a higher stage of development.

The greater "density" of traffic together with the very much lower rates obtaining for skilled labour would, Mr. Currie thinks, probably account for the greater economy effected in working the Ceylon Railways, with a copy of the latest report on which

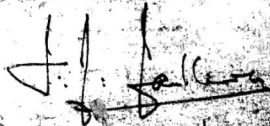
I have the honour to request that I may be supplied.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

A handwritten signature in dark ink, appearing to read "J. J. Walker". The signature is written in a cursive style with a horizontal line underneath the name.

Acting Commissioner.