

EAST AFR PROJ

36738

No. 2



(Subject)

Lake Uvagaai Scheme

1905

Request sanction of railway charges & allotment of interest in a trust for assistance in constructing the railway - building a wharf or pier at Uvagaai

(Minutes)

Mr. Antedus Sec 36836
Jan 18 2

I have discussed this subject in the general meeting on Railway rates & arrived to the conclusion 36895 - and am in favour of granting the rates asked but firmly in opposition when the profits of the Rydhuets

3 There is no in fact duty on coal or railway on the

4 Cert piece is difficult to define. We might agree to carry it at a rate a ton in full bush loads

Copy to Secy
OO:5541

Copy to Agent in Charge

270

5. The Tacsos would prefer to
agree to guaranteeing the rest of
a certain part of it - but
we must for a reasonable period
grant

6. The question of the front conditions
being a few at Kithira is
under the impression of a promise
made by the local agents of well
hope to favourably regarded by
the Treasury - But the Pagoda
rate must pay for the use of it

7. The offer agrees to carry the
traffic we must supply suitable
trucks - but we must make
it clear that the if we grant
will be under the impression that
our work and that the
trucks will carry the work will
be to carry road also

8. We must not fix the minimum
amount we will carry too high
(150,000 tons of it is suggested
by Mr. Anand & will do for a
start)
Let you no promise of prompt

delivery will be passed traffic
most want for the more valuable
freight value money

150
M. S. S. S.
See now amount in francs
700/06

H. J. R.
13/1/06

to be forwarded

THE EAST AFRICA SYNDICATE LIMITED

11th October, 1906.

Dear Sir Clement Hall,

With regard to my letter to you on the subject of the Government guaranteeing for a certain number of years the interest on Debenture issue of £200,000 (about), a Debenture issue of this sort would probably not be obliged to be put in the Prospectus, and might be subscribed to privately.

Another way in which the Government might help us, if they refuse this, would be by building the first part of the line, say so far as the line goes through any agricultural country such as the ground Kiu, which I am given to understand it will for some 50 miles, and we might in that case find the money to finish it to the Lake.

I am only making these suggestions because I believe it would be absolutely necessary that the Government help us in some sort of way if this branch line is to be built.

I am sending you herewith a copy of a cablegram from Mr. C. Wilson in regard to the labour question, which is extremely satisfactory.

I am,
Yours faithfully,

Enclosure.-
Copy cablegram.

Mr Clement L. Hall, C.B., K.C.M.G.,
2, Whitehall Court,
S.W.

THE EAST ASIA STEAMSHIP LIMITED.

Copy of telegram from Mr. G. S. Wilson, dated Nairobi,

October, 1922, in reply to a telegram received in London as to
the above mentioned firm.

2000 Native - procurable - after some difficulty -
for work - 7 Rupees - 2 Rupees - most
employing - Brown - he (they) will
Government - will assist him (them)
as far as possible.

(2)

Major Williams

12/10/05

"Will we get something definite from them, provided
the syndicate forms a big company to handle the thing
we have no definite figures to go on."

Yours sincerely,

Handwritten signature

Major Williams
1. General and Please

Dear Major Williams,
Many thanks for your note of yesterday's date and what
Mr. Cooke and I and Mr. Chene your letter will be a
greatly. It has not heard yet from Mr. Cooke re
statements but perhaps Chene writes to me this
week.

I have had a talk with Walter about the
position of the A.A. Synod and while he is
presently in the States and will be
back in a few days. He suggested that
you should take care to get the
statement and see if you can get it
sent to the A.A. Synod. The
syndicate of £10,000 would be a
good thing to get the
after starting the present
syndicate. It is a
very important matter and
I think you should
take care to get it
sent to the A.A. Synod.

(S)

1891

1891

we have no definite figures as yet
and the same may be said of the
other side of the mountain

1891

Secretary & High Commissioner

First Lieutenant and Post

155

Feb. 12, 1891

Dear Sir:

I am having an official statement
made for the same proposition we shall be sent to you
if possible. There has been some delay in
answering your letter for the last week but we have been
unable to get accurate figures as the laborers from
Africa.

The point is: it has been suggested that I should ask
Colonial Office to consider the following:

- 1. That the agreement in Railway matter should be for a
longer period than 5 years. It will be difficult to
obtain the large sum required on a 5 years agreement.
- That the rate of 4 per cent per mile should be reduced to 2
per cent the timber containing labour to be paid for
in the rainy season.
- That the only timber to be used in the making of road or
Railway material.
- That the Railway material should be carried up at a low
rate as it will increase the profits of the Railway.
- That the Gov: should retain the right of the
Line, it will open up an agricultural or pastoral territory
or help in some way to make the making of this line.
- That the Gov: should allow us to build a pier at Kibira
to discharge the Uganda Railway to build a pier.
- That the Railway trucks should be adapted for tipping
the loads into the Shups.

COPIES

PROFESSOR

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Oct. 22 1891

Dear Sir

You having an official statement
sent to the same jurisdiction we shall as soon as
possible. There has been some delay
in your letter for the Railway rates as we have been
not to get down with figures in relation to the
Africa.

The points are: it has been suggested that I should ask
Colonial Office to consider the following:-

- 1. That the agreement re Railway rates should be for a
longer period than 5 years. It will be difficult to
obtain the large sum required on a 5 years agreement.
- 2. That the rate 1/6 per ton per mile should be reduced to 1/8
- 3. That the trucks not being returned in the winter
in the rainy season.
- 4. That the trucks should be used in the rainy season
Railway material.
- 5. That the Railway material should be carried at a low
rate. as it will increase the profits of the Railway.
- 6. That the Govt should enter into a part of the trunk
line, it will open up a new branch a passenger line.
- 7. That the Govt should allow us to build a line to
help in some way promote the yielding of this land.
- 8. That the Govt should allow us to build a line to
in connection with the Railway & build a line.
- 9. That the Railway trucks should be adopted for lifting
the boats to the ships.

Oct. 12, 85.

Dear Sir,

I am having an official statement prepared for the Board proposition - wh. shall be sent to you tomorrow if possible - There has been some delay in answering your letter as the Railway rates as we have been unable to get accurate figures of water labours from the Office -

It would be at the same time suggested that I should ask the Colonial Office to consider the following

- That the agreement of Railway rates should be for a longer period than 3 years and will be difficult to obtain a longer one, agreed on a 3 years agreement.
- That the rate per ton per mile should be reduced to 1/2
- That the works not raising obtained 2000 should be lowered in rising season.
- That the daily amount be changed in the import of coal or Railway material.
- That the Railway material should be carried up at a low rate. as it will increase the profits of the Railway.
- That the Govt. should either build that part of the branch line wh. will open up agricultural or pastoral country, or help in some way towards the building of this line.
- That the Govt. should allow a special office at Kilmuir to arrange the Revenue Railway to that a 1/2 mile.
- That the Revenue works should be kept for tipping the loads at the Ships -

- There should be a definite agreement, as the amount the London & Railway will undertake to carry, per ann: what there shall be no delay on the Railway, as should the ships be kept waiting in the Harbour - the freight will rise.
10. Whether the India Company can be given a piece of ground at Rotherhithe suitable for storage of Soda Salts.

We estimate that we shall have to find at least £250,000 in addition to the money proposed for the Railway.

Messrs Chance & Hunt of Birmingham after considering the bill we sent in Sept: last, as the Railway matter appears to be doubtful as to whether their firm can join us in the business.

I am this evening past a letter from Messrs Candover & Co. Enthusiastic. If they decide not to take part in the business I shall endeavour to interest another firm.

I have been obliged to interest so many different people, manufacturers, Agents, Shipping people &c that it is very difficult to get them all to agree.

I believe myself this can be made a success - if it is given every chance at the commencement.

I am particularly anxious to obtain an answer as to the reduction in the coal rate in case the new port Messrs Chance attempt for a fixed supply.

I am
Yours &c Truly
Charles B. Villiers
Messrs E. A. Symonds

THE EAST AFRICA SYNDICATE LIMITED.

36738

16 OCT 05

457



10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

SIR,

With reference to your letter of the 15th August, which I had the honour to acknowledge on the 21st September, setting out the conditions under which the several tons and tons can be carried on the Uganda Railway, I am directed to submit the following for your consideration:-

(1) That the agreement for a 1d. rate for the coal should be for a longer term than three years, so that there should be a provision in the agreement that the rate will not be raised if it can be shown that any increase would interfere with the industry.

(2) That the rate of 1d. per mile for coal going up to Lake Nyanza should be reduced to 1/2d.

(3) That there should be no export duty charged on coal or railway material. *That is to say*

(4) That the Railway Material should be carried up at cost price, as the new line will increase the earning capacity of the Uganda Railway.

(5) That the Government should either build that part of the branch line which will open up an agricultural and pastoral country, or in some way help towards the building of this branch line. It has been already roughly

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surveyed, and it is estimated to be nearly 100 miles in length, and that it will cost £4,500 per mile, or say a total of £450,000.

(6) That the Government should build, or assist in building, a pier or wharf at Killindini Harbour. This will be necessary if a large tonnage is to be economically landed.

(7) That the tugs carrying the boats, whether sailing or by the row shaft, should be improved, and that they should be adapted for lifting the boats into the vessels in harbour.

(8) That the Uganda Railway should give an undertaking as to the minimum tonnage of boats per annum which it will carry, and also undertaking that consignments will be dealt with promptly, as delays in delivering the boats at the shipping points will adversely affect the freight charges.

The terms of your letter of the 15th ult. have been considered by those interested in this undertaking, and it is understood that Messrs. Chance & Hunt of Birmingham will not express an opinion as to whether a successful commercial undertaking can be carried on until they hear whether the rate for coal to Lake Magadi can be reduced. On the terms suggested in your letter it is estimated that coal delivered at Magadi will cost about

55/- per ton, and this is regarded as a prohibitive price for the proposed new industry.

My Directors are informed that rates for coal on the Cape Railway can be obtained at rather under 25 per ton, and I am sure that your favourable consideration of the points dealt with.

I have the honour to be,

Yours,

Your obedient Servant,

J. Colman
Secretary.

The Right Hon. Alfred Lyttelton, M.P.,
One of His Majesty's Principal Secretaries of State,
Colonial Office, S.W.

Your obedient servant

W. W. [illegible]

The Right Hon. Alfred Lyttelton, M.P.,
One of His Majesty's Principal Secretaries of State,
Foreign Office, W. W.