

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

The Quickest Route to London by Rail from Marseilles in 21/2 hours.

SAILINGS TO MARSEILLES

VIA ALGER, DAKAR & PORT SAID

	on or about	Mail Steamers "A" (M.S. "A")	1st Class	2nd Class	3rd Class
S.S. A. B. Garros (M.S. "B")	Sept 6	S.S. Leconis de Lale (M.S. "A")	Nov. 14	Nov. 14	Nov. 14
S.S. Explorateur-Orientale (M.S. "A")	Sept 10	S.S. D'Albignac (M.S. "B")	Nov. 29	Nov. 29	Nov. 29
S.S. General-Duval (M.S. "B")	Oct. 1	S.S. Bertrand de Saint-Pierre (M.S. "A")	Dec. 12	Dec. 12	Dec. 12
S.S. General-Veyron (M.S. "B")	Oct. 17	S.S. A. B. Garros" (M.S. "A")	December 29	December 29	December 29
S.S. Amiral-Pierre (I.S.)	Nov. 3	S.S. "Explorateur-Granddier"	January 9, 1927	January 9, 1927	January 9, 1927

Passage Money to
Marseilles.

Mail Steamers "A" (M.S. "A")
Intermediate Steamers (I.S.).

1st Class £75/10s.
2nd Class £25/10s.
3rd Class £5/10s.

25% Reduction for return within one year. 15% Reduction for return within two years. Special concessions to families.

The "Explorateur-Voyageur" from Marseilles and bound to Zanzibar, Dar-es-Salaam, Madagascar, Mauritius and Reunion, is expected to arrive on or about 6th September.

No visitors allowed on board M.M. steamers without a permit obtainable from the M.M. Agency.

For particulars of sailings, passage money and freight apply to—

MESSAGERIES MARITIMES, Kilindini.

Phone 67, E. JARDIN, P.O. Box 26, Nairobi. | H. M. SYNDICATE, P.O. Box 77, Kampala.

NATIONAL BANK OF INDIA LIMITED.

(Incorporated in the United Kingdom).

Subscribed Capital £4,000,000
Paid-up Capital £2,000,000
Reserve Fund £2,000,000

HEAD OFFICE:
26, Piccadilly, London, E.C.2.

BRANCHES: Mombasa, Nairobi,
Nakuru, Kisumu, Entebbe,
Kampala, Jinja, Zanzibar,
Dar-es-Salaam, and Tanga.
Also at Calcutta, Bombay, Madras,
Sarsog, Lahore, Mauritius,
Port Louis, Colombo,
Kandy, Neveira, Eva, Tuticorin,
Cochin, Chittagong,
Rangoon, Mandalay, Aden,
and Suez Point, Aden.

AGENTS: In U.S.A., Europe,
Canada, South Africa, and Australia.

FIXED DEPOSITS.—Deposits are received for fixed periods on terms which may be learned on application.

EXCHANGE.—The Bank grants Drawers on London and Drawee at the current rates of Exchange forwarded first copy of the Bill direct to the payee when requested.

Every description of Banking business transacted with all parts of the world.

ARTHUR A. LEGAT,
Manager, Nairobi Branch.

"E. A. STANDARD"

Weekly Return
FREE COUPON INSURANCE TICKET.

OFF to be (atched).
The African Guarantees and Indemnity Co., Ltd.

PRINCIPAL OFFICE:

KARENKEE ENGINEERS,
JOHANNESBURG,
W.E.P.

is the legal personal representative of the holder of the
Guarantees and Indemnity Co., Ltd. who was killed by an accident while Kenya Colony
was in progress.

Uganda is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Uganda is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Kenya is an open country, passenger steamers, motor cars, lorries, and
motor cycles are freely used.

Deutsche Ost Afrika Linie

(GERMAN AFRICAN SERVICE)

Fast Service of Turbine Steamers from Hamburg—Southampton round Africa.
Luxurious accommodation. Excellent service, Cuisine and Music. Attention is
Specially drawn to the Exceptionally good Third Class accommodation.

SALINGS FROM NOMBASA TO HAMBURG.

VIA SUEZ CANAL

Calling at Aden, Suez, Port Said, Alexandria, Mersa Matruh, Port
Saunders, Malaga, Lisbon, Southampton and Rotterdam.

16th Sept. Saturday afternoons
18th Oct. 10th Nov. 13th Dec. 16th Jan.
10th Sept. 12th Oct. 15th Nov. 18th Dec. 1st Feb.
10th Sept. 12th Oct. 15th Nov. 18th Dec. 1st Feb.
10th Sept. 12th Oct. 15th Nov. 18th Dec. 1st Feb.

VIA CAPE.

Calling at Tangs, Zanzibar, Dar-es-Salaam, Port
Adelaide, Mombasa, Ilala, Lourenco Marques,
Umtali, Pemba, Luederitz, Walvis Bay, Canary
Islands, Lisbon, Southampton and Antwerp.

18th Sept. 1st Oct. 14th Oct. 17th Oct. 20th Oct.
15th Sept. 18th Oct. 21st Oct. 24th Oct. 27th Oct.
12th Sept. 15th Oct. 18th Oct. 21st Oct. 24th Oct.
12th Sept. 15th Oct. 18th Oct. 21st Oct. 24th Oct.

16 days to Genoa. 16 days to Marseilles. 28 days to Southampton.

Above sailings are subject to alteration or cancellation without notice.

Up-country cheques cannot be accepted unless suitably endorsed by Local Bank.

For full particulars of passenger fares and freight rates apply to the Agents—

Boustead & Clarke, Ltd.,

Mombasa, Zanzibar, Dar-es-Salaam, Nairobi, Kisumu, Jinja & Kampala.
Uganda Co., Ltd., Tanga. W. C. Hunter & Co., Eldoret.

DEUTSCHE OST-AFRIKA LINIE,
GENERAL AGENCY,
MOMBASA.

Cables: Ostlinie. P.O. Box 210.

The oldest established Ladies and Gents.

HAIRDRESSER IN KENYA.

Phone 245. Theo. Schouten, Box 334.

Boma Building,

Government Road.

Be permanently waved by the only Expert in Kenya.
Trained at, and by, Eugenie, the famous inventors of
the permanent wave. B. M. Machines used, "Gallia
Bonelle" and "Eugenie". All the latest appliances
used.

BOOKLET.

No. 2. THE TREATMENT

OF

FEVER AND OF THE

COMMON AILMENTS.

IN

EAST AFRICA.

A DOCTOR.

(2nd Revised Edition.)

No. 10.

A SUGGESTION

THAT THE TREATMENT OF
FEVERS IN ANIMALS

Might be similar to that in Man.

Price: Sh. 1/- each.

Postd. Sh. 1/- 10/-

E. A. STANDARD LTD.,

NAIROBI.

DRY-CLEANING & DYEING WORKS.

TOWN RECEIVING OFFICE:

G. R. STEPHENS, LTD.

P.O. BOX 100, NAIROBI.

Telephone: 2222.

OUTWARDS FROM LIVERPOOL & GLASGOW.

"Electroclean" due to arrive at Kilindini 2nd September.

s.s. "Katuna" due to arrive at Kilindini 1st October.

s.s. "Clan Macmillan" due to arrive at Kilindini 31st October.

HOMEWARDS TO LIVERPOOL.

"Newby Hall" due to load at Kilindini 2nd September.

due to load at Kilindini 25th September.

In October

In November.

The Owners of the Clan Macmillan Line do not carry passengers.

For particulars of rates of passage and current rates of freight, apply to the Agents—

THE AFRICAN MERCANTILE CO. LTD.

(Incorporated in England.)

P.O. BOX 100, NAIROBI.

Telephone: 2222.

TELEGRAMS: "TANDEM."

TELEGRAPHIC ADDRESS: "TANDEM."

TELETYPE: "TANDEM."

TELEFAX: "TANDEM."

TELEFAX:

Blackstone

Oil Engines

for CRUDE OR KEROSENE
from, 2½ to 800 h.p.

Capital Garage, VICTORIA ST.
NAIROBI
KETTLES-ROY LTD., Manufacturers Agents

LUCAS



CASH 1950

CASH 1950

The "Capital" Garage

VICTORIA ST., NAIROBI.



CASH

15/00

CASH

13/00

If you use or import FOREIGN GOODS
you handicap

British Capital

and endanger the possibility of FUTURE
LOANS for the development of THIS
TERRITORY.

In any case

BRITISH CEMENT IS BETTER.

Use these brands

MALTESE CROSS * ANCHOR * HAND
NINE ELMS * WHITES *
ELEPHANT * RHINOCEROS *
LIGHTHOUSE * PETERS *
Manufacturers' Representatives

Kettles-Roy, Ltd.,
Nairobi and Branches.

LIFE POLICIES.

We can show you the most favourable
underwriting policy offered in this country,
Big bonus—confortable policy.

NATIONAL MUTUAL LIFE ASSOCIATION
of AUSTRALIA LTD.,
Apply KETTLES-ROY LTD.

Nairobi.

BUILDING HOUSES FOR
CIVIL SERVANTS.

Official Enquiries to Private
Circle.

At the meeting of the Nairobi Chamber of Commerce on Aug. 12, Mr. T. A. Wood, a solicitor, and Mr. J. T. V. T. V. which was investigating the position of the Civil Servants and Asiatic Girl Servants, asking the Chamber to give the Government a report, it was decided that it would be best to get into touch with the Government and have some discussions for this purpose, as soon as possible.

The Secretary reported that the letter had been sent to the Master Builders Association, which had replied submitting a memorandum to the effect that the Association did not consider that the association was of the opinion that the Government should be approached privately, as the views of Crown Lands at a reasonable price were not in accordance with the type of buildings required by the rent to be paid, and (2) points that 75 per cent. of the value of the building should be repaid of the rents, with interest.

May 1st.—The Master Builders think that the Government very reasonably.

Mr. Legge: The same thinks that the Government is reasonable.

The Chairman: The Builders' scheme accepts the Government's suggestion that the Government exercise without advancing further steps in the direction of a strike or a lock-out for the purpose.

He suggested that the matter was best left to the Government, and a telegram to be sent to the Foreign Office, a reply to Government.

Mr. Dennis: Members might think what would be the best action in building programme.

Mr. Davis: 15 per cent. of the cost of the Government's method was to calculate the value of the building and give 10 per cent. to the Government.

Mr. Thannhauser: That is on a full assessment, and there is a big difference.

Mr. Legge: I agree. My opinion is that houses cannot be built to build them a cost.

Mr. Tomalin: I thought the Master Builders' scheme deserved serious consideration, and on a motion by Mr. Legge it was agreed that the Committee should meet to meet the Master Builders, and to discuss the matter, and to keep in mind the objects the Government had in view.

A fortnight later, Mr. Legge received a message from Mr. R. F. May, a son of Mr. Legge, who had written to him, enclosing a material that he thought impressive to oil companies.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.

Mr. Tomalin: I am sending you the material, and I hope you will consider it.

Mr. Legge: I am sending you the material, and I hope you will consider it.



Explorers Use This Car Because It Is Dependable

Pioneers and explorers, whose lives depend upon the reliability of their transportation, they use, employ Dodge Brothers Motor Cars almost exclusively.

Studholme used Dodge Brothers Motor Cars through the uncharted deserts of Central Australia. Dr. Roy Chapman Andrews, on three different occasions, penetrated the impenetrable wastes of Mongolia in a Dodge.

The car's dependability is proverbial; and its explorers riding comfort permits long travel over bad roads without fatigue.

*Travelling Out
Sokal Special
Sokal Commercial Car
Sokal Coach
Sokal Sedan*

R. FISHER & SIMMONS (E.A.) LTD.
Victoria Street, Nairobi.

DODGE BROTHERS MOTOR CARS



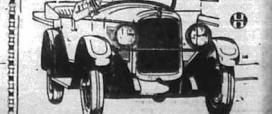
Long Life to Machinery!

The Help is in your Oil Barrel.

It has been estimated that on the average engines and machinery will last 15 years if given proper care and 10 years if given poor care. But, Economically speaking, it is better to partially lengthen the life of their engines and machinery. "How? By reducing friction." Friction is the chief cause of wear and tear. It is also the chief cause of vibration, noise, and heat. Friction is the chief cause of all kinds of machinery trouble.

Here are a few of friction's symptoms:
1. Valves chatter and stick.
2. Gears, shafts, and bearings run hot.
3. Engines, cylinders, piston rods, and valve rods.

On bearing, friction about itself
4. Metal parts heat.



Hupmobile
SOIX CYCLES INDÉP.
MOTOR MART & EXCHANGE LTD.
Nairobi, Kenya.

Lubricating Oils

A grade for each type of service.

VACUUM OIL COMPANY OF SOUTH AFRICA, LTD.

Distributing Agents in Kenya
Uganda, Tanganyika and Rhodesia.

THE AFRICAN MERCANTILE CO., LTD.
Sub Agents: E. H. W. C. Hunter & Co.,
Mombasa, Service Co. Ltd.

Engine Power Losses, DRIVING THE MOVING PARTS.

Some highly interesting facts concerning the general power losses in engines have been established by a research organization which has recently installed in the laboratory of the Hudson Motor Car Company, Ed. Coventry, the concern which produces all the cars and commercial vehicles made by the Hudson Motor Car Company. This research organization has conducted a fine plant of some 50 electrical tests on every type of engine that can be tested.

Capable of a wide range of speeds, the apparatus can measure, perhaps the most complete apparatus of its kind ever built, the mechanical losses of internal combustion engines, the frictional losses of the moving parts, the heating loss for engines, made of various materials, and the mechanical efficiencies of a whole host of valves, pumps, and other parts of an engine which has been recognized and allowed for in the past, although the mechanical efficiency of engines has long been largely a matter of conjecture.

Mechanical Losses.
Suppose we take a 100 h.p. engine. Ten Amperes, in a descriptive manner, is equivalent to 100 h.p. or 20 per cent. of the heat units, or thermal energy, available in the amount of fuel consumed. It is actually converted into useful work by the engine and into heat lost to the heat losses. This 20 per cent. of the total heat available is lost in the mechanical efficiency of the engine. The mechanical efficiency of a 100 h.p. engine is 70 per cent. as follows. An engine in a test bed develops 70 h.p. at 1000 r.p.m. The power of a certain figure, let us say 100 h.p., is obtained by testing the engine at 1000 r.p.m. It is obvious that a considerable amount of power is lost in the engine in relating its own natural frequency to the speed of rotation. Other mechanical and electrical losses are also present. The so-called electrical power is automatically converted into heat lost to the heat losses. These losses total about 10 per cent. of the total heat available.

The margin of power lost on account of mechanical inefficiency amounts as 24 per cent. of the total. Thus, the mechanical efficiency of a 100 h.p. engine is 70 per cent.

The mechanical efficiency of a 100 h.p. engine is 70 per cent.

Thus, the mechanical efficiency of a 100 h.p. engine is 70 per cent.

The only way to prolong the life of machinery is to maximize its efficiency.

To reduce friction to its minimum is to reduce the power required to move a given weight.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

The only way to prolong the life of machinery is to maximize its efficiency.

Pride in Life of Car.

STATISTICS BY A MOTOR FIRM.

Evidence that car owners and drivers take a keen interest in the endurance of their cars is found in the statistics recently compiled by the Standard Oil Company of New Jersey.

This list is the record of motor car sales in the United States during 1924, and shows 817 cars with mileage of 100,000 miles that are still in use.

In March the company published a list of 272 cars as "charter members" of the "Automobile Owners Association." Immediately scores of letters from automobile owners offered proof of the longevity of their cars.

The long distance record holder is the Hudson Super Six.

For instance, hours of 15,000 miles were reported by a man from Alaska.

Such pride of ownership is reflected in the figures of those who buy wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

It is evident that the majority of car owners are very particular about the quality of wire wheels.

The Greatest Hudsons Of All Times and at the Lowest Prices

HUDSON COACH

7 Passenger Touring £425
£425



All Metal Box Body
£390

Wire Wheels
£10 extra.



Wire Wheels
£10 extra.

Hudson's position as the world's greatest value is not merely a new attainment. For ten years the Super Six has stood alone in mechanical supremacy. Basic patents have been freely granted, and the smoothness and long life it gives are exclusive. No motor has yet equaled the Super Six in smoothness and long, economical life.

Because it is simplicity, the Super-Six has always enjoyed manufacturing advantages that permit a lower selling price than is possible with more complicated types.

The Coach has long been acknowledged the "World's Greatest Huy," because of its utility, performance and value. The Hudson Coach is the smoothest and easiest to drive. The Sedan and the Sedan give Hudson the same unrivaled position. They have all the distinction of finest Hudsons. Hudsons are the best value in the world's largest production of 6-cylinder cars.

AND **ESSEX HAS SUPER-SIX ADVANTAGES.**

THE ESSEX "SIX" was designed by Hudson Engineers and is Built by Hudson on the Famous Super-Six Principle.

ESSEX COACH £300
TOURING £280
" BOX BODY £270
WIRE WHEELS £10 extra.



Carr, Lawson & Co. Ltd.
Sixth Avenue, NAIROBI.
Telegrams 'CARLAW.'

Box 103

The First and last meetings of the meeting were also very interesting and were well attended.

The Secretary mentioned that a letter had been received from Mr. T. M. Rutherford, Let that no reply had been sent to him.

Mr. Turnbull suggested that the Association should make a protest against the proposed reduction in the number of members and the meeting agreed.

It was decided that the Association should send a deputation to the Government to protest against the proposed reduction in the number of members.

It was decided that the principle had been accepted by the Chamber of Commerce that we are in a very strong position and that the Association should make a protest against the proposed reduction in the number of members.

The Secretary said that the letter had been sent to Mr. H. E. Rutherford, Let that no reply had been received.

It was decided that the Association should send a deputation to the Government to protest against the proposed reduction in the number of members.

TRADE MARKS

Mr. Mohamed Khan, on behalf of the Kenyan Chamber presented the annual resolution on the spending of money on the protection of trademarks and trading materials.

General Manager being a Uganda Railway he gave a speech favoring the proposal and voted for substantial reductions in the budget.

Kenya was present, but he did not speak at the meeting.

It was decided that the funds received from the Kenyan Chamber should be used to help the Kenyan Chamber to meet its expenses.

The resolution was carried unanimously.

It was decided that the funds received from the Kenyan Chamber should be used to help the Kenyan Chamber to meet its expenses.

It was decided that the funds received from the Kenyan Chamber should be used to help the Kenyan Chamber to meet its expenses.

It was decided that the funds received from the Kenyan Chamber should be used to help the Kenyan Chamber to meet its expenses.

The progress throughout with the meetings was good.

COTTON FIELD.

Mr. Mohamed Khan then moved a motion resolution No. 2 that the Association should protest to the Government and Uganda Railways against the reduction in rail freight on the cotton field and the proposed reduction in the cotton field.

The present high cost of cotton has caused a great deal of difficulty and the meeting agreed that the Association should protest to the Government against the reduction in the cotton field.

It was decided that the Association should protest to the Government against the reduction in the cotton field.

It was decided that the Association should protest to the Government against the reduction in the cotton field.

It was decided that the Association should protest to the Government against the reduction in the cotton field.

TRADE MARKS

Mr. Mohamed Khan, on behalf of the Kenyan Chamber presented the annual resolution on the spending of money on the protection of trademarks and trading materials.

General Manager being a Uganda Railway he gave a speech favoring the proposal and voted for substantial reductions in the budget.

Kenya was present, but he did not speak at the meeting.

It was decided that the funds received from the Kenyan Chamber should be used to help the Kenyan Chamber to meet its expenses.

It was decided that the funds received from the Kenyan Chamber should be used to help the Kenyan Chamber to meet its expenses.

It was decided that the funds received from the Kenyan Chamber should be used to help the Kenyan Chamber to meet its expenses.

It was decided that the funds received from the Kenyan Chamber should be used to help the Kenyan Chamber to meet its expenses.

It was decided that the funds received from the Kenyan Chamber should be used to help the Kenyan Chamber to meet its expenses.

It was decided that the funds received from the Kenyan Chamber should be used to help the Kenyan Chamber to meet its expenses.



Two Points

upon which MAXWELL BRADY & CO. have built, and are maintaining their FRONT RANK position in the BUSINESS WORLD of EAST AFRICA are

SERVICE & CIVILITY

We cannot emphasize too much, our guides to give entire satisfaction, and our drivers to give the value of the Article. ONE SHILLING EACH TO NAMED SHILLINGS.

M. B. & Co.

HATTERS, HOSIERS AND BOOTMAKERS OF QUANTITY NAIROBI.

The firm in the opinion of the present leaders of the industry, are the leaders of the trade, and the firm's name is known throughout the country.

Mr. H. A. Ward, the General Manager, has a long record of service in the business, and is a man of great experience.

Mr. H. A. Ward, the General Manager, has a long record of service in the business, and is a man of great experience.

Mr. H. A. Ward, the General Manager, has a long record of service in the business, and is a man of great experience.

Mr. H. A. Ward, the General Manager, has a long record of service in the business, and is a man of great experience.

Mr. H. A. Ward, the General Manager, has a long record of service in the business, and is a man of great experience.

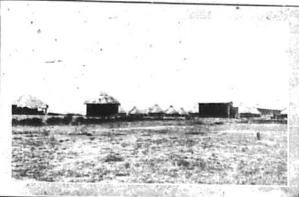
Mr. H. A. Ward, the General Manager, has a long record of service in the business, and is a man of great experience.

Mr. H. A. Ward, the General Manager, has a long record of service in the business, and is a man of great experience.

SATURDAY, AUG. 29, 1925.

THE EAST AFRICAN STANDARD (MAGAZINE SECTION)

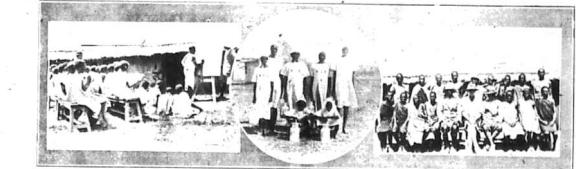
IN THE MASAI RESERVE.



A general view of the Masai Reserve.



The house of the Principal.



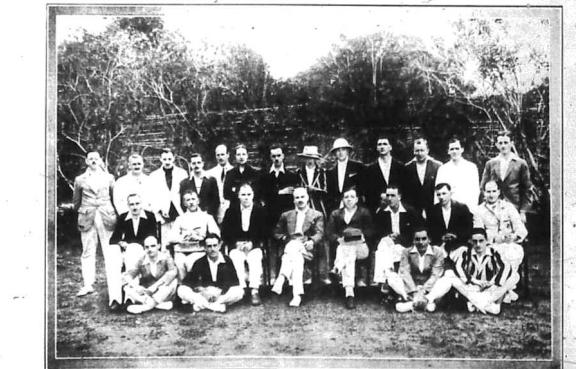
Left: A Native Circle. Centre: Men in the species clothing used in dairy work. Right: Some pupils of the School.



Primary section.



L to R: Capt. Borrett (in charge of the School), Mrs. Borrett, Major Dawson, Miss Rosemary, Miss Rosemary.



Group taken just west of the team in the "Colonial vs. Kenyan" Match at Nairobi. M. E. Sir Edward Grigg, who was Captain of the Officials is seated in the center of the front row.

Children love it!

'KEPLER' MALT EXTRACT

Nutritious food in concentrated form.
Palatable and easily assimilated.
Aids digestion of other foods.

In bottles of two sizes, all Chemists and Stores.

BURBROOK WILKINSON & CO.
London

Hartz, Bell & Lawson (1922) Limited.

Tank Makers, Plumbers Founders, etc.
Box 126. Phone 128. BURBROOK.

Tanks.

And all classes of Sheet Metal Work, in Stock.

Stoves,

Astria Range and Nos. 8 and Bonnybridge
Dovers in stock.

Kindly note our Workshops and Ware house are as before in HARDINGE STREET.

MOLY TIMBER COMPANY

(Proprietor, W. J. Beeson)
Established 1912.

Head Office: NJORO.
Telephone: "LUGGERINE," No. 1. Code, A.B.C.
Box 54. Tel. NAIROBI.

CEDAR

PODO, MUAKA, M'KHARAGI, and M'OMBI.

Lathing, Plinings, and Moulding specially.

DOORS AND WINDOWS

(Made from seasoned timber).
Stock sizes or made to specification.

ORDER YOUR COFFEE TRAYS AND TANKS NOW

YOKES, HUBS, BELLS, ETC.

Kentish Prices on Application.

TRY IT IN YOUR BATH

SCRUBB'S AMMONIA
WATERGLASS, LAVENDER,
AND ROSEMARY PURPOSES.
Or for Skin Irritations.
The public are cautioned against the many inferior brands of Ammonia Waterglass on the market.
SCRUBB & CO., LTD., CARMARTHEN, S. Wales, ENGLAND.

BUCHANAN'S
BLACK & WHITE WHISKY

Agents: AMBROSE SMITH & CO.,
Nairobi.

TANGANYIKA GOVERNOR MEETS THE MOSHI SETTLERS.

Consideration of Problems.

PROPOSAL TO BUILD A NEW RAILWAY FEEDER LINE.

The Kilimandjaro Planters Association recently submitted to His Excellency the Governor a proposal for the construction of a new railway line. The address of the Association was as follows:—
His Excellency, The Governor, Tanganyika Colony, to Moshi, August 13, 1926.—Sir, We, the planters of the Kilimanjaro Colony, to Moshi, respectfully submit to your Excellency the following:

"(1) On many farms it is impossible to grow crops because of the damage caused by long grass, which is not removed by mowers.

"(2) Owing to the physical features of the country, the cost of transport would be prohibitive.

"(3) The cost of feeding would be prohibitive, and the cost of labour required for this purpose could not be justified.

"(4) The cost of transport of a surplus crop might be prohibitive.

"(5) The cost of Plasters of Lime, lime mortar, and whitewash, for the protection of buildings, is high, and on many occasions serious damage is done to them by the action of the rain.

"(6) The cost of labour is high, and the cost of feeding is not readily maintained.

"(7) The cost of labour is high, and the cost of feeding is not readily maintained.

"(8) The cost of labour is high, and the cost of feeding is not readily maintained.

"(9) The cost of labour is high, and the cost of feeding is not readily maintained.

"(10) The cost of labour is high, and the cost of feeding is not readily maintained.

"(11) The cost of labour is high, and the cost of feeding is not readily maintained.

"(12) The cost of labour is high, and the cost of feeding is not readily maintained.

"(13) The cost of labour is high, and the cost of feeding is not readily maintained.

"(14) The cost of labour is high, and the cost of feeding is not readily maintained.

"(15) The cost of labour is high, and the cost of feeding is not readily maintained.

"(16) The cost of labour is high, and the cost of feeding is not readily maintained.

"(17) The cost of labour is high, and the cost of feeding is not readily maintained.

"(18) The cost of labour is high, and the cost of feeding is not readily maintained.

"(19) The cost of labour is high, and the cost of feeding is not readily maintained.

"(20) The cost of labour is high, and the cost of feeding is not readily maintained.

"(21) The cost of labour is high, and the cost of feeding is not readily maintained.

"(22) The cost of labour is high, and the cost of feeding is not readily maintained.

"(23) The cost of labour is high, and the cost of feeding is not readily maintained.

"(24) The cost of labour is high, and the cost of feeding is not readily maintained.

"(25) The cost of labour is high, and the cost of feeding is not readily maintained.

"(26) The cost of labour is high, and the cost of feeding is not readily maintained.

"(27) The cost of labour is high, and the cost of feeding is not readily maintained.

"(28) The cost of labour is high, and the cost of feeding is not readily maintained.

"(29) The cost of labour is high, and the cost of feeding is not readily maintained.

"(30) The cost of labour is high, and the cost of feeding is not readily maintained.

"(31) The cost of labour is high, and the cost of feeding is not readily maintained.

"(32) The cost of labour is high, and the cost of feeding is not readily maintained.

"(33) The cost of labour is high, and the cost of feeding is not readily maintained.

"(34) The cost of labour is high, and the cost of feeding is not readily maintained.

"(35) The cost of labour is high, and the cost of feeding is not readily maintained.

"(36) The cost of labour is high, and the cost of feeding is not readily maintained.

"(37) The cost of labour is high, and the cost of feeding is not readily maintained.

"(38) The cost of labour is high, and the cost of feeding is not readily maintained.

"(39) The cost of labour is high, and the cost of feeding is not readily maintained.

"(40) The cost of labour is high, and the cost of feeding is not readily maintained.

"(41) The cost of labour is high, and the cost of feeding is not readily maintained.

"(42) The cost of labour is high, and the cost of feeding is not readily maintained.

"(43) The cost of labour is high, and the cost of feeding is not readily maintained.

"(44) The cost of labour is high, and the cost of feeding is not readily maintained.

"(45) The cost of labour is high, and the cost of feeding is not readily maintained.

"(46) The cost of labour is high, and the cost of feeding is not readily maintained.

"(47) The cost of labour is high, and the cost of feeding is not readily maintained.

"(48) The cost of labour is high, and the cost of feeding is not readily maintained.

"(49) The cost of labour is high, and the cost of feeding is not readily maintained.

"(50) The cost of labour is high, and the cost of feeding is not readily maintained.

"(51) The cost of labour is high, and the cost of feeding is not readily maintained.

"(52) The cost of labour is high, and the cost of feeding is not readily maintained.

"(53) The cost of labour is high, and the cost of feeding is not readily maintained.

"(54) The cost of labour is high, and the cost of feeding is not readily maintained.

"(55) The cost of labour is high, and the cost of feeding is not readily maintained.

"(56) The cost of labour is high, and the cost of feeding is not readily maintained.

"(57) The cost of labour is high, and the cost of feeding is not readily maintained.

"(58) The cost of labour is high, and the cost of feeding is not readily maintained.

"(59) The cost of labour is high, and the cost of feeding is not readily maintained.

"(60) The cost of labour is high, and the cost of feeding is not readily maintained.

"(61) The cost of labour is high, and the cost of feeding is not readily maintained.

"(62) The cost of labour is high, and the cost of feeding is not readily maintained.

"(63) The cost of labour is high, and the cost of feeding is not readily maintained.

"(64) The cost of labour is high, and the cost of feeding is not readily maintained.

"(65) The cost of labour is high, and the cost of feeding is not readily maintained.

"(66) The cost of labour is high, and the cost of feeding is not readily maintained.

"(67) The cost of labour is high, and the cost of feeding is not readily maintained.

"(68) The cost of labour is high, and the cost of feeding is not readily maintained.

"(69) The cost of labour is high, and the cost of feeding is not readily maintained.

"(70) The cost of labour is high, and the cost of feeding is not readily maintained.

"(71) The cost of labour is high, and the cost of feeding is not readily maintained.

"(72) The cost of labour is high, and the cost of feeding is not readily maintained.

"(73) The cost of labour is high, and the cost of feeding is not readily maintained.

"(74) The cost of labour is high, and the cost of feeding is not readily maintained.

"(75) The cost of labour is high, and the cost of feeding is not readily maintained.

"(76) The cost of labour is high, and the cost of feeding is not readily maintained.

"(77) The cost of labour is high, and the cost of feeding is not readily maintained.

"(78) The cost of labour is high, and the cost of feeding is not readily maintained.

"(79) The cost of labour is high, and the cost of feeding is not readily maintained.

"(80) The cost of labour is high, and the cost of feeding is not readily maintained.

"(81) The cost of labour is high, and the cost of feeding is not readily maintained.

"(82) The cost of labour is high, and the cost of feeding is not readily maintained.

"(83) The cost of labour is high, and the cost of feeding is not readily maintained.

"(84) The cost of labour is high, and the cost of feeding is not readily maintained.

"(85) The cost of labour is high, and the cost of feeding is not readily maintained.

"(86) The cost of labour is high, and the cost of feeding is not readily maintained.

"(87) The cost of labour is high, and the cost of feeding is not readily maintained.

"(88) The cost of labour is high, and the cost of feeding is not readily maintained.

"(89) The cost of labour is high, and the cost of feeding is not readily maintained.

"(90) The cost of labour is high, and the cost of feeding is not readily maintained.

"(91) The cost of labour is high, and the cost of feeding is not readily maintained.

"(92) The cost of labour is high, and the cost of feeding is not readily maintained.

"(93) The cost of labour is high, and the cost of feeding is not readily maintained.

"(94) The cost of labour is high, and the cost of feeding is not readily maintained.

"(95) The cost of labour is high, and the cost of feeding is not readily maintained.

"(96) The cost of labour is high, and the cost of feeding is not readily maintained.

"(97) The cost of labour is high, and the cost of feeding is not readily maintained.

"(98) The cost of labour is high, and the cost of feeding is not readily maintained.

"(99) The cost of labour is high, and the cost of feeding is not readily maintained.

"(100) The cost of labour is high, and the cost of feeding is not readily maintained.

"(101) The cost of labour is high, and the cost of feeding is not readily maintained.

"(102) The cost of labour is high, and the cost of feeding is not readily maintained.

"(103) The cost of labour is high, and the cost of feeding is not readily maintained.

"(104) The cost of labour is high, and the cost of feeding is not readily maintained.

"(105) The cost of labour is high, and the cost of feeding is not readily maintained.

"(106) The cost of labour is high, and the cost of feeding is not readily maintained.

"(107) The cost of labour is high, and the cost of feeding is not readily maintained.

"(108) The cost of labour is high, and the cost of feeding is not readily maintained.

"(109) The cost of labour is high, and the cost of feeding is not readily maintained.

"(110) The cost of labour is high, and the cost of feeding is not readily maintained.

"(111) The cost of labour is high, and the cost of feeding is not readily maintained.

"(112) The cost of labour is high, and the cost of feeding is not readily maintained.

"(113) The cost of labour is high, and the cost of feeding is not readily maintained.

"(114) The cost of labour is high, and the cost of feeding is not readily maintained.

"(115) The cost of labour is high, and the cost of feeding is not readily maintained.

"(116) The cost of labour is high, and the cost of feeding is not readily maintained.

"(117) The cost of labour is high, and the cost of feeding is not readily maintained.

"(118) The cost of labour is high, and the cost of feeding is not readily maintained.

"(119) The cost of labour is high, and the cost of feeding is not readily maintained.

"(120) The cost of labour is high, and the cost of feeding is not readily maintained.

"(121) The cost of labour is high, and the cost of feeding is not readily maintained.

"(122) The cost of labour is high, and the cost of feeding is not readily maintained.

"(123) The cost of labour is high, and the cost of feeding is not readily maintained.

"(124) The cost of labour is high, and the cost of feeding is not readily maintained.

"(125) The cost of labour is high, and the cost of feeding is not readily maintained.

"(126) The cost of labour is high, and the cost of feeding is not readily maintained.

"(127) The cost of labour is high, and the cost of feeding is not readily maintained.

"(128) The cost of labour is high, and the cost of feeding is not readily maintained.

"(129) The cost of labour is high, and the cost of feeding is not readily maintained.

"(130) The cost of labour is high, and the cost of feeding is not readily maintained.

"(131) The cost of labour is high, and the cost of feeding is not readily maintained.

"(132) The cost of labour is high, and the cost of feeding is not readily maintained.

"(133) The cost of labour is high, and the cost of feeding is not readily maintained.

"(134) The cost of labour is high, and the cost of feeding is not readily maintained.

"(135) The cost of labour is high, and the cost of feeding is not readily maintained.

"(136) The cost of labour is high, and the cost of feeding is not readily maintained.

"(137) The cost of labour is high, and the cost of feeding is not readily maintained.

"(138) The cost of labour is high, and the cost of feeding is not readily maintained.

"(139) The cost of labour is high, and the cost of feeding is not readily maintained.

"(140) The cost of labour is high, and the cost of feeding is not readily maintained.

"(141) The cost of labour is high, and the cost of feeding is not readily maintained.

"(142) The cost of labour is high, and the cost of feeding is not readily maintained.

"(143) The cost of labour is high, and the cost of feeding is not readily maintained.

"(144) The cost of labour is high, and the cost of feeding is not readily maintained.

"(145) The cost of labour is high, and the cost of feeding is not readily maintained.

"(146) The cost of labour is high, and the cost of feeding is not readily maintained.

"(147) The cost of labour is high, and the cost of feeding is not readily maintained.

"(148) The cost of labour is high, and the cost of feeding is not readily maintained.

"(149) The cost of labour is high, and the cost of feeding is not readily maintained.

"(150) The cost of labour is high, and the cost of feeding is not readily maintained.

"(151) The cost of labour is high, and the cost of feeding is not readily maintained.

"(152) The cost of labour is high, and the cost of feeding is not readily maintained.

"(153) The cost of labour is high, and the cost of feeding is not readily maintained.

"(154) The cost of labour is high, and the cost of feeding is not readily maintained.

"(155) The cost of labour is high, and the cost of feeding is not readily maintained.

"(156) The cost of labour is high, and the cost of feeding is not readily maintained.

"(157) The cost of labour is high, and the cost of feeding is not readily maintained.

"(158) The cost of labour is high, and the cost of feeding is not readily maintained.

"(159) The cost of labour is high, and the cost of feeding is not readily maintained.

"(160) The cost of labour is high, and the cost of feeding is not readily maintained.

"(161) The cost of labour is high, and the cost of feeding is not readily maintained.

"(162) The cost of labour is high, and the cost of feeding is not readily maintained.

"(163) The cost of labour is high, and the cost of feeding is not readily maintained.

"(164) The cost of labour is high, and the cost of feeding is not readily maintained.

"(165) The cost of labour is high, and the cost of feeding is not readily maintained.

"(166) The cost of labour is high, and the cost of feeding is not readily maintained.

"(167) The cost of labour is high, and the cost of feeding is not readily maintained.

"(168) The cost of labour is high, and the cost of feeding is not readily maintained.

"(169) The cost of labour is high, and the cost of feeding is not readily maintained.

"(170) The cost of labour is high, and the cost of feeding is not readily maintained.

"(171) The cost of labour is high, and the cost of feeding is not readily maintained.

"(172) The cost of labour is high, and the cost of feeding is not readily maintained.

"(173) The cost of labour is high, and the cost of feeding is not readily maintained.

"(174) The cost of labour is high, and the cost of feeding is not readily maintained.

"(175) The cost of labour is high, and the cost of feeding is not readily maintained.

"(176) The cost of labour is high, and the cost of feeding is not readily maintained.

"(177) The cost of labour is high, and the cost of feeding is not readily maintained.

"(178) The cost of labour is high, and the cost of feeding is not readily maintained.

"(179) The cost of labour is high, and the cost of feeding is not readily maintained.

"(180) The cost of labour is high, and the cost of feeding is not readily maintained.

"(181) The cost of labour is high, and the cost of feeding is not readily maintained.

"(182) The cost of labour is high, and the cost of feeding is not readily maintained.

"(183) The cost of labour is high, and the cost of feeding is not readily maintained.

"(184) The cost of labour is high, and the cost of feeding is not readily maintained.

"(185) The cost of labour is high, and the cost of feeding is not readily maintained.

"(186) The cost of labour is high, and the cost of feeding is not readily maintained.

"(187) The cost of labour is high, and the cost of feeding is not readily maintained.

"(188) The cost of labour is high, and the cost of feeding is not readily maintained.

"(189) The cost of labour is high, and the cost of feeding is not readily maintained.

"(190) The cost of labour is high, and the cost of feeding is not readily maintained.

"(191) The cost of labour is high, and the cost of feeding is not readily maintained.



THE

UNION-CASTLE LINE



HOMEWARDS via EASTERN or WESTERN

Steamers will load at Kilindini on or about the following dates:

VIA SUEZ CANAL

Calling at Aden, Port Sudan, Suez, Port Said, Genoa and Marseilles Homewards.

Leave England	From Mombasa	Arrive London
about	about	about
Corfe Castle	25th Aug.	20th Sept.
25th Sept.	"Gloster Castle"	13th Oct.
18th Nov.	"Gloucester Castle"	11th Dec.
13th Jan.	"Llandaff Castle"	2nd Feb. 1927.
24th Feb.	"Durham Castle"	14th April.
10th March	"Llanstephan Castle"	5th May.
	30th April	28th May

Taking cargo for Aden, Port Sudan, Genoa, Marseilles, London, Antwerp also for Amsterdam, Rotterdam, Hamburg, and Bremen, with transhipment, and New York and Boston via Port Sudan.

* * * "Corfe Castle" will accept cargo for direct discharge at Alexandria.

All sailing dates are subject to alteration without notice.

Visitors to Union-Castle steamers are required, in future, to be in possession of permits obtainable at the Company's Offices.

P. O. Box 86.

Tel. Add. "UNICASTLE"

The Union-Castle Mail Steamship Co., Ltd.,

MOMBASA.

OR THE COMPANY'S AGENTS,
THE BRITISH EAST AFRICA CORPORATION LTD.

Tel. No. 107.

Osaka Shoson Kaisha

JAPAN SHOSON KAISHA:

Fast and Regular Direct Service to and from Japan:

ARRIVALS FROM JAPAN:

s.s. "Canada Maru"	due to sail from Mombasa 17th Sept.
s.s. "Mexico Maru"	due to sail from Mombasa 16th Oct.
s.s. "Chicago Maru"	due to sail from Mombasa 16th Nov.

SAILINGS TO JAPAN:

s.s. "Admiral Maru"	due to arrive at Mombasa 8th Sept.
s.s. "Chicago Maru"	due to arrive at Mombasa 7th Oct.
s.s. "Tsunami Maru"	due to arrive at Mombasa 16th Nov.

Steamers of the Osaka Shoson Kaisha have excellent passenger accommodation.

PASSENGER FARES ARE AS FOLLOWS:

	London	Port Sudan	Aden	Suez	Dar-es-Salaam	Zanzibar
1st class: £25	£40	£40	£21	£10-10-0	£21-12-0	
2nd class: £12-15	£14	£14	£9-5-0	£3	£9-10-0	

Dock Passenger rates on application.

Regular and frequent connections at Japan ports to:

New York, San Francisco, Vancouver, Seattle and Tacoma.

APPLICATION FOR FREIGHT AND PASSAGE TO

The African Mercantile Coy., Ltd., Agents for the OSAKA SHOSON KAISHA LIMITED, MOMBASA, TANZA, ZANZIBAR, DAR-ES-SALAAM.

PURCHASE YOUR
ESTATE MEDICINES, etc.,
AT WHOLESALE PRICES
FROM

ARTHUR A. WHITE, Ltd.

CASH CHEMISTS,
AND MEDICAL SUPPLIERS,
NAIROBI.

P.O. Box 618.

All Gold & I. X. L. Jams.

The above Jams are manufactured from the finest South African Fruit together with the purest white sugar and are guaranteed to be second to none in the market.

Manufactured by H. JONES & Co. (S.A.) Ltd., PAARL, Cape Province,

Obtainable from all Grocers.

J. G. ARONSON, Distributing Agent.

Nairobi.

Printed and Published by EAST AFRICAN STANDARD, Ltd., Sixth Avenue, Nairobi, Kenya Colony.

THE

UNION-CASTLE LINE

HOMEWARDS via EASTERN or WESTERN

Steamers will load at Kilindini on or about the following dates:

VIA SOUTH AFRICA

Calling at Tanganyika, Zanzibar, Dar-es-Salaam, Port Moresby, Beira, Delagoa Bay, S.A. Union Ports, and Canary Islands.

Leave England	Arrive London	From Mombasa	Arrive London
about	about	about	about
22nd July	"Llanstephan Castle"	21st Aug.	21st Aug.
18th Aug.	"Orford Castle" (cargo only)	29th Sept.	26th Oct.
16th Sept.	"Llandaff Castle"	16th Oct.	30th Nov.
14th Oct.	"Cargo Steamer"	14th Nov.	12th Dec.
11th Nov.	"Llanstephan Castle"	11th Dec.	25th Dec.
9th Dec.	"Bratton Castle" (cargo only)	9th Jan.	18th March
8th Jan.	"Gloucester Castle"	8th Feb.	23rd March
3rd Feb.	"Cargo Steamer"	3rd Mar.	11th May

Taking cargo for Coast ports as far as Capetown and for London and Antwerp, also for Amsterdam, Rotterdam, Bremen, and Hamburg with transhipment, and for New York, Philadelphia, and Baltimore via Beira.

If sufficient inducement offered.

Up-country cheques cannot be accepted unless endorsed by local bank.

Tel. Add. "UNICASTLE"

Tel. No. 107.

RELIABLE AGENTS IN LONDON

LONDON BUYING AGENCY

Agents with capable Staff
Members. Separate Department
for buying every class of goods,
including Cottons, the advantage
of wide experience, the ad-
vantage of a large number of Owners,
and lower prices. A special Department
for buying machinery.

LONDON SELLING AGENCY

Fine, Clean, Green, Grain Seeds,
Hops, Oil, Wine, Timber, Rubber,
Drugs, Wool, Ores, Mineral Products,
Tea, Cocoa, Coffee, Copper, Sugar,
KEYMEN, SON & CO., being their
Agents.

Ships Valued. Best Ports for
Shipment Indicated.

The Management of Estates
Unquestioned.

KEYMEN, SON & CO.,

IMPERIAL HOUSE, 100, NEW BOND STREET, LONDON W.C.

Office: KEYMEN, LONDON.

Established 1884.

MT. BLACKETT SAW MILLS

LONGDIANI.

TISSIM OF EVERY DESCRIPTION

FLOORING AND LINING OF
CEDAR AND PODO.
(Proprietor: A. MACGREGOR.)

Second class Timber, eighty
Bigs per ton.

Tele.: "MACGREGOR, Longdiani."

Head Office

Sadler Street,
Box 291, NAIROBI
and at

Maji Mazuri.

To Settlers :-

There are always REPAIRS waiting to be done to buildings.

SPECIAL OFFER.

Tim and half-timber
lots of short length. Poles, mixed dimensions.

Rs. 10/- per ton f.o.r. Maji Mazuri.

CASH WITH ORDER.

To Builders :-

SELL-RENTING EXPANDED METAL
for concrete and plastering.

From 21 cent per sq. ft. at Nairobi.

To Everybody :-

SILVERTOWN
protects your outside woodwork and gives that beautiful
oak stain to your trees.

Rs. 82/50 per 5 gal. drum. 10% discount for cash with order.

EQUATOR SAW MILLS NAIROBI.

AFRICAN INDUSTRIES

THE ONLY PAPER PUBLISHED
IN GREAT BRITAIN

giving

THE LATEST FACTS, FIGURES, Etc., AS TO AFRICAN
MANUFACTURERS, INDUSTRIES AND CULTIVATION.

It is invaluable to the Farmer, Merchant and Manufacturer.

Rates of Subscription: 25/- per annum.

Offices:- 7, Southampton Street, Holborn, London, W.C.

Cables: "AFRICANDU" LONDON.

KENYA GOVERNMENT ARCHIVES
PHOTOGRAPHIC SERVICE
SECTION 8

CONTINUED ON
REEL No.

59

KENYA GOVERNMENT ARCHIVES
PHOTOGRAPHIC SERVICE
SECTION 8

END
OF REEL NO. 58