

DESPATCH.

EAST AFR. PROT.  
N<sup>o</sup>. 35427

C. O.  
35427  
Rec<sup>d</sup>  
4 OCT 05

No. 1905  
1905  
previous Paper.

(Subject.)

Railway Rates for Agricul<sup>e</sup> Produce.

Your tel of 2<sup>nd</sup> Oct Rates have been brought into force —

(Minutes.)

Mr. Read

See my minute on 33232.  
You will see that on the whole I am inclined to favour the rates proposed. But of course it involves the grant of at least one favourable rate to if not more favourable ones to for soda & timber in their loads.

The action of the General Manager in reducing the rates was however with a view as Treasury letter of 2<sup>nd</sup> Sept 1904

copy to the ...

subsequent Paper.  
66895

allowed by the directors  
of the company in the event of  
a failure to raise the amount

to be raised by the company  
under the provisions of the  
articles of association of the company  
and to be applied to the redemption  
of the debentures

I think we must telegraph that  
the new rates must be regarded  
as temporary. I have discussed  
the matter with the Trustees  
advancing the prospectus at least  
for a year, till it is seen  
what the effect is

should be  
obtained  
sanction

11/10/10

2 meeting to the Board? we must  
point out the bearing which this will  
have on the balance. I understand  
I understand that the African Syndicate  
have not yet answered our letter containing  
our last offer, but they will probably do  
so in a few days. The terms offered are not  
good enough & we shall probably have to  
give more favourable ones. I believe that it  
will pay us to do this, provided that  
the syndicate is strong enough to carry  
the balance of the loan

W. R. 10/10

C. O.  
35427  
REC'D  
RES. 4 OCT 05

293

*C. O. M.*

TELEGRAM. The Officer Administering the Government of the East  
Africa Protectorate. to Mr. Lyttelton.

(Received, Colonial Office 7.50 p.m. 3rd October, 1905.)

*Copy  
3222*

-----  
No. 193. Your telegram of 2nd October Rates have been  
brought into force.

REPLIES SHOULD BE MADE

# THE EASTERN TELEGRAPH



HEAD OFFICE: CHIEF STATION, 11, OLD ROAD, W. LONDON, E.C. 1.  
BRANCH STATIONS: 1. ADELPHI, W. LONDON, W.C. 2. ALGERIA, N. AFRICA. 3. BOMBAY, INDIA. 4. CALCUTTA, INDIA. 5. CANTON, CHINA. 6. HONG KONG, CHINA. 7. MANILA, PHILIPPINES. 8. Peking, CHINA. 9. SHANGHAI, CHINA. 10. SINGAPORE, MALAYA. 11. SOERABAYA, INDIA. 12. YOKOHAMA, JAPAN.

1. LEADENHALL STREET, E.C. 2. WHEAT TOWER STREET, E.C. 3. HOLBORN VIADUCT, E.C. 449, STRAND, W.C.

Foreign Address Bills  
THE BAILEY, ST. MARKS

REMARKS

The following TELEGRAM Received at

From *Mombasa*

via "Eastern"

No. of Words *9* Dated *3* Title *Cap. m.*

*Chapelries*  
*Lon*

*Your telegram of 2 October*  
*remourings lurchest*  
*ates belch brazenface*  
*Jackson*

*Recd 7.50 PM*  
*3 Oct*

Doubtful words should be OFFICIALLY repeated. See Rule Book.

No inquiry respecting this Telegram can be attended to without the production of this Copy.  
ON WHICH THIS TELEGRAM HAS BEEN ACCEPTED. The Telegraph Administration and Companies through whose hands this  
MISTAKES OR DELAYS in the transmission or delivery of, or for the NON-TRANSMISSION, MIS-DELIVERY or NON-DELIVERY of  
Any complaint, however, will meet with every attention on being brought to the notice of the Company.

Com  
35/27

t.A.P.

295

DRAFT.

Tell to  
Jackson  
Mombasa

luck penny  
5 October 25

Pitt's Incl

MINUTE.

Mr. Wills 5/10.

Mr. Read 5/10.

Mr. Antrobus.

Mr. Cor.

Mr. Lucas.

Mr. Graham.

Sir M. Ommamney.

The Duke of Marlborough.

Mr. Lyttelton.

referring to gr. lib of  
luckily rates  
3rd Oct

Brought considered  
must be

Seal  
W.A.P.  
5/10/25

temporary pending

Sevare

Secretary of Treasury

d/t over leaf

Lyttelton

The Sec to the

Treasury

6 October 05

Sir

I am directed by  
Mr. P. Lythellton  
to transmit to you the  
accompanying copies of  
circular with the Comar  
of the C.A.P. on the subject  
of rates for the carriage  
of grain & goods on the  
Uganda Railway

Ans'd 36895

M 5/10

Mr. Ross 5/10

P. P. Stewart to P. P.

Lythellton of Mr. P. P.

P. P. to Mr. Jackson

Mr. Jackson to P. P.

P. P. to Mr. Jackson

It will be seen  
that in his despatch  
the 15th of August the  
Comar asked that a  
reduction approximately  
from one penny to one  
half penny per ton mile  
might be sanctioned

on all grains & goods in  
full wagon loads, 296  
and a similar reduction  
in the rate for potatoes,  
conditional on a  
proportional lowering  
of freight by the  
shipping companies  
It appears from the  
subsequent evidence  
that the reduced rates  
already  
excepted to be free  
on the 1st ult, and  
as such a reduction, at  
least as a first  
measure, requires the  
sanction of the C.A.P.  
as indicated in their  
letter of the 2nd  
Sept 1904, Mr.  
Lythellton telegraphed  
requesting that the  
reduction should be con-



ordered no temporary  
funding then <sup>and</sup> approval of

and

In the course of the negotiations as to the rate to be granted for the carriage of soda from the Magadi Lake, which formed the subject of the proposals noted in the margin, Mr. Lyttelton was led to suspect that the General Manager was inclined to give too low an estimate of the probable profits on large consignments when carried at a relatively low rate, and accordingly he is now inclined to

C.O. to Treas & 2nd  
Treasury to C.O. of Dept

DRAFT

MINUTE.

Mr.  
Mr.  
Mr. Antrobus.  
Mr. Cox.  
Mr. Lucas.  
Mr. Graham.  
Sir M. Ommanney.  
The Duke of Marlborough.  
Mr. Lyttelton.

297  
It will be seen that the Mr. Currie estimate that after providing for the maintenance losses incurred by the reduction the deficit estimated deficit of £10,000 on the working of the Railway for the year will not be incurred.

In view of these considerations, & of the necessity of ascertaining which of any of the Prohibitions

products can find  
a profitable export  
market, Mr. Lythell  
wishes to state that  
the L. C. will not  
refer to a restriction in  
the maintenance of the  
reduced rates for  
a period of twelve  
months at least, in  
order that the result  
on the receipts of the  
railway & the export  
of the country  
may be gauged.

It will be observed  
that the rate is not  
quite a flat rate of  
1/2 d per mile, but  
is <sup>slightly</sup> graduated - the  
charge from the station

near Bombay being  
charged considerably  
more than 1/2 d a mile.  
This principle of charging  
proportionately more for  
a short haul Mr. 298  
Lythell has also  
adopted on most  
railways, & he thinks  
it might probably be  
pushed somewhat  
further with advantage  
on the Mysore Railway.

Mr. Lythell thinks  
it right to point out  
that if the <sup>proportion</sup> rate proposed  
for needs of grain is  
maintained, or at least  
if it is made permanent,  
it will be difficult  
to raise a permanent  
rate of <sup>1/2</sup> d per ton  
for other goods.