

DESPATCH

EAST AFR. PROT.

33271

C.O
3271

REC'D
REGD 9 OCT 09

Governor. No.
Jackson 519

1909

4 Sept

RATE

RAILWAY FOR THE CARRIAGE OF SHEEP.

Last Previous Paper.

Leas
23599

Submits report by the Acting Manager of the Railways
Though financially scarcely profitable the concession should
not be withdrawn at all events for the present.

Mr Butler

The education has not yet resulted in
fixing any general impetus to the
impitation of sheep. Apart from a large
rappantly ill-managed impitation of
Mr. Brown, some others to have been
impited last year. But

Copy to Manning, proposing to cause
the opinion expressed in para 4

M.B. 1/11

W. Read.

I don't see that it is yet possible

Copy 1 also copy to N
To Gen 115, 20 Nov 1006
1006

1778 - A. S. W. 200000
2000 - 11-00

Next subsequent Paper

450/37901

to decide either for or against the
reduction. So it ought to be tried further.

Proceed as proposed?

Yours

Nov. 2.

Very well, but I doubt if the
Treas^r will agree

at once.

H. J. R.

7/21

C.O.
53271 42
REC'D
19 OCT 09

Governor's Office

Nairobi,

September 7th 1909.

EAST AFRICA PROTECTORATE.

No. 519
(Incl. 1.)

My Lord,

Handwritten:
1/15 3/8

Mr. Sandiford
No. 95/100, Sept. 6

With reference to Your Lordship's despatch No. 322 of the 15th of July 1908 I have the honour to transmit herewith a report by the Acting Manager, Uganda Railway, on the effect of the reduction of the truck rate for the carriage of sheep.

2. I agree with the opinion expressed in the last paragraph of the report that though financially scarcely profitable the concession should not be withdrawn at all events for the present.

I have the honour to be,
With the highest respect,

My Lord,

Your Lordship's most obedient,
humble servant,

Handwritten signature:
J. J. Balkman

H.M. PRINCIPAL SECRETARY OF STATE

FOR THE COLONIES,

DOWNING STREET,

LONDON, S.W.

In Despatch No. 519 of 7 Oct 1909

3271

REC'D
OCT 9 1909

MANAGER'S OFFICE,

Nairobi,

September 6 1909.

No. 95
1003489
6/9/09

Sir,

With reference to the correspondence ending with Colonial Office despatch No. 588 dated 15th July '08 and instructions therein contained to "report on the effect of the reduction of the truck rate for the carriage of sheep from 80 to 31 cents per mile", I have the honor to submit a statement showing the numbers of sheep imported year by year and the amounts realized. It will be noticed that with the exception of two large lots, the first of 4,943 imported in 1905-'06 by the East Africa Syndicate, now doing well at Gilgil, and the second of 4,916, imported in July last by Mr. Deering, that the number imported is insignificant consisting of a few now and again for breeding purposes. As to whether settlers have been deterred from doing so by the rate which formerly pertained is quite problematical. In the case of the first large batch I do not think the rate influenced the East Africa Syndicate at all, the sheep were high class animals brought from Australia at considerable cost. In the case of the sheep lately imported from South Africa by Mr. Deering, an exceedingly poor lot, it may have done so to a small extent.

The SECRETARY

to the Administration,

East Africa Protectorate,

NAIROBI,

(3).

small extent? The effect on the all but ~~last~~ years is just surmise and quite incapable of proof and had we carried far a purely nominal rate or free it is an open question if it would have made much difference but we must not lose sight of the fact that ~~the~~ importation has up to the present been more or less a speculation and it is impossible that the success if proved of what has been done will probably influence others and that in the abstract the lower the rate the more likely to do so.

In this connection I may state that the sheep imported by Mr. Doering were a very poor lot and a considerable number died in the ship and quite a number after landing. The business was badly looked after right through, so far as can be judged by appearance the number of sheep lost was much greater than in the case of the East Africa Syndicate sheep.

Looked at from an economic point of view the concession rate may be politically advisable, financially it is scarcely profitable, but even so I would advise letting it stand ~~at~~ at any rate for the present more particularly in the face of the fact that Mr. Currie advocated a still further reduction to 25 cents. Every sheep that comes in to East Africa is worth the concession made on it and in the long run will pay it back.

I have the honor to be,

Sir,

Your obedient servant,

sd/- C. SANDIFORD.

Acting Manager,
Uganda Railway.

COMPARATIVE STATEMENT of SHEEP raised upcountry from MORASA

6
and KILINDINI for the years 1904 to August 1909.

----- 00000 -----

YEARS.	No. of sheep carried.	Amount re- alized at 50 cents per vehicle per mile.	
		Rs.	Rs.
1904-05	825	6,104	
1905-06	4,943 (1)	21,268	
1906-07	N11	N11	
1907-08	885	5,544	
1908-09	N11	N11	
		Amount re- alized at 31 cents per vehicle per mile.	Amount that would have been realized if carried at 50 cents per vehicle per mile.
1909-10	4,916 (2)	12,276	19,800

Difference = Rs. 7,524.

(1) Imported by the E.A. Syndicate

(2) -do- / -do- Mr. Doering.

for East
33271
2/2/58

5
50

6 Nov 58

Dear Sir

With reference to

24713
8

DRAFT

Your letter no 11416/58
1958
of the 27th of July

The Secretary to the
Treasury

10/11/58

Am etc to transmit

MINUTE

- Mr. W. B. E. J. J.
- Mr. Butler 5/3
- Mr. Just.
- Mr. Antrobus.
- Mr. Cox.
- Sir C. Lucas.
- Sir F. Hopwood.
- Col. Seely.
- The Earl of Crewe.

to you, to be laid before
 the C. of the Treasury,
 the accompanying copy
 of a despatch from the
 of the C. of the Treasury,
 a report by the
 changes of the
 Railway in the effect
 of the reduction of the
 truck rate for the

copy no 519 7/2/58