

EAST AFR. PROT.

15204

No. 15204

FILE 6 MAY 1905

Name of Individual

(Subject.)

Africa

1905

May

Proposed Railway
Lake Nagard - Uganda Railway

of previous Paper.

Acts of line as built of the same gauge as the Uganda Railway, an arrangement could be made for the line to take the lake from the lake and to maintain regular daily reply

54 & a

(Minister)

Mr. [Name] The Board has a lease (copy below) for [unrenewable] for [unrenewable] at [unrenewable] Nagard which is situated about 50 miles N of [unrenewable] on the railway, at the extreme S. E. end of the [unrenewable] Valley not far from the [unrenewable] Boundary. The lease is for the purpose of obtaining [unrenewable] and other [unrenewable] & [unrenewable] stones only, and the only consideration is a [unrenewable] 15 percent on the net profits

1905-1906-1907-1908-1909-1910

Subsequent Paper

1602

The Syndicate has agreed to surrender the lease of the Board come to the conclusion that the sole deposit cannot be made fully worked (though they agreed to the inclusion of such provision in the lease.)

Letter 7

Of course it will be absolutely necessary for them to have connection with the coast by railway for the carriage of their soda

A plan of the proposed line to join the ~~main~~ Uganda Railway at Kees may be seen in F.O. No 184

The F.O. see their letter of 13 Feb 1902) asked favourably on the application & agreed to make no grant to the proposed route of the line pending the submission of definite proposals but they added that they could not grant the right of cutting fuel for the locomotives

The Syndicate now ask whether the Uganda Railway with the new line is built to their gauge, ~~to~~ allow

their Rolling Stock to be used for carrying the soda from the lake to Mombasa in Taffan to work the line

This would be the natural & common sense arrangement saving the cost of constructing at Kees

It will also be naturally necessary to purchase a sufficient quantity of Rolling Stock at least of tonnage. It would also incidentally solve the question of wood for the locomotives. The answer is not the important part of the question of fuel as the Manager

the same letter to the Manager of the Uganda Railway & the same letter to the Manager of the Uganda Railway

letter in F.O. 392. The wood required for the 10 locomotives is some 4000 tons compared to the wood (estimated at 30,000 tons) required for working the whole and the Manager states that the grant of to the Syndicate of the right to cut timber near the Uganda Railway. It is mainly in order to obtain such timber that the Co. in this letter ask to be allowed a lease of the land:

other members of the Board & the Manager of the Uganda Railway

long the route of their line.

Here it seems important to enquire whether the timber is what they want. If it is so a part of the country only reached accessible by this line. I would not only fear, but just to guarantee construction is to disappoint the country that they should be allowed to have it, but if this due to the Uyganda Railway & already accessible from it, it would be another question. The Syndicate for fear we may answer.

I am inclined to ask them first to say more precisely what they contemplate with regard to the road-way, whether it is to be worked altogether by the Uyganda Railway or merely the railway stock but by them and also enquire as to the timber and add that with regard to the lease of land along the line Mr. Lytton would be pleased to consider favourably.

long route
to the
but to
E. A. P. has
had good
land
near

the grant of a lease of a reasonable amount, but that the payments should come from the Syndicate.

25/5

The position appears to be as follows:
(1) We are practically committed to allowing the Syndicate to construct a line from the Lake to the Uyganda Railway - but
(2) We still have a free hand as to getting the terms on which the line is to be constructed.

(3) Certain definite lines of policy have been laid down in the case of W. Africa for dealing with applications for private railways or companies for construction of railways (see p. 26 of [?]) - it is presumed that this will be followed in E. Africa also.

I think that what we have to do now is to come to close quarters as soon as possible with the Syndicate, explaining the line of policy which the U.A. has decided to adopt in dealing with cases of this kind and ascertaining whether they are willing to fall in with it, & also coming as far as possible to a general agreement. When we have cleared the ground to the extent we can then refer the matter not to the local authorities.

We are accustomed to deal with cases

along the route of their line.

Here it seems important to you
your attention where the timber is
which they want. It is in a

part of the country only recently
occupied by them here. It would
not be only for, subject to general
considerations as to desirability
the country that they should be
allowed to use it, but of this
close to the Uguada Railway &
already supplied from it; it
would be another question.

The Syndicate's job for or only
answer.

I am inclined to ask them
first to say more fully what they
contemplate with regard to the road.
viz, whether it is to be worked
altogether by the Uguada Railway
or mostly the railway stock but by
them and also require as to
the timber and add that with
regard to the lease of land along
the line Mr. Lyellton would be
willing to consider favourably.

has been
to the Bank
but to me
& to the
and quite
been shown
near

Requirement of a lease of a reasonable
amount, but that the proposals
should come from the Syndicate
M. 145.

The position appears to be as follows.

- (1) We are practically committed to allowing
the Syndicate to construct a line from
the Lake to the Uguada Railway - but
- (2) We still have a free hand as to settling
the terms on which the line is to
be constructed.

(3) Certain definite lines of policy have been
laid down in the case of W. Africa for
dealing with applications for private railways
or concessions for construction
of railways (see p. 26 of [C.A. 2025])
- & it is presumed that this will be
followed in E. Africa also.

I think that what we have to do now is
to come to the question as soon as possible
with the Syndicate, explaining the line of
policy which H.C. has decided to adopt
in dealing with cases of the kind in,
ascertaining whether they are willing to
fall in with it, & what coming in for as
possible to a general agreement. Also we
have cleared the ground to the extent
we can then refer the matter not to the
local authorities.

The C.A. are accustomed to deal with
cases

cases of this kind & I think that we
 had better send the papers to them
 & say that it is proposed to follow
 the case of S. Africa, a policy similar to
 that which has been adopted for S. Africa
 in matters of this kind, that the
 Syndicate have been instructed
 to communicate with them with a view to
 the matter being discussed & a general
 agreement being arrived at for submission
 to the local authorities - & I think
 that we should also explain to the
 C.A. who the S. Africa Syndicate are
 & also that they may see that they
 are a bit of some standing subject to
 the staff about terms - & inf.
 the Syndicate, that they understand
 the proposed terms will be submitted
 to the local authorities & they
 will explain generally the terms &
 which the Govt. is prepared to
 authorize the construction of the line
 - & say that also an agreement on the
 same points has been arrived at
 between the C.A. & the Syndicate it
 will be submitted to the Dept. for
 Comm. & the local authorities will be
 consulted - & send copy of the
 correspondence to the Comm. for inf.
 enclosing a copy of [Ch. 2325]

J.R.
 10/5

This is a large question, made

I think that we had better
 have the Syndicate that it
 can hardly be settled in
 time for them to "arrange
 for the subscription of the
 necessary capital before the
 next"

The procedure laid down
 in the case of W. Africa in
 values the making of
 law by the Government,
 but in this case it appears
 that the Syndicate have already
 the "representation of a firm
 of mining contractors" (I
 suppose meaning) in East Africa
 engaged in "preparing estimates
 of cost"

The matter does not seem
 to me quite ripe for putting
 into the hands of the Comm.
 Agents, and I think that
 the best course w^d. be, as
 in the case of the timber
 concession for which Mr. Grogan
 has applied to have a
 preliminary meeting here,

at which we could find
out about the significance
of it and also see how
they understood how far
we are likely to be
able to meet their wishes.

11th Aug 13.

Tapes - we might fix the meeting
for next week, say Wednesday at

3 -

$\frac{70+0}{17/5}$ at a mile.

at which we could find
out about the syndicate
part and also whether
than understood and for
we are likely to be
able to meet their wishes.

W.M. May 13.

Tapes. we might for the meeting
for next week, say Wednesday at

3 -

$\frac{7000}{1715}$ at all.

THE EAST AFRICA SYNDICATE LIMITED.

15, ST. SWITHUN'S LANE,
LONDON, E.C.

15204

5th May, 1906.

Sir,

I have the honour to approach you, by direction of my Board, upon the question of building a line to connect Lake Nagardi with the Uganda Railway.

Lake Nagardi is a Soda lake situated about 50 miles to the South West of Nairobi, and was leased to this Syndicate by His Majesty's Commissioner for the East Africa Protectorate with the consent and approval of the Marquess of Lansdowne.

With a view to dealing commercially with the Soda it will be necessary, as the Foreign Office have been informed, to build a Railway, and the Representative of a Firm of Railway Contractors is at the present time in the East Africa Protectorate preparing estimates of cost. It is confidently anticipated that a very large tonnage of Soda will be put upon the market, and I am now directed to ask whether, in the event of the original idea of laying a light narrow gauge line being departed from, and the expense incurred of building a line of the same gauge as that of the Uganda Railway, an arrangement could be made for the rolling stock of that Railway to take the Soda from the Company's sidings at the Lake direct to Sembsa for shipment. If the Committee of the Uganda Railway could arrange for this it would - on the one hand save the cost of separate rolling stock for the Company working the Soda, and on the other hand provide increased freights for the Uganda Railway Company. My Directors presume, in the event of the Company formed to work the Soda, building the line, that land on either side of the Railway would be leased as is usual in such cases.

As it is desired to arrange for the subscription of the necessary Capital before June next, my Directors will be glad to be favoured with an early reply.

I have the honour to be, Sir,
Your obedient Servant,
The Rt. Hon. Alfred Lyttelton,
M.C., M.P.,
Colonial Office, S.W.
Secretary

M.O.
18204

t. C. P. List
295



DRAFT.

The Proceeding
of the

West African Synodicate

MINUTE.

- Mr. Ellis 18/5/20
- Mr. Andrews.
- Mr. Cox.
- Mr. [unclear]
- Mr. Graham.
- Mr. M. Ommannoy
- The Duke of Marlborough
- Mr. Lyttelton.

Amud 17/2/61

Dear Sir
18 May 20

Sir
I am directed by the
Hon. Lyttelton to send
the subject of your
petition to the
subject of the
petition in question
and to inform you
that in his opinion the
consideration of this matter
will be frustrated by
general disaffection.

He would therefore be
glad if your Directors
or some of them, could
make it convenient to call
here on Wednesday next
24th inst. at 3 o'clock
P.M. Ommannoy
concerning the subject of the

20.12

18204