

C O.
76502

No. 1162

Office - Individual

(Subject)

Africa Syndicate

Railway Rate for Sheep

1905

3rd Class

at previous Paper.

50th N.Y.

Ask that it may be considerably reduced as they contend that the present rate of 100 per head is prohibitive.

(Minutes)

Mr. Antobius

Had some talk with Meyer Vilbuis about this & asked him to quote rates of other railways, giving reference to this as a source of information.

Hugus rates on an Indian Railway, same not mentioned 4 1/2 per head for 890 miles.

4 per Dubu. to Vancouver 3 1/3 per head.

The rate on the Ugarda Railway is \$1.25 per 4 of the R.R. took 12 hours 1 day. In rate for a head of 100 sheep.

I have looked up the rates for the R.R. & noted that the rate is 2 1/2 per head for 100 sheep.

Office - Individual

1905

which makes out at 3 p.d. for

the 300 miles

This I pointed out to Major Vithian
y he said something about there not
being all to feed 100 sheep in a hour
so they would die in the lot
rather. This objection would
however be ~~overcome~~ apply equally
to India.

Other people e.g. Mr. Dawson are
insisting. Large numbers of sheep &
we should have to grant the same
rate to them.

2. Reply that Mr. Lupton has
no knowledge of any business being
done made with regard to the carriage
of sheep for the Hyderabad but
that the cheapest rate for sheep is
what is offered to be moderate
but that it is possible the General
Manager might make way to
give a special rate for a train load

M. J. R.
10/10

— and copy of copy to
the 27th Nov 1870

M. J. R.

10th Nov 1870

miles of fence fencing
3 farms & some for
sheep in addition to
above sheep, & some
sheep arrive & some
have sheep more than
\$75,000 in each office

L. H. H. H.
H. H. H.

66602
THE EAST AFRICA SYNDICATE LIMITED

19, ST. SWITHINS LANE,
LONDON E.C.

30002

13th October, 1905.

Sir,

As the result of observations made of the various breeds of sheep imported into East Africa, my Directors are advised by their expert, that the breed best suited to the climate is the Australian Merino, and this view is confirmed by a gentleman who has only just left the Protectorate, and who as the owner of large sheep runs in Australia is well able to give a valuable opinion.

My Directors, therefore, are proposing to import a large shipment of rams and ewes at an early date, but before coming to a definite decision they desire to point out to you that the step they contemplate, which will have the effect of proving the value of the land as a sheep raising country, is to a considerable extent harassed by the high rate charged for transport of sheep on the Uganda Railway. As was pointed out in a letter I had the honour to address to Sir C. Hill at the Foreign Office on the 16th March, 1905, the arrangement made before the arrival of the Syndicate's first trial shipment of sheep was that they should be charged at 5s 4d per head to Waivana. This arrangement, however, was not adhered to, and a charge of 10s 1d per head was made. The matter was taken up by our representative with the Railway Officials, and several reasons were put forward for this charge, but the fact remains that 10s 1d per head is practically a prohibitive price when applied to a large flock of say 5,000 sheep.

Directors are firmly of opinion that the successful
flocks of large flocks of imported sheep must greatly enhance
the value of the vast grazing lands of the Protectorate in the
hands of the desirable and probable settlers, and they urge that
their proposal should not be hindered by a high railway tariff.
The known inferiority of the native sheep as compared with the
Australian breeds must greatly retard any project of the
Government, which has in view settling the land with desirable
agriculturists and it would be next to impossible for small
capitalists to purchase abroad and import their own stock in
the small numbers to which they would be restricted. My
Directors are prepared to invest a considerable sum in the
venture, and later would gladly assist the Government by selling
stock to settlers who may be recommended to them by the
Government.

I am to add that quotations for chartering a boat show
that the present cost of transport over the Uganda Railway from
Mombasa to Naivasha exceeds 50% of the cost of freight and
 fodder for the whole distance from Melbourne to Mombasa. The
railway rates for the transport of sheep in other British
Possessions place in an unfavourable light the Uganda Railway
tariff. My Directors are informed that the following rates
obtain elsewhere:-

SOUTH AFRICA

Durban to Johannesburg per consignment of 90 sheep
9d. per mile or say $3\frac{1}{2}$ per head for 390 miles.

INDIA

2 Annas 6 Pies per truck of not exceeding 70 Sheep,
or say $1\frac{1}{2}$ per head for 390 miles

My Board will be glad if arrangements can be made consider-
ably to reduce the present rates.

I have the honour to be,

Sir,

Your obedient Servant,

Secretary

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

3660/4

M.G.
2000

611P

118

DRAFT

The Contract
East Africa Lyons
& Sted

MINUTE

- Mr. W. G. 9/10
- M. Read 1/18
- M. Antony
- M. ...
- M. ...
- M. ...

Number 00

Per I am directed by Mr. See Lytleton to ask the receipt of your letter of the 13th ult. relating to the rate in force for the transport of sheep on the Lyons Rail. My, and to inform you that he has no knowledge of any promise Lyons has made to the East Africa Lyons with regard to the grant of a special rate for the carriage of the sheep Lyons by them.

I am, Sir, your obedient servant

Copy Lyons Lyons Lyons

East Africa Lyons Lyons

point out that it appears
from Art. 25 of the Goods
Tariff that the charge
for sheep is 12 pence
per cwt for 100 sheep
which is equivalent to
3/4 per head for a
distance of 390 miles.

This rate it seems
to Mr. Lythellton is
reasonable, but it
is possible that the
General Manager
might in his own
view give a special rate
for a larger load of
sheep.

I am
yours
S. H. Lythellton