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KENYA NATIONAL ARCHIVES

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Description of Document: THE EAST AFRICAN STANDARD(MOMBASA TIMES & UGANDA ARGUS) (Weekly Edition)

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Date of Production: 24th January, 1968.

GPK 2150—2m—9/67

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KENYA'S NEWSPAPER. THE EAST Price 50 Cents.

African Standard

MOMBASA TIMES & UGANDA ARGUS WITH WHICH IS INCORPORATED THE LEADER.

Official Organ of the Royal E.A. Automobile Association, Agricultural & Horticultural Society of Kenya, Etc.

Oldest Established Newspaper published in Kenya and Uganda.

REGISTERED AT THE GENERAL POST OFFICE AS A NEWSPAPER. NAIROBI, SATURDAY, OCTOBER 11, 1924 Price 25c. per annum. Postal yearly £1. postal overseas £2.

No. 1180

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THE RAINS WILL SOON BE STARTING
BUY YOUR FORD
NOW
BEFORE IT IS TOO LATE
and be spared the annoyance of being stranded without the money and determination to getting one through day after day. For a small outlay of cash and diligent attention to keep yourself against out of pocket and avoid doctors bills
THE SERVICE Co., Limited,
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SELL FORD CARS for Cash or on easy payment terms to suit customers.
And Render Genuine Ford Service.

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in a variety of the
NEWEST SHAPES AND DESIGNS

No. 279A4.
White Canvas Strap Shoe
Smart toe and heel. A very smart shoe.
Shs. 27/50 per pair

No. 279A11
White Nubuck Shoes
With fancy Kid and Buck heel as illustrated.
Shs. 42/50 per pair

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New shape toe. Louis heel. Laces shoe lace.
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Smart toe. Louis heel.
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As illustrated.
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Shs. 45 pair

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Smart toe. Comfortable fitting heel.
Shs. 17 50 per pair.

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in smart styles and of a
QUALITY TO STAND HARD WEAR

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Tan Willow Calf Twin Bar Shoes.
Sizes 7 to 10 Shs. 15/50 per pair
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Strong Tan Willow Calf Sandals
Excellent quality, built to stand hard treatment.
Sizes 3 to 6 Shs. 7/25
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Strong Tan Willow Calf Twin Bar Shoes.
Sizes 7 to 10 Shs. 12 50
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No. 987 A1
White Nubuck Sandals
As illustrated, strong rubber soles.
Sizes 3 to 6 Shs. 8/50
Sizes 7 to 10 Shs. 10/50
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£500

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Fast Service of Turbine Steamers to England and the Continent via the Canal

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s.s. Usukuma	[illegible]	Mecklenburg	23rd Sept.
s.s. Usambara	[illegible]	[illegible]	[illegible]
s.s. Wangoni	[illegible]	[illegible]	[illegible]
s.s. Tanganyika	[illegible]	[illegible]	[illegible]

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LISBON SOUTHAMPTON ROTTERDAM and HAMBURG

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Hard Accommodation. Prompt Service. Cuisine a Speciality. Hotel Servants and Resident Maid All Trains and Motors Travellers FREE to the Hotel.

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REGULAR FORTNIGHTLY SAILINGS.

Steamers will arrive at Mombasa on or about the following dates:

MERAUKE	17th October
TOBA	29th October
JAGERSFON	
TEIN	8th November
	18th November
KEIFFONTEIN	2nd December
	6th December
BLITAR	16th December
	20th December

FOR FREIGHT AND PARTICULARS APPLY TO THE AGENTS —

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The Clan Line Limited.
The Ellerman Lines, Ltd.
The Harrison Line.

Clan Line & The Ellerman & The Harrison Lines, Ltd., Clan Line and Liverpool.

Agents for Uganda Railway, Kenya and East Coast.

ABOUT ... October
STANPELAND ... November
... December
BRITISH MARINER ... November
KIMBUNA ... November

THE AFRICAN MERCANTILE Co. Ltd.

(Incorporated in England)

DAR ES SALAAM ... TANGA
... ZANZIBAR

PETTER OIL ENGINES

AND SPARES

IN STOCK

J. W. MILLIGAN & Co.

P.O. Box 149 Government Road. NAIROBI.

— SEEDS. —

For the Garden and Farm

Deciduous Fruit Trees from South Africa have arrived. Order now.

Sprayers and Spraying materials.

SIMPSON & WHITELAW Ltd.

Cecilia Buildings NAIROBI.

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WITH THE AFRICAN GUARANTEE AND INDEMNITY CO., LTD.—(See Advertisement on page 3).

KENYA'S NEWSPAPER. THE EAST

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Price 50 Cents.

No. 1140 REGISTERED AT THE GENERAL POST OFFICE AS A NEWSPAPER. NAIROBI SATURDAY OCTOBER 11 1924 Price 50 cents. Postal Tariff: Inland postal revenue 6d.

THE EAST AFRICAN STANDARD

SUBSCRIPTION RATES

WEEKLY

Locally Yearly	Shs 20/-
do. half yearly	Shs 11/-
Posted locally yearly	Shs 24.
do. do. half yearly	Shs 14/-
Posted Uganda yearly	Shs 45
do. do. half yearly	Shs 25

DAILY

Locally Yearly	Shs 40/-
do. half Yearly	Shs 20/-
do. Quarterly	Shs 11/-
Posted Yearly	Shs 72/50
do. half Yearly	Shs 36/25
do. Quarterly	Shs 18/20

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WEEKLY EDITION.

Small Advertisements.

Advertisements are accepted only subject to approval.

DOMESTIC ANNOUNCEMENTS

Births Marriages and Deaths, etc. 1s. per line of six words with a minimum of 10s.

MISCELLANEOUS PREPAID ADVERTISEMENTS.

Such as Situations Vacant and Wanted 1s. per line of six words (ordinary type) or fraction of a line minimum 4s.

All the above Advertisements are strictly Payable in Advance, and no exception will be made to this rule.

BIRTH

TURTON. At Kisumu on Mrs. A. Turton, a daughter, born on September 16th, both well.

AVERY. On October 4th at Nairobi, to Capt. and Mrs. J. E. Avery, a daughter.

HEWSON. At Kisumu, on Mrs. Hewson, a son.

MARRIAGE

LAWLEY—[illegible] At Presbyterian Church, Lindi, on 2nd instant, by Rev. William Angus, Alexander Lawley, [illegible] to Lessing Ernestine Fanny [illegible] of Mr. and Mrs. Lessing of Dresden, Germany.

MISCELLANEOUS.

SEND your order to Mera Labour Agency who have boys on hand for Railway or Coffee work, charge low.

FARM LABOUR

SUPPLIED PROMPTLY.

APPLY—

J. MAXWELL, Kisumu.

FOR SALE.

[illegible]

SITUATIONS WANTED.

[illegible]

POSTAL RATES.

The postal charges on a single copy of the E. A. Standard are as follows:

Inland 10 Cents.

Overseas (including Tanganyika Territory & Zanzibar) 50 Cents.

WANTED.

[illegible]

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Invincible Motor Passenger as Royal Mail Service. Special Car at any time. For particulars Apply as above, or to Nairobi Agents, Motor Mart & Exchange Sixth Avenue. Land bought and sold on commission.

UNDER THE STANDARD CLOCK

His Excellency

[illegible]

Appeal Court

[illegible]

Ivory Sale

[illegible]

The Lion Cubs

[illegible]

On Ice

According to the Zanzibar Gazette a decree has been made by the Sultan controlling the manufacture and sale of aerated waters and ice. The decree prescribes manufacture under license only and gives the authorities power to enforce sanitation, etc.

Kenya Official Engaged.

According to The Times the engagement is announced between Major Hubert W. Gray, D.S.O., of the Native Affairs Department, Kenya Colony, son of Andrew Gray of Bournemouth, and Hilda Gladys, second daughter of Mr. and Mrs. Walter H. Brown, of St. Mildred's, Guildford.

Bravery Rewarded.

Two former employees of the Port office, Zanzibar, Khamis Salmini and Sumni Athman, had the honour to be presented by His Highness at the Residency last Monday morning with the Royal Humane Society's Testimonial for gallantry in saving life. These two men displayed conspicuous bravery in rescuing the occupants of a boat which capsized in the harbour during the gale in February last.

FARMERS & MERCHANTS.

PLEASE NOTE.

This Organisation is now in touch with men and women of the following Trades:—

ACCOUNTANTS	FORESTERS	HOTEL MANAGERS
BOOK-KEEPERS	HOUSEKEEPERS	HANDY-MEN
BUILDERS	MECHANICS	MOTOR DRIVERS
CLERKS	MATRONS	NURSES
DRESS MAKERS	OVERSEERS	OFFICE GIRLS
ENGINEERS	STENOGRAPHERS	SAW MILLERS
FITTERS	STORE MEN	SALESMEN
SHOP ASSISTANTS	SECRETARIES	TYPISTS
TEACHERS	TAILORS	

Many of these are at present in England and South Africa, and arrangements have been made by this Organisation to obtain anyone required from Overseas, and to assist Employees with Passage money etc. as far as the Funds of the Organisation will allow.

FURTHER PARTICULARS MAY BE OBTAINED ON APPLICATION TO THE

E. & A. T. O., Head Office, Memorial Hall,

P.O. Box 634. NAIROBI. Telephone 195.

£1,000 FREE INSURANCE
WITH THE AFRICAN GUARANTEE AND INDEMNITY CO., LTD.—(See Advertisement on page 2).

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MOTOR CYCLISTS
THE RAINS WILL SOON BE STARTING
BUY YOUR FORD
NOW
BEFORE IT IS TOO LATE
and go your way on your business or pleasure without the danger and discomfort of getting wet through day after day. For a small extra first cost and almost no cheap maintenance, you can secure yourself against rain or sun, mud or dust and avoid doctors' bills.
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SELL FORD CARS for Cash or on easy payment terms to suit customers.
And Render Genuine Ford Service.

LADIES WHITE FOOTWEAR
in a variety of the
NEWEST SHAPES AND DESIGNS

CHILDRENS FOOTWEAR
in smart styles and of a
QUALITY TO STAND HARD WEAR

No. 279A4.
White Canvas Strap Shoe. Smart toe and heel. A real smart shoe. Shs. 27/50 per pair.

No. 354B11.
White Nubuck Shoes. New shape toe, Louis heel, fancy shell bar. Shs. 45/- per pair.

No. 348 S12.
White Canvas Sandals. As illustrated. Shs. 25/- pair. Also in Nubuck Shs. 45/- pair.

LADIES WHITE CANVAS OXFORD SHOES.
Round toe, comfortable fitting, smart heels.
Shs. 17/50 per pair.

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White Nubuck Shoes. With fancy Kid and Buck border as illustrated. Shs. 49/50 per pair.

No. 200 F31.
White Nubuck Punched Oxford. Smart toe, Louis heel. Shs. 45/- per pair.

No. 339 A6.
White Canvas Court Shoes. Smart toe and heel. Shs. 25/- per pair.

No. 948 A1.
Tan Willow Calf Twin Bar Shoes.
Sizes 7 to 10 Shs. 15/50 per pair
Sizes 11 to 1 Shs. 17/50 per pair

948 A1.
Also in 1 bar Tan Willow Calf.
Sizes 7 to 10 Shs. 12/50
Sizes 11 to 1 Shs. 14/50

No. 987 A1.
Strong Tan Willow Calf Sandals. Excellent quality, built to stand hard treatment.
Shs. 7/25
Sizes 7 to 10 Shs. 8/75
Sizes 11 to 1 Shs. 9/75
987 A1.

985 A1.
White Nubuck Sandals. As illustration, strong leather soles.
Sizes 3 to 6 Shs. 8/50
Sizes 7 to 10 Shs. 10/50
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COMFORTABLE ACCOMMODATION, EXCELLENT CUISINE.

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		Leave Kilindini 1924
"MADURA"	(8975 tons)	29 NOV
"MATIANA"	(8965 tons)	27 DEC
"MULBERA"	(9100 tons)	24 JAN
"MANELA"	(8300 tons)	21 MARCH
"NEVASA"	(9070 tons)	18 APRIL
"MASHOBRA"	(8300 tons)	13 JUNE
"MANELA"	(8300 tons)	11 JULY

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UP-COUNTRY CHEQUES NOT ACCEPTED UNLESS ENDORSED

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P.O. 120 KILINDINI Telephone 96

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GERMAN AFRICAN SERVICE.

Fast Service of Turbine Steamers to England and the Continent, via the Canal.

Steamer Name	Tonnage	Captains Name	Arrival	Departure
s.s. "Usukuma"	7,800	Michelsen	23rd Sept.	27th Sept.
s.s. "Usambara"	8,800	Doherr	11th Nov.	15th Nov.
s.s. "Wangoni"	7,8000	Colmorgan	23rd Dec.	27th Dec.
s.s. "Tanganyika"	8,800	Koch.	3rd Feb '25.	7th Feb. '25

Calling at SUEZ, PORT SAID, GENOA, MARSEILLES, LISBON, SOUTHAMPTON, ROTTERDAM and HAMBURG.

15 days to Genoa. 24 days to Southampton.

These steamers have very luxurious accommodation. The third Class is equal to any of the South African Mail Steamers.

No Visitors will be allowed on the D.O.A.L. Steamers without a permit, which can be obtained from the Agents.

Passenger Rates.	1st class	2nd class	3rd class
To Genoa and Marseilles	£62 to £74 10/-	£46 10/- to £53 10/-	£31
To Southampton	£68 to £82	£51 to £59	£34.

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EXCELLENT CUISINE. GOOD ROOMS, EACH WITH PRIVATE BATHROOM. WELL FURNISHED.

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THE LODGE ANNEXE HOTEL.

TWO MINUTES FROM STATION AND CLUB.

Good Accommodation. Smart Service. Cuisine a Speciality. HOTEL SERVANTS AND RICKSHAW MEET ALL TRAINS AND CONVEY TRAVELLERS FREE TO THE HOTEL.

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Weekly Edition

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MARKET AND KRUIS STREETS, JOHANNESBURG, will pay

£1,000 to the legal personal representative of the bona-fide holder of this Coupon-Insurance Ticket if the holder shall be killed by an accident within Kenya Colony, Kenya Protectorate and Uganda to any passenger train, passenger steamer, public omnibus, tram-car, or cab (which is being driven by a licensed driver plying for public hire) in which the holder is travelling as a ticket-bearing or fare-paying passenger; or

£1,000 to the holder should such accident as above defined not prove fatal, but cause the loss of two limbs by actual separation above the wrist or ankle or the total and irrecoverable loss of all sight in both eyes; or

£500 to the holder should such non-fatal accident cause the loss as aforesaid of the sight in one eye or the loss as aforesaid of one limb only.

Provided that the above undertaking is subject to the following special conditions, which are of the essence of the contract, viz.:—(a) That such death or loss result within thirty days after the accident; (b) that the policy holder shall, prior to the accident, have written his (or her) usual signature in the space provided underneath and shall have a complete copy of the current issue of the *East African Standard* containing the signed Coupon-Insurance Ticket on his (or her) person at the time of the accident; (c) that notice in case of injury be given to the African Guarantee & Indemnity Co., Ltd., at its principal office, corner of Market and Kruis Streets, Johannesburg, or to E. D'Kampf, Chief Agent, Watkinson's Buildings, P.O. Box 89, Nairobi, within seven days after the accident, and in case of death within fourteen days after the accident; and (d) that the Insurance applies only to persons over twelve and under seventy years of age, is limited to one Coupon Insurance Ticket associated with this or any other publication to any one holder and holds good for seven days from 6 a.m. of the day of issue.

This insurance entitles the holder to the benefit of and is subject to the conditions of the Accident Policy of the African Guarantee and Indemnity Co., Ltd., except so far as the same are altered by the terms and special conditions above stated.

Those who subscribe in the way mentioned below are not required to sign the coupon or carry a copy of the current issue of the *East African Standard* between the times of registration by the Publisher and the expiry of their subscriptions, provided that they preserve the Publisher's acknowledgment.

Readers who wish to become subscribers may do so either by paying quarterly, half yearly, or yearly in advance to the East African Standard Office, Sixth Avenue, Nairobi.

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Date of Issue: Oct. 11th, 1924.

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United Netherlands Navigation COMPANY

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Steamers will arrive at Mombasa on or about the following dates:—

s.s. "MERAUKE"	NORTHBOUND	17th October
s.s. "TOBA"	SOUTHBOUND	29th October
s.s. "JAGERSFONTEIN"	NORTHBOUND	8th November
s.s. Steamer	SOUTHBOUND	18th November
s.s. "KLIPFONTEIN"	NORTHBOUND	2nd December
s.s. Steamer	SOUTHBOUND	6th December
s.s. "BLITAR"	NORTHBOUND	13th December
Steamer	SOUTHBOUND	27th December

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The Clan Line, Limited. The Ellerman Lines, Ltd. The Harrison Line.
Joint Service of Steamers.

Cayzer Irvine & Co., Ltd., LONDON; The "Hall" Line, Ltd., and Thos. & Jas. Harrison, Liverpool.

Arrivals from the United Kingdom via Suez Canal

"ARCHITECT"	About	25th October
"STANLEY HALL"	"	25th November
A Clan Line Steamer	"	25th December

Homeward bound via Suez Canal—Due at Kilindini.

"HALIARTUS"	About	30th October
A Harrison Line Steamer		25th November

The steamers of the Clan, Ellerman, Hall and Harrison Lines Joint Service do not carry as passengers.

For Particulars of sailings and current rates of freight, apply to the Agent:—

THE AFRICAN MERCANTILE Co., Ltd.,

INCORPORATED IN ENGLAND.

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IN STOCK.

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P.O. Box 148 Government Road. NAIROBI.

—SEEDS.—
For the Garden and Farm.

Deciduous Fruit Trees from South Africa have arrived. Order now.

Sprayers and Spraying materials.

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Cecilia Buildings NAIROBI.

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THE EAST AFRICAN STANDARD
SUBSCRIPTION RATES:

WEEKLY,

Locally Yearly ..	Shs. 20/-
do. half yearly	Shs. 11/-
Posted locally yearly	Shs. 26/-
do. do. half yearly	Shs. 14/-
Posted Overseas yearly	Shs. 45/-
do. do. half yearly	Shs. 25/-

DAILY,

Locally Yearly ..	Shs. 40/-
do. half Yearly	Shs. 20/-
do. Quarterly	Shs. 11/-
Posted Yearly ..	Shs. 72/50
do. half Yearly	Shs. 36/25
do. Quarterly	Shs. 18/25

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MISCELLANEOUS PREPAID ADVERTISEMENTS.

Such as Wanteds, To Lets, For Sales and Situations Vacant and Wanted. 1s. per line of six words (ordinary type) or fraction of a line; minimum 4s.

All the above Advertisements are strictly Payable in Advance, and no exception will be made to this rule.

BIRTH.

TURTON.—To Mr. and Mrs. A. Turton, Elburgon a daughter born on September 14th both well.

AVERY.—On October 4th at Nairobi to Capt. and Mrs. J. E. Avery—a daughter.

HEMSTED.—On 8th October, at Chestnut Farm, Ngong, to Major and Mrs. Henry Hemsted, a son.

MARRIAGE.

LAWRIE — LINGWOOD. — At Presbyterian Church, Llandudno on 2nd instant, by the Rev. L. Williams, ANGUS ALEXANDER LAWRIE of Rongai, Kenya Colony, youngest son of Mr. P. Lawrie, Edinburgh, to EILEEN M. O. LINGWOOD, only daughter of Mr. and Mrs. O. Lingwood, Brandon, Suffolk.

MISCELLANEOUS.

SEND your orders to Meru Labour Agency who have boys on hand for Railway or Coffee work—charges low.

FARM LABOUR SUPPLIED PROMPTLY. APPLY:— J. MAXWELL, Kisumu.

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PUREBRED Wyandotte Cockerels from imported stock 20/-. Mrs. Lance, Molo.

FOR SALE International Junior Tractor, good running order, £65. Gen. Sladen, Rongai.

CHILD'S Crib 3ft. 4 x 1ft. 8 white wooden, packs flat, in perfect condition, price 70/- with mattress. P.O. Box 42, Nakuru.

FOR SALE.—Piano by Neufeld of Berlin, lately imported. Price, £70, f.o.r. Mombo. Apply Voucher No. 1501. "E. A. Standard," Nairobi.

SEED MAIZE Acclimatized seed grown from imported South African (1st prize) Hickory King. Shs. 7/- per load of 60lbs. f.o.r. Fort Ternan. Apply Pollard, Fort Estates, Fort Ternan.

SUNDRIED PRUNES, most delicious, to get full flavour soak well and stew gently with sugar. 75 cents per lb. Baskets 10/- carriage paid. G. L. Langridge, Athi River.

MATAMA 200 lbs. with bags Shs. 10/50. Matama one ton with bag. Shs. 110/-; Crushed Maize 200 lbs. with bags, Shs. 14/-; Crushed Maize one ton with bags Shs. 148/50. Cash with order f.o.r. Kibigori Station. Apply to the Kibigori Kenya Stores, Kibigori.

SEED maize Hickory horse tooth tipped and butted, selected for six years best in the district. Orders accepted and booked up to end October before the harvest commences. Inspection invited. Price Shs. 25/- per 203 lbs. bag. Also 20 (twenty) young grade cows in calf and calves at foot. Apply A. J. Simpson, Nakuru.

COFFEE SEEDINGS.—Grown from Jackson's Hybrid Seed, 14 to 18 months old Shs. 60/- per 1000; Grown from Jackson's Hybrid Seed, 6 to 8 months old, Shs. 20/- per 1000; Grown from Kent's Arabica Seed, 6 to 8 months old, Shs. 20/- per 1000. Can be seen at Llala Farm, Mile 10, Fort Hall Road. Specially selected seed from Jackson's Hybrid and Kent's Arabica Shs. 5/- per lb. C. C. Monckton and Co., P.O. Box No. 310, Nairobi.

FOR SALE.—Fiat Tractor in perfect condition, three month's use only, £200. Demonstration by arrangement. One Bates Steel Mule double track type D in perfect running order, £100. Two Hercules three furrow disc ploughs in good condition, nearly new, £25 each. One John Dere three furrow disc tractor plough, heavy type practically new £25. One harrow eighteen disc, practically new, £20. One harrow sixteen disc, in poor condition, £10. Four Sect. Zig Zag drag harrow new and complete, £7. Two John Dere four furrow disc tractor ploughs, £40. One Caravan specially built for Contractors, bedroom and office, two months in use. Can be drawn by two oxen, £40. The above prices are F.O.B. Apply P. O. Box 626, Nairobi.

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The postal charges on a single copy of the weekly edition of the "E. A. Standard" are as follows:

Inland ..	10 Cents.
Over-seas (including Tanganyika Territory & Zanzibar) .	50 Cents.

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WANTED by coffee expert as manager. Open to engagement from end October. Apply Voucher No. 1494 "Standard," Nairobi.

ADVERTISER, experienced, desires management of plantation or mixed Farm. Fruit, speciality. Apply Voucher No. 1503, "E. A. Standard," Nairobi.

PRACTICAL farmer (foreigner) just out from Europe seeks employment on plantation or farm. Object to learn Kiswahili. Write Voucher No. 1495, "E.A. Standard."

MINE MANAGER, disengaged October, gold base metal or development. Highest references, Rand and Rhodesian experience. Apply Voucher No. 1502, "E. A. Standard," Nairobi.

LADY SHORTHAND TYPIST, Cape Province, 4½ years' office experience, desires situation in an office in East Africa. Good references. Write Voucher No. 1504 "E. A. Standard," Nairobi.

YOUNG man (30), good knowledge of merchandise, book-keeping, typing and office routine in general, seeks any responsible position with prospects—over 8 years with present employers—S. Legum, Ottosdal, Transvaal.

TO GENERAL MERCHANTS. Advertiser, British with small faimly, is open for engagement, has valuable experience of general business wholesale and retail including hardware and timber, thoroughly competent book-keeper, references available. Apply Voucher No. 1450 *E. A. Standard*, Nairobi.

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J. H. Engelbrecht & Co., Nyeri

Invincible Motor Passenger and Royal Mail Service. Special Cars at any time. For particulars Apply to above, or to Nairobi Agents, Motor Mart & Exchange Sixth Avenue. Land bought and sold on Commission.

WANTED.

FIFTY tons Seed Sugar-cane, Uber variety seed, particulars to T. Russell, Kahawa.

WANTED 800ft. of good 2-inch piping. Apply Manager, Rongai Milling Co., Ltd., Rongai.

WANTED.—Good Store Pigs. Write stating price, age, approximate weight and breed, to HARRIES, NJORO.

WANTED AIR GUN, in good condition, particulars to Voucher No. 1506, "E. A. Standard," Nairobi.

MAN to work Sawmill on profit sharing basis. No capital required. State experience to Voucher No. 1507, "E.A. Standard."

WANTED KNOWN. I am paying the highest prices for Graded, Ungraded and Parchment Coffee. Samples to be sent to J. G. Aronson, P.O. Box 408, Court Chambers, Nairobi.

COFFEE best prices paid for graded, ungraded, lights and Buni Agencies throughout the World. 10 years' experience in Kenya. Send samples to J. Leibbrandt, Estate and General Agent, Bonus Buildings, Nairobi.

HICKORY King Maize and Buffalo Hides, any quantity, f.o.r. any station Uganda Railway delivery October-November. Terms cash, apply with samples and prices to M. Patel, Mewani.

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UNDER THE STANDARD CLOCK

His Excellency.

H. E. the Governor left for Mombasa on Thursday night and is expected to return to Nairobi on the 17th or 18th of this month.

Appeal Court.

The next session of the Appeal Court of S. A. will be held at Mombasa on Wednesday, December 3.

Ivory Sale.

Approximately 10,000 lbs of Government ivory, 100 lbs of rhino horn, and 150 lbs of hippo teeth will be sold by auction at Kampala on November 5.

The Lion Cubs.

It is proposed to hold a reception on the Sports Ground of the European School, Nairobi, on Tuesday next, at 4.30 p.m., when the "Lion Cubs" who will have returned from England, will be asked to relate their experiences.

On Ice.

According to the Zanzibar Gazette a decree has been made by the Sultan controlling the manufacture and sale of aerated waters and ice. The decree prescribes manufacture under licence only and gives the authorities power to enforce sanitation, etc.

Kenya Official Engaged.

According to *The Times* the engagement is announced between Major Hubert W. Gray, O.B.E., of the Native Affairs Department, Kenya Colony, son of Andrew Gray of Bournemouth, and Hilda Gladys, second daughter of Mr. and Mrs. Walter H. Brown, of St. Mildred's, Guildford.

Bravery Rewarded.

Two former employees of the Port Office, Zanzibar, Khamisi Salmini and Samini Athman, had the honour to be presented by His Highness at the Residency last Monday morning with the Royal Humane Society's Testimonial for gallantry in saving life. These two men, displayed conspicuous bravery in rescuing the occupants of a boat which capsized in the harbour during the gale in February last.

FARMERS & MERCHANTS.
PLEASE NOTE.

This Organisation is now in touch with men and women of the following Trades:—

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DRESS-MAKERS.	OVERSEERS.	OFFICE GIRLS.
ENGINEERS.	STENOGRAPHERS.	SAW-MILLERS.
FITTERS.	STORE-MEN.	SALESMEN.
SHOP ASSISTANTS.	SECRETARIES.	TYPISTS.
TEACHERS.	TAILORS.	

Many of these are at present in England and South Africa, and arrangements have been made by this Organisation to obtain anyone required from Overseas, and to assist Employees with Passage money, etc., as far as the Funds of the Organisation will allow.

FURTHER PARTICULARS MAY BE OBTAINED ON APPLICATION TO THE
E. & A. T. O., Head Office, Memorial Hall,
P.O. Box 624, NAIROBI. Telephone 195.

Friday, Oct. 10th.

THE LABOUR DEFEAT.

The Labour Government has been defeated on the Liberal amendment to a direct vote of censure proposed by the Conservatives. After a memorable record in international politics, including the success of the reparations agreement, the cementing of friendship with France, and the preparation [of] the ground work of a world disarmament Conference, Mr. Ramsay MacDonald has to go to the country on a purely domestic issue—although there is no doubt that in the election campaign the case of the Workers' Weekly will not exercise an important influence upon the majority of the electorate.

Labour has to explain its achievements; it has in the first instance to persuade the masses that, as a Government, it has assisted in any way in the solution of the unemployment problem, in reduction of the cost of living, and to show how far its negotiations with Germany will not prejudice British industry [illegible] that [illegible] the [illegible] intellectual and [illegible] sections of our British people. Labour will be taken on to explain how it squares the proposed Russian loan with the refusal of the Bolshevist Government to accept responsibility for its debts or for its misappropriation of British capital; to the whole country Labour will be asked to vindicate its sacrifice of [illegible] and its apparent support of the infringement of a sacred principle of the British Constitution—that the law courts of the country are safeguarded from political influence. Campbell the communist editor of the Workers' Weekly has achieved fame. His seditious ravings calculated to create discontent among the loyal servants of the Crown in His Majesty's Forces, have been the direct means of bringing a promising experiment in Labour Government to a sudden and an inglorious termination. It is difficult for British eyes to see parallel with the reasoning of the Premier that because he did not desire to give the Communist Party encouragement he and his Cabinet considered that the prosecution was a danger. The editor of the Workers' Weekly would have been given a fair and unbiassed trial and, so far as can be judged at this distance, the result, either way, could only have been an added vindication of the Premier's expressed ideals of justice.

It is regrettable that on the verge of important world developments, political disturbances have again upset the stability of Britain as the central figure in international rehabilitation and progress. It is not possible to-day to forecast the results of the general election, which it is expected will follow the Government defeat, but it is not unlikely that Labour will again return to power in a position little different from the unsatisfactory three-party "Government by permission" state of affairs to-day. It is not at all improbable that Mr. MacDonald and his more important Cabinet colleagues would have acceded to the reasonable suggestion contained in the Liberal amendment that an enquiry should be held into the circumstances of the Workers' Weekly case, but it is apparent that the Minister of Health (included in the Cabinet as a sop to Clyde extremism) and his less responsible co-Ministers have persuaded the Premier that an appeal to the country is a safe expedient. It will undoubtedly be one of the most vigorous elections in British political history. Labour's position is [illegible] strong in the industrial areas and a [illegible] campaign in the rural districts will be conducted by all three parties which, for months, have been making preparations, and Labour's success may stand or fall by the attitude of the extreme wing. At the moment there is no anti-Socialist revulsion visible but the British public thinks soundly, if slowly. Kenya can be little affected by the result. Mr. J. H. Thomas, at the Colonial Office, has displayed [a] sound grasp of Colonial affairs, as he has settled Kenya's main political problems in a generally unbiassed manner. The attitude of all parties on Indian claims is now known, Labour has assisted in the provision of loan funds for future development on fairly clear lines, and the E.A. Commission at present in Africa (although at a disadvantage as individuals in the event of an early election) represent all parties and will report to the Secretary of State, whoever he may be, on their return. There are, however, aspects of African Colonial policy, such as labour commissions, Defence Forces, and Masters and Servants Ordinances, which may well suffer a change through the election.

FRIDAY'S CABLES.

IRISH BILL DEBATE IN THE LORDS.

Position Stated by Earl Grey.

ADVICE TO THE HOUSE.

[THROUGH REUTER'S AGENCY.]

London, Oct. 7.

In the House of Lords a large muster attended the debate on the Irish Bill. Earl Grey delivered the principal speech and declared that a definite understanding was given to Ulster in 1920 that no question affecting territory would be negotiated without Ulster's consent. He would prefer to face the Free State's demand for a republic rather than see this understanding with Ulster broken. He expressed the opinion that the passage of an amendment limiting the powers of the Commission would raise the whole question of the position of the House of Lords. He therefore advised the definite acceptance of the Bill or the rejection of the whole idea of having a Commission.

The debate was adjourned until to-morrow.

SECOND READING.

London, Oct. 8, Later.

The House of Lords has passed the second reading of the Irish Bill, the declaratory amendment that the House took note of the opinions expressed by the British signatories to the Irish Treaty, that Article 12 contemplated nothing more than the readjustment of boundaries. The House believed that no other interpretation was acceptable or enforceable.

Express Disaster.

SIX PASSENGERS KILLED AND 15 INJURED.

Rome, Oct. 8.

The Paris-Rome express de luxe, carrying sixty passengers was derailed near Genoa. The engine and several carriages were overturned and wrecked.

Six passengers were killed and 15 injured.

BIGGEST CAMPAIGN OF ALL TIME.

How Parties Have Made All Preparations.

THOUSANDS OF MEETINGS.

Every Trick of Science Employed in Political War.

Election Next Month.

[THROUGH REUTER'S AGENCY.]

London, October 8.

The Liberal Amendment having been carried in the House of Commons by 364 votes to 198, the dissolution of Parliament will follow.

London, October 9.

Now that the disturbance of the country's affairs by a general election, however regrettable, is regarded as inevitable, the Party organs are already sounding challenges in anticipation of the fray, which it is generally assumed will culminate in polling on November [illegible] or 15.

His Majesty, who left Balmoral for London last night, is expected to receive Mr. Ramsay MacDonald this morning and grant a dissolution of Parliament after Parliament has finally passed the Irish Bill.

It is reported that the Cabinet for some time last evening was sharply divided on the question of accepting Mr. Asquith's suggestion of compromise regarding the enquiry, but the more extreme section, led by Mr. Wheatley (Lab., Shettleston, Glasgow), Minister of Health, gained the day. The Labour Members profess to enter the elections in high confidence, [their] organ declaring that the issue is not the Russian treaties or the Campbell affair, but the whole policy and programme of the party.

Parties have been preparing for to-day's news, for the most intense political campaign ever waged in Great Britain—as a Parliamentary correspondent says. "A period of political campaigning that for sheer intensity eclipses anything the country has ever known."

From the day the recess began, the speakers and organisers of all three parties were let loose on England, Scotland, and Wales. The meetings arranged by the different headquarters totalled nearly 2,000.

A political correspondent by the mail just to hand, wrote:

"There are hundreds of locally arranged gatherings to add to these, and between now and the early days of December, no corner of the country [illegible] less the least chance of [illegible] the political propaganda.

Persons [illegible] shades of political opinion [illegible] express doubts about the probability of an autumn election but none of the party organisations is leaving anything to chance.

"Ministers and ex-Ministers are touring north, south, east, and west. Every fit back-bencher has a list of meetings to address.

BROADCASTING

"The auxiliary organisations which took the respective parties have all been set to work, and there is hardly a man or woman in the country with any pretence to platform or organising ability who will not have a share in the great political push.

"If an election does take place before Christmas it can hardly increase the existing political activity.

"Cinemas and wireless are to play their part. Caravan and motor-car parties are to tour the more remote villages. Tons of pamphlets and posters are already on their way to the local distributors.

"Mr. Snowden is booked for six great meetings, and all the Conservative ex-Ministers are taking part in the campaign.

One important development in Conservative electoral policy is indicated by recommendations which were sent out to every constituency executive by the Central Office in relation to the representation of wage-earners.

NEW TORY PLAN.

"The basis of the new scheme is the creation of Conservative Labour committees to act in an advisory capacity to the constituency executives on which they will have direct representation.

"Recommendations are being made to the annual conference in Newcastle in October for a revision of the constitution of the National Unionist Association along similar lines, and it is being urged on all the constituency organisations that only by making the new attitude of the party to wage-earners clear can Labour votes be won for Conservatism.

"The Socialist campaign has opened and will go on all over the country until a general election or the end of the year. At most of the meetings collections are to be taken towards [illegible] collections are to be taken towards a "special election fund." Mr. Ramsay MacDonald and all his Ministers have full programmes of meetings.

MR. LLOYD GEORGE.

"The main theme of the Socialist endeavours will be to popularise the Russian Treaty, and for this special purpose the General Council of the Trade Union Congress is combining with the Socialist Party to whip up trade union support.

"Mr. Lloyd George is helping to prepare the Liberal campaign, in which he will probably play the greatest part. Another of his spectacular whirlwind tours is organised.

"Mr. Asquith, Sir John Simon, Sir Alfred Mond, and, indeed, all the leading Liberals are in the campaign.

"A general election of the old days would look like a babbling brook compared with the flood of political oratory that is about to engulf the country now, even before anybody knows whether there is to be a general election or not."

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"AFRICA'S NATURAL SHOE."

Just arrived another consignment of these excellent shoes with Crepe Rubber Soles. The ideal golf shoe, has a sole surface like a nutmeg grater, while the shade of the uppers blends with the green. Shs. 22/- per pair, postage 1/50. Waterproof Capes for Cyclists and messengers only 4/50 each postage 1/50. New Capes Shs. 7/- each, postage 1/50.

Pall Mall Cigarettes, Cork Tipped. Shs. 7/- per 1,000, postage 2/-. Martins Panatella Cigars, The ideal smoke. Shs. 20/- per 100, postage Shs. 2/-.

A. D. CAMERON,
City House,
P.O. Box 25. KAMPALA.

Monday, Oct. 6th.

THE TANA RIVER.

According to our Lamu Correspondent, the Government has initiated a very important scheme relative to the development of the Tana River. An irrigation expert, assisted by the chief administrative official on the Coast, is at the moment conducting investigations with the object of connecting Lamu with the Tana River by land and by water. The country has heard nothing of the proposals, which were not mentioned by His Excellency the Governor in his scanty references to a six weeks' journey along the Coast, but our Lamu Correspondent's general outline of the scheme may be regarded as authentic because it is obviously little more than the revival of hopes and intentions which have flourished in the Lamu and Tana areas for many years.

The Tana has never been developed. According to those who know the district it is one of the most fertile in this country and certainly the best cotton, sugar, and rice-growing area in Kenya, and if the Government is able to discover a means whereby the river, and Lamu as its port, can be developed to something like their vast possibilities, the Coastlands of Kenya will definitely assume a tremendous importance in the economic policy of the Colony. The Coast has suffered from very great neglect for many years, and we have the assurance of His Excellency Sir Robert Coryndon that it is his intention to bring back some of its past prosperity, although we agree with him in believing that it is not a question of months but of years.

The development of the Tana River would be a corner stone of future Coast progress and, with the Thika-Nyeri line serving the upper end of the river and dhows and lighters enabled to make use of its waters and of Lamu at all seasons of the year, there would be a rapid change in the economic history of the tribes who inhabit the Coast. Recent investigations in South Africa on the subject of racial unemployment have suggested that the only real means of solving what has become a very big problem is to enable the natives to get back to the land. Fortunately, we have not reached a stage in Kenya where the native reserves have been found to be too small for the native peoples, but on the Coast we have the opposite set of circumstances—fertile unpopulated lands awaiting the labour of human hands and, at the same time, thousands of Africans living by their wits in Mombasa.

The full development of the Tana River involves irrigation schemes which would render fertile enormous acreages of adjacent country, and it also includes the opening up of produce markets at Lamu and its hinterland, the construction of suitable roads which will be an aid to natural trade routes, and, in conjunction with the military policy of the Colony, some attempt to induce the trade of Southern Abyssinia to flow towards the port of Lamu instead of through the northern ports of non-British territory. It will be the work of years to bring to fruition the many ideas on the subject of the development of the Tana which have been ventilated and supported during the last decade, but we are glad to know that a forward step is being taken by the administration in the form of a thorough investigation. The country, particularly the Coast peoples, will await with interest the resulting report, which we hope will not be regarded as a confidential document suitable for official uses only.

But the opening of the Tana district has another value which must have made its appeal to the Government. A "back to the land" policy is urgently required on the Coast before valuable acres can become productive. The Tana lands are very important economically and their capacity for the growth of cotton, sugar and other high value crops will make them attractive to capitalists both in this country and elsewhere. We do not know to what extent the Government is already committed to Tana River concessions, although we recall one recent business liquidation and failure in the area affecting European capital. What we hope is that the Government, before embarking further on the policy of developing this Colony through capitalists and concessionaires, will consider very seriously the position of the population on the Coast, the need of repopulating the deserted areas, the social and political influences of the crowded life of Mombasa and the ultimate benefits to the country of the Tana district as against purely temporary advantages springing from a few hundred thousand pounds of imported capital. His Excellency has stated his belief that the Coast progress can be assisted by the settlement of a sprinkling of selected Europeans among the native races on special conditions which will presumably come to an end when the natives have advanced to the stage desired. We hope he will not forget his convictions when he turns to the task of laying the foundation principles of the future of Tanaland.

MONDAY'S CABLES.

THE POLITICAL CRISIS IN BRITAIN.

Labour to Go to the Country.

IF CENSURED.

Explanation of Attitude of Liberals.

[THROUGH REUTER'S AGENCY.]

London, Oct. [illegible]

Earnest discussion between Mr. Ramsay Macdonald and his colleagues took place until late last night and it is reliably reported that the discussion resulted in a decision to go to the country if the motion of censure is carried on 8th instant after assuring the passage of the Irish Bill.

But Sir J. Simon's amendment has given the Government at least a month's reprieve in the opinion of lobbyists who point out that the purpose of the amendment is to avoid the Liberals sharing with the Conservatives the responsibility for turning out the Government on an issue which the Liberals regard more unfavourably than the Russian Treaty.

London, Oct. 3.

The House of Lords has passed the first reading of the Irish Bill and adjourned until 7th inst.

The House of Commons has adjourned until 8th inst.

New Coast M.O.

Nairobi P.M.O. has told Mombasa District Board that an additional Medical Officer will shortly be stationed in Mombasa. The Hospital Sub-Committee will meet Dr. Jewell to discuss alternative hospital sites and matters in general.

SUDDEN END TO VISIT OF ZAGHLUL.

Reported Failure of Discussions.

CRYPTIC COMMUNIQUE.

[THROUGH REUTER'S AGENCY.]

London, Oct. 3.

The conversations between Mr. Ramsay Macdonald and Zaghlul Pasha have concluded and Zaghlul returns to Egypt shortly.

The early conclusion of the Anglo-Egyptian negotiations, coupled with Zaghlul's intention to depart a week earlier than was originally anticipated, has created the impression that the Conference has not advanced beyond the stage of generalities.

Zaghlul Pasha.

Both sides are most reticent and decline to state whether the cryptic announcement of the conclusion of the conference implied a rupture but it is understood that Zaghlul's silence is partly due to the uncertainty of the British political situation.

TROOPS AND THE CANAL.

London, Oct. 4.

Reuter learns from an Egyptian source with reference to the conclusion of the Anglo-Egyption conversation in London that Mr. Ramsay Macdonald yesterday informed Zaghlul Pasha that it was impossible to withdraw Britian troops from Egypt because they were needed for the protection of the Suez Canal. Zaghlul Pasha's proposal to leave the protection of the Canal to the League of Nations was not accepted.

Mr. Macdonald proposed an Anglo-Egyptian alliance, to which Zaghlul Pasha agreed, but said this was impossible while British troops remained in Egypt, to which Mr. Ramsay Macdonald replied that the troops were not for the protection of Egypt but for the protection of the Canal.

EX-PREMIER COMMITTED FOR TRIAL.

Charges against Sir Richard Squires.

St. Johns (Newfoundland),
Oct. 4.

At the conclusion of the magisterial enquiry in the criminal charges against the Ex-Premier Sir Richard Squires, the Magistrate announced that there was sufficient prima facie evidence to justify him committing Squires for trial to the Supreme Court.

Sir Richard reiterated his absolute denial of any complicity in the matter.

[Sir Richard Squires, ex-Premier of Newfoundland, was charged on April 23, with larceny of $20,000. Dr. Alexander Campbell, ex-Minister of Agriculture, John Meaney, late Liquor Controler and Whilford McNeilly, an ex-clerk of the Crown Lands Office were also arrested on charge of larceny of $40,000 and $30,000, respectively. Sir Richard Squires, Meaney and McNeilly were admitted to $40,000 bail and Campbell in $4,000. Alexander Rooney Accountant-General of Post Office was also charged with larceny but escaped to Canada. The arrests were the result of an investigation by a Royal Commission which dealt with grave allegations against the Squires Government. The charges included waste of public funds to "nurse" votes prior to the elections.]

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1905 - 1914.

NAIROBI UNIT.

All members of the late Nairobi Unit, Volunteer Reserve, who were in membership at the out-break of the Great War, are requested to attend a meeting to be held in the Board Room of the Land Department on Wednesday, 15th October, 1924, at 4-30 p.m., for the purpose of winding up the affairs of the Unit and deciding upon the disposal of funds and trophies, etc.

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He can ask for Peter Dawson by name. He can see that this peculiar bottle is brought. He can taste the "P.D" quality. He can mix the whisky with soda, and discover for himself why a "P.D" and soda is recognised as the best thing in whisky-and-soda.

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KING OF THE HEDJAZ ABDICATES.

Popular Revolt in Arabia.

MOSLEM INFLUENCE

Hedjaz People Disclaim Desire to Fight.

[THROUGH REUTER'S AGENCY.]
London, October 3.

King El Hussein bin Ali of the Hedjaz has abdicated.

King Hussein.

The news of King Hussein's abdication was preceded by a message from Jeddah stating that a committee of the leading inhabitants of Jeddah and Mecca were demanding the dissolution of the Hashimite Government headed by King Hussein, and the accession of a temporary government for the protection of the country appointed by the people of the Hedjaz who are ready to conform with the orders of the whole Moslem world.

They declared that they did not wish to fight anyone and appealed to the world to stop the present hostilities.

The news of the abdication was coupled with the information that King Hussein wanted to leave the Hedjaz.

[Hussein, King of the Hedjaz, acceded to the throne on June 5, 1916. When the Grand Sherif of Mecca (who is also hereditary keeper of the Holy places) threw off the Turkish allegiance on that date he delivered the independence of the vilayet of Hedjaz and, in concert with Allenby's forces, the armies of Hussein penetrated northwards and extended the new kingdom as far as Damascus. The abdication of the King follows the threat to Mecca made by the Wahabi, a fanatical Moslem sect from Nejd, the independent Empire of the Wahabites, and known as "the true home of the Arab." Nejd adjoins Hedjaz and runs to the Persian Gulf.

[The autonomy of the Hedjaz is guaranteed by Britain.]

Riding and cycling induce a tendency to piles. The pain and irritation of these can be checked by applying Doan's Ointment. Handy tubes 1s. 1½d. Large tins (three times the quantity) 2s. 9d. All Chemists.

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Representative for
EAST AFRICA.
H. J. BETTIE,
Cearn's Chambers,
Box 380, NAIROBI.

THREE WEEKS FLOODS IN INDIA.

Rains Cease after Heavy Damage.

RAILWAYS DISLOCATED.

Simla, October [illegible]

The rains which started about September 18 have now ceased and the damage to villages and crops [illegible]. Hundreds of railway passengers are stranded. There is no communication between Simla, Mussoorie and on the Indus Valley, railway traffic is dislocated as well as on the Oudh Rohilkhand and North Western and Simla Kalka railways while all hill roads in the vicinity of Simla and Mussoorie and Nainital are blocked.

The S.A. African Band.

MR. DENHAM PRESENTS THE NEW INSTRUMENTS.

Nairobi's Salvation Army now boasts an African band with the proper complement of instruments, and each bandsman was formally presented by the Colonial Secretary with [illegible] instrument at a very pleasant function on Sunday in the Cinema, off River Road, where the Salvation Army now hold their African meetings. The building was gaily decorated with flags yesterday and was filled by eager Africans waiting to hear their band.

After the opening hymn and prayer, Brigadier Peat briefly outlined the object of S. A. Bands. This occasion in his view would mark an epoch in the history of the S. A. in Kenya amongst the Africans, and he believed the advent of the Band would assist greatly in the Army's work to help the native.

The Colonial Secretary, Mr. Denham, then arrived and Captain Tabor, speaking in Swahili welcomed him on behalf of the Bandsmen and the Africans assembled.

THE HON. MR. DENHAM.

The Hon. Mr. Denham replied: "I am glad to be here to-day, although this is not the first time I have been amongst the S. A. In Africa and in other countries I know its work and its policy of practical assistance to others. This Army is not to fight others but to fight for the things that are good and true. This also is an Army of Peace.

"Every Army has its Band; this band has two objects: 1st to praise God. Whom we praise with our lip, but also are able to praise Him through these instruments. Its next object to inspire enthusiasm in praising God, to help the hymns of the Army, which are calculated to inspire.

"I wish to move a vote of thanks to Captain Tabor, it is due to his enthusiasm and patience in teaching that the band has reached its present stage. I have great pleasure in presenting these instruments, with the hope that the Band will do well."

Mr. Denham then performed the ceremony of presentation, saying a personal word to each bandsman as he came up. Afterwards the band played for the first time in public, and made a very good impression; the boys being enthusiasts, there is no limit to the possibilities of their band.

Brigadier Peat thanked Mr. Denham for his presence and [illegible] interest in the work [illegible] S. A. to which Mr. Denham [illegible] suitable [illegible] [illegible] of the Band [illegible] to [illegible] the Government [illegible] Africa [illegible] everything that was [illegible].

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
[illegible]

["E.A. Standard" Special Cable Service.]

FURTHER RISE IN KENYA COFFEE.

£3 per Ton Better than Last Week.

ALL QUALITIES UP.

[FROM OUR OWN CORRESPONDENT.]
London, Saturday.

The coffee market continues very firm and strong, and prices show a brisk quality, having risen by 60/- per ton to-day, and Uganda average, which was the lowest at 120/- jumping by £4 per ton. Messrs. T. H. Allan and Co. quote to-day:

Kenya fine quality, first size, Sh. 155/- per cwt. (£3 rise).

Kenya average quality unsigned, Sh. 140/- per cwt. (No rise).

Uganda fine quality, first size, Sh. 140/- per cwt. (£2 per ton rise).

Uganda, average quality first size, Sh. 130/- per cwt. (£4 per ton up).

PEPS
Protect
THROAT & CHEST

THE best way to keep the throat thoroughly germ-proof and to prevent a sudden attack of cold or chill penetrating down the windpipe to the lungs is to make a practice of sucking two or three Peps at intervals during the day.

The powerful germ-killing medicine in Peps comes into direct contact with all the breathing tubes, and defends any weak spot in the chest against the dangers that lurk in damp and mist or in sudden weather changes.

For curing coughs, colds, sore throat, chills, and bronchitis, there's nothing so quickly effective as these breatheable Peps.

Of all chemists and medicine vendors.

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THE REMEDY THAT REACHES THE LUNGS DIRECT.

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	Sh. cts.
Military Clasp Knives	16/- doz.
160 Doublets soap	64 - per case.
Ground Sheets Capes	34/- doz.
Steel Panga [illegible]	24/- doz.
Native Vests Cotton 13	16 - doz.
[illegible]	175/- per
[illegible]	[illegible]
Enamel [illegible]	9 - per doz.
Farmwear thick socks	15/- doz.
Ribbed Jerseys cotton	54/- doz.
Hand Sewing Machine	120/- each
Foot Sewing Machine	200/- each
Military Serge Shirts	108/- doz.
[illegible]	13/50 doz.
[illegible] Steel Jembies	16/- doz.

J. DAREVSKY,
P. O. Box 882
NAIROBI.

Tuesday, Oct. 7th.

THE HEDJAZ.

King Hussein of the Hedjaz, supported on his throne by British influence and enabled to extend his kingdom during the war by British forces in the course of the general campaign against the Turk, has abdicated and his son has succeeded to the throne on a promise that he will conform to the wishes of his people. Democratic principles and conceptions of popular Government have made rapid strides even in Asia, and the system whereby colonies of Arabs were governed by hereditary chieftains and by the right of might, prowess in war, and success in conquest are giving way before the new ideals which had their birth in the war and in the rise and protection of small nations by the Western powers. Turkey has ejected the earthly representative of the Chief of Islam because the influences of the Caliphate were not in accordance with the nationalist spirit of new Turkey. The centre of Moslem influence and fanatical intrigue has shifted to Arabia, to Medina, and Mecca, the true home of the Holy Places, and the recent events in the Hedjaz are the outcome of that fanaticism. Moslem history is again in the making in Arabia, and even a few months may witness the uniting of another chapter in the curiously romantic story of the faith.

The central figure in the political and religious movement which, though far removed from the intricacies and influences of reparations, disarmament, Russian Treaties, and American Presidential elections, must inevitably have its reaction in the Moslem countries of the British Empire, is Abdul Aziz Ibn Saud, the Emir of Nejd and Hasa, the modern representative of the Wahabite Empire and the direct cause of the abdication of the King of the Hedjaz. Saud's sway extends over half a million people and his jurisdiction covers a vast area of Central Arabia, including portions of Hedjaz itself. He has maintained an intermittent conflict with his neighbours of Jebel Shammar to the north and has partly dominated the country. He expelled the Turks from Hasa in 1914 and established his influence as far as the Persian Gulf. Now he has turned his eyes on the Hedjaz and, unless the national feelings of the people are too strong for his dominating personality, and unless the desire for independence induces faith in the successor of Hussein and provides support for his rule, the magnetic influence of Abdul Saud will eventually subdue and conquer the Hedjaz, and secure the possession of the Holy Places with the religious power accruing to the Caliphate. Abdul Saud is a fanatic Moslem. He was the founder of "Ikhwan," a band of brethren devoted to the cause of the regeneration of Islam and no more suitable and stimulating atmosphere for his purpose can be imagined than the land of the Prophet, the place of his birth, and the abiding place of his earthy remains. Abdul Saud is a devout Mohammedan inspired by the greatest driving force known to men, religious zeal, and although he has always been opposed by the materially-minded commercial communities of the Coast, who have no use for his rigid views on life and conduct, successful domination of the Hedjaz would give him the outlet to the sea which has been denied to him in the past. [illegible] 1920 the Ikhwan found the strength of Britain when they attempted to capture Koweit on the Persian Gulf, and Saud's future activities must be a matter of the utmost concern to Britain. Britain guarantees the autonomy of the Hedjaz and subsidises the Emir of Koweit. Will a Labour Government, or any post-war Government, conscious of the strength of Moslem feeling in the Empire, oppose the will of Abdul Saud (a proclaimed enemy of non-Mahommedans) should he attempt to overrun the Hedjaz or will the solution lie in a great Arabian confederation—the aim which the ex-King Hussein set before him when he ascended the throne? The problem is one that Britain will be called on to face if the people of the Hedjaz are weak and vacillating. It is one of those problems inseparable from the trusteeship which Britain exerts over the varied races of her Empire, and it is intimately connected with the regeneration of the Moslem religion in its national home and with the Christian mandate exercised over the future of Palestine.

TUESDAY'S CABLES.

PEACE NEGOTIATIONS IN HEDJAZ.

Hussein's Vacant Throne Goes to His Son.

THE NEW CONDITIONS.

[THROUGH REUTER'S AGENCY.]
Port Sudan, Oct. 5.

The fall of the Hashimite Government and the abdication of King Hussein has eased the situation and negotiations with the enemy are expected shortly.

The throne has been offered to Emir Ali, who, however, has declined.

Cairo, Oct. 6.

An official telegram announces that ex-King Hussein's eldest son Emir Ali has accepted the throne of Hedjaz but not the Caliphate.

The Hedjaz National Committee states that Emir Ali was offered the throne on condition that he conformed to the wishes of the Hedjaz people.

Mombasa Libel Suit.

JUDGMENT FOR SHS. 1,000 & COSTS.

[FROM OUR OWN CORRESPONDENT.]
Mombasa, October 6.

The libel action brought by Mr. John Delvin, Editor of the *Mombasa Times*, against the *Kenya Observer*, in respect of statements made in an article following the publication of Mrs. Naidu's farewell speech at Mombasa, has been decided. The Court has given judgment in favour of Mr. Delvin, who is awarded Shs. 1,000 and all costs.

The Frozen Limit!

BANKRUPTED BY EXPENSE OF EXPLORATION.

Captain Roald Amundsen, the famous Norwegian discoverer of the South Pole, has filed a petition of bankruptcy, attributing his failure to heavy expenditure in connection with polar exploration. According to Christiania advices, it is now expected that his proposed flight over the North Pole, which has been postponed several times, will be definitely abandoned.

Capt. Amundsen.

IF LABOUR GOVERNMENT GOES DOWN.

Pronouncement by Mr. Ramsay Macdonald.

POLITICAL CONSPIRACY.

Why on Defeat the Party Will Go to the Country.

[THROUGH REUTER'S AGENCY.]
London, Oct. 5.

In an interview with Reynolds Illustrated News, Mr. Ramsay Macdonald said he regretted that national interests are being sacrificed to party tactics and that the business of the nation must stand still while Conservatives and Liberals conspired to turn out the Government on a side issue.

"My Select Committee," said the Premier, "to which I would appeal, is not ten members of the House of Commons, but twenty million electors.

"While I do not seek a general election I am not afraid of it.

"By creating a condition of things which no Government can accept, these conspirators' action takes from the Government the authority it requires for the conduct of its business, as a nation, both at home and abroad.

"Thus it forces an election and compels us to give up at a time when I think every patriotic motive should induce them to maintain the status quo.

"On the big issue of the Government policy in Russia and Geneva, or anything they like to raise, we are ready to meet their challenge."

TURKS RAISE PROBLEM IN THE EAST.

Passports Denied Khilafat Delegation.

INDIANS AWAKENED.

Delhi, Oct. 5.

The Angora Government has refused passports for the Indian Khilafat delegation.

The decision is creating serious disappointment among the leaders of the Khilafat movement, who had previously accused the British Government of standing in their way.

Death of Well-known Resident.

On Monday at the European Hospital the death occurred of Mrs. G. Shaw, wife of Mr. George Shaw of the Old Stanley Hotel, Nairobi. The deceased lady was well known and respected throughout Kenya and Mr. Shaw has the deep sympathy of his numerous friends in his sad bereavement.

The Traffic Report.

The *Standard* understands that the Traffic Control Committee, which met some months ago to deal with certain aspects of the traffic problem in Nairobi, will reconsider the Report which was prepared as the result of the last sittings and that the new report particularly in reference to a speed limit, will be more definite than its predecessor.

A Colonel's Logic.

Colonel Creswell, Minister for Labour, discovered a dubious outlook for the white man in South Africa when opening the conference of trade unionists, convened by the Government to find a way out of the unemployment evil. Colonel Creswell said civilisation must give way in South Africa to conditions wherein the white race could not prosper or even perhaps exist. South African industries had failed to keep pace with the increase in the population, though that increase was small indeed. Last year more people left the country than entered it. South Africa, with its vast undeveloped resources, had room for millions more.

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CORRESPONDENCE.

The Editor does not accept responsibility for the views expressed by his correspondents in these columns, and in all cases the name and address of the writer must accompany a letter, not necessarily for publication, but as a guarantee of good faith. Brevity is also essential to ensure consideration.

NATIVE MARRIAGE CUSTOMS.

To the Editor, "E.A. Standard."

Sir,—Is your correspondent Elizabeth Leakey a married woman or the mother of daughters? If so, I hardly think she would hold such views on the buying and selling of women.

I have lived amongst Kikuyu for over 16 years and would like to submit a few examples (which could be multiplied indefinitely, and which emphatically cannot be considered isolated cases) of the way the native regards his marketable women folk.

(1) A recent press report stated that a native had been sentenced to two months' imprisonment for selling a girl to three different individuals; he of course received payment for each transaction. I know of numerous cases which have come under my own personal ken where the girl has been sold twice, and invariably because the second bargain was the better.

(2) In nine cases out of ten when a father sells the eldest daughter, the sheep are used to buy another wife. There is no sentiment. An old man (A) I have known for 17 years sold his daughter to (B). The price (100 sheep) was paid in advance by the son-in-law (B), who already had three wives. Before taking the girl over, (B) obtained a fourth wife, so my husband advised him to try and get the sheep back from (A) and let the girl be sold to another. He was only too willing, but (A) had already "spent" the sheep to buy another wife, and told (B) he could do what he liked with the girl; he could even "cut her throat" (sic), but he wasn't going to give up the sheep.

(3) A squatter on my husband's farm was owed nine sheep by another Kikuyu. The latter, whose father was dead, had no property of this description, but he had a small sister under 10 years old whom he hawked over the Masai Reserve until she was sold and he could pay his debt and had a few sheep over to eat. I presume your advocate of this sale of flesh and blood knows enough of Masai customs and morality to realise the horrible existence this child would live without my going into details.

(4) It is undeniable that the man with several wives, and who has already increased his wealth by the sale of daughters by his first wives, being more wealthy, has the advantage over the poorer and younger bachelor, as the girl goes to the highest bidder, and she feels compensated because of the importance she knows attaches to her in the eyes of other girls on account of the higher price paid. Indirectly this encourages the practice of polygamy.

The opinion stated that the husband treats his wife kindly because, if she ran away, he would not be able to afford another for some time, is not borne out by my experience, which is that, when caught she would suffer considerable physical violence from her husband and the same from her father, should she return home. He naturally does not want to see the son-in-law demanding back the sheep he has paid.

In the marriages amongst the French of the middle and lower classes, the *dot* forms part of the capital on which the young couple start life: they both benefit. The father does not receive payment from his son-in-law with which to start a harem. Yet we are to believe that the two marriage systems are comparable! It seems incredible. "Paler" is quite correct in calling the marketing of native girls degrading. Because the French do a thing it does not follow that we should approve.

Very many married Frenchmen keep a mistress, but would your correspondent congratulate the wife of such a man? *Autres pays, autres moeurs.*

Yours, etc.,

VERITAS.

Nairobi, October 2.

KENYA STORY OF CAIN AND ABEL.

Brother Murderer to be Hanged.

FINGER PRINT VALUE.

Primitive Method of Settling Dead Father's Estate.

A Native who was tried before Mr Justice Sheridan on Monday on a charge of murdering his brother was found guilty and sentenced to death. The story is an extraordinarily illuminating example of the value of the finger print registration system.

The native who met his death was working on the farm of Mr Glassford at Ruiru and, being ill, asked leave to go home in the company of his brother and the two left the farm together.

On a report being sent in to the police at Ruiru, E.P.C. Elliott went out to Ndurugu and found the body of a native who had evidently been dead some days. As there were no means of identification on the body, and the cause of death unknown, the E.P.C. sent the body into Nairobi for a post mortem examination and for identification if possible by means of finger prints.

STRANGLED.

The post mortem examination revealed the facts that death was due to strangulation caused by a heavy blow on the throat and that the native had been suffering from pneumonia, whilst the finger print bureau were able to establish the identity of the murdered man.

E.P.C. Elliott, who had gone into the case most thoroughly, endeavoured to find a motive for the crime and established the following circumstances. The father of the two brothers had died and left the property to his two sons. The younger man wished to get married and to use his share of the estate for the purpose of buying a wife but his elder brother objected as he himself was unmarried. They both went out to work, the younger at Ruiru and the elder at Makuyu. The elder brother hearing where his brother was, went to join him and found him ill so obtained permission for them to go home together. E.P.C. Elliott believed that he only did this in order to get his brother out of the way and thereby obtain the whole of the late father's property.

IN COLD BLOOD.

His Honour, however, would not accept this as a motive although he was of the opinion that the crime had been committed by the elder brother in cold blood and that matters were made worse by the dead man's condition.

His Honour passed sentence of death with leave to appeal within 30 days.

Mr. Ralston appeared on behalf of the accused, Mr. McElwain acted as prosecuter and the judge was assisted by three native assessors.

By identifying the dead man, the finger print system served the purpose of enabling the property to be distributed properly among his relatives.

Arrival of Kenya Mails.

Mails despatched from Mombasa on September 15 by the s.s. "Heemskerk" arrived Home on October 4.

Answers to Correspondents.

P.O. Kitale: Your signature is illegible. Racing news is inserted as soon as received through Reuter's Agency and delay in providing lists of starters and jockeys does not occur at this end.

ASSAULTED AN ASKARI.

European Fined £10 by Resident Magistrate.

"MUST BE STOPPED."

A European named Hancock was charged before the Resident Magistrate on Monday with being in the Native Location without permission, which is contrary to the Nairobi Township Rules. He was found guilty and fined Sh. 10/-.

A second charge was preferred against the same individual of assaulting an askari who was on duty in the Native Location. The R.M. asked whether he preferred to be tried by the High Court but the accused said he would accept the R.M.'s ruling.

It appears that in view of the number of burglaries which have taken place recently, all askaris have had special instructions to watch for people carrying bundles. This particular askari at 11 p.m. on the night of October 2 saw a muffled figure walking through the Location with a bundle under his arm and called upon him to stop.

The askari approached and found it was a European whom he identified as Hancock and who turned round and hit the askari behind the right ear. Then two other askaris arrived on the scene.

THE DEFENCE.

The defence was that the askari was not wearing his red fez and was therefore unidentifiable as an askari. Contrary evidence was given by the two other askaris.

Inspector Stewart said that these assaults on askaris must be stopped. It had been conclusively proven in this case that the askaris were doing their duty whilst in uniform and he asked for conviction and an exemplary sentence.

The Resident Magistrate found Hancock guilty and sentenced him to a fine of Sh. 200/- or 21 days' imprisonment.

Highway Robbery.

SENTENCES IN RECENT CASE ON THE PLATEAU.

The two natives concerned in the highway robbery (reported recently in the Standard) which resulted in a loss of Shs. 200/- to the Rev. M. Hurlingford of Eldoret and the loss of a hand by the native who was robbed have been sentenced to seven years R.I., 24 lashes and a fine of Shs. 500/- each.

In default of the fine, a further year R.I. will be added and, if the fines are paid the native whose hand was chopped off with a panga is to receive Shs. 500/- as compensation.

When Two Is a Crowd.

Two natives charged with congregating on the premises of Dr. Clarke, Hurlingham Road, were fined Shs. 5/- when proved guilty of the offence in the Resident Magistrate's Court on Monday.

A New Building.

The trustees of the estate of the late Mr. B. G. Allen are, it is understood, about to erect a modern stone building in Government Road, containing shops and offices on the site of the building recently occupied by the Smithfield Butchery.

The Reaction?

France for the first time has now got a colour problem to solve. Owing to the shortage of labour, large numbers of North African natives have been imported, and it is estimated that nearly 100,000 Africans from Algeria, Tunis and Morocco are now in Paris. There are reports of crimes committed almost daily by these natives, and the police authorities regard their presence in such numbers as a grave menace. French Colonial policy encourages racial intimacy to a degree unheard of in British settlements.

Wednesday, Oct. 8th.

THE RAILWAY PROPOSALS.

The Legislative Council will debate to-day the motion in the name of the General Manager of Railways, which was published in detail in the *Standard* yesterday. The proposals, if accepted and adopted, will initiate a very important and far-reaching constitutional change of a permanent character and, after a study of the memorandum, the country will realise the wisdom which prompted the Government to refrain from asking the Legislative Council to accept the motion after the necessarily limited debate which will take place to-day. The suggestions made, presumably based upon recommendations by His Excellency in Council and the General Manager, call for very cautious and very lengthy examination from every point of view, political and economic, which has a bearing upon the future development and constitutional advancement of Kenya.

We ask for the indulgence of the public to-day in our endeavour to analyse and criticise the suggestion at length, and if we are not openly enthusiastic in support of a scheme which has much to commend it on general principles, our criticism must be accepted as having its birth in our desire to safeguard the future political progress of the Colony and the privileges which the Legislative Council and the public of Kenya have secured after a very stern struggle with authorities outside the country who control our activities if they cannot influence our aspirations. The bald intention of the scheme of control is to place the joint railway and harbour services of Kenya and Uganda in an almost watertight compartment removed as far as is practicable from local political influences and opportunism so that the services may be administered on a strictly business footing in the best interests of the two countries—and of the railway and harbour administration itself. That is a very admirable principle which, in the light of the past and recent history of the Railway, will receive ready public support, but it is not a principle that can stand alone. Kenya as a community, looks forward, justifiably and in accordance with Empire tradition and history, to the day when self-government will be granted to the country, and the Railway service must, in our view, be affected by that future aspiration. We cannot conceive of a successful form of self-government which is independent of control of the Railway and port services, and although we may be told that self-government is not practical politics to-day and that Uganda is also concerned in the future of the Railways, we do not think the people of this country will be justified, because of those assertions, in accepting the scheme of control as it is framed to-day. The country will have the opportunity of hearing this morning the explanations of the General Manager of Railways and of Government, and in the light of the statements to be made, the proposals may assume a different significance, but no explanations can be complete which do not include the assurance that, when the people of this country desire to re-assume full control of the Railways and Harbours, the expressed desire of the country will be given effect.

The scheme provides for the office of a High Commissioner of Transport who shall be the Governor of Kenya, unless the *Secretary of State shall otherwise direct*, and a condition of permanence is given to this constitutional change by the creation of the High Commissioner as a corporation *in perpetuity*.

There is nothing in the whole of the scheme which gives to the people of Kenya, through the Legislative Council, the right to contract out of this agreement if and when circumstances suggest the wisdom of assuming control of the Railways and Harbours of this country. Provision is made for reference to the Legislative Council of Kenya of the estimates and of other details of railway management and policy, but the memorandum states in a perfectly candid manner that the final powers of sanction lie with the Secretary of State for the Colonies.

The "powers" held by the Legislative Council of this country are, in effect, nil. It is the case that to-day Downing Street can override local opinion and advice, but the Colony refuses to recognise in that condition of affairs the permanence attributed to the present scheme.

The High Commissioner, in whom is vested complete control and management of the Railways and Harbours, is at liberty to delegate certain powers (which are not even broadly defined) to the General Manager, but the General Manager is at liberty to use complete freedom of action, for "In any act done by the General Manager in pursuance of his duties, *it shall be presumed that he was duly authorised thereto!*" The clause makes him an autocratic Railway King, and circumstances may arise which make the High Commissioner and his advisory Boards a dead letter, to carry the interpretations of the clause to its logical conclusion.

Although Kenya includes the majority mileage of the Railway service as well as the port and although there is every indication that this Colony will, in the future, provide more traffic than the Protectorate of Uganda, the scheme provides *for equal representation of both countries* on the Railway Advisory Council, but—there are too many "buts" in the memorandum—the High Commissioner (whoever he may be in the future) has the power to decide the *method of voting* and may again reduce "public representation" to a farce at the will of the local or Home Governments. We are also of the opinion that the selection of non-official representatives on the Council and on the Port Advisory Board should be made at least by the Executive Council and not by the Governor of the Colony. If, as the scheme allows, fees are to be paid for services rendered, every effort should be made to secure men whose business relationships with the community are not such that their work on the Advisory Board can be turned, even indirectly, to the profit of their private business and it would be much better to evolve a scheme which would provide for full time service at a salary which would make the members of the Council independent of active participation in outside commercial pursuits.

The Port Advisory Board is in a more precarious position than the Railway Council. No definite period of service is indicated, the appointments are made during the pleasure of the High Commissioner and the constitution of the Board (which does not define "shipping interests" as inclusive of "shippers" i.e., commercial representatives of the producing community) is inclined to be unstable.

We would prefer to see the Advisory bodies appointed to assist the High Commissioner and the General Manager amalgamated so that there can be no danger of conflicting influences and dual control by two bodies dealing separately with railways and ports although, in reality active towards one common end. In our view the Port Advisory Board should be smaller and should be a sub-committee of the Central Advisory Council. We would also suggest, as an essential appendage, that a second subcommittee of two or three official and nonofficial members of the community should be included in the proposals to coordinate and advise upon the Lakes services.

We are not enamoured, either, of the clause (No. 16) which provides that approval by the High Commissioner of the minutes of the Railway Advisory Council (in reality the record of recommendations) shall be sufficient authority for the General Manager to act thereon. The clause entitles the High Commissioner to reserve any part for submission to the Secretary of State but does not include any provision whereby the Legislative Council of Kenya will be consulted. And a similar insertion should be made in Clause 21, dealing with the expenditure of money from the Railway Fund, so that there can be no doubt that the sanction of the Legislative Council is as necessary as that of Downing Street.

There is a curious contradiction in the principle underlying the future of the railway. It is stated that it will be "administered with due regard to agricultural and industrial development by means of cheap transport" yet we discover in the following clause that the High Commissioner shall not be required by the Government of Kenya or of Uganda to carry goods or provide transport at a loss unless the Government concerned undertakes to pay the amount of that loss. Unless the Railway can, by reduced costs or greater traffic, carry assisted exports at a rate which covers the cost, the principle enunciated will be infringed. Then again, if the cotton industry in Uganda experiences, as is not unlikely, a period of severe depression, is the railway to be debarred from subsidising traffic without which the Uganda branches will show a heavy debit and, if it carries that trade at a loss at the expense of other traffic, will that not be a policy of subsidising Uganda? According to the strict interpretation of the clause the burden should fall on the Uganda Government but the principle laid down suggests that it is not the policy of the Railway administration to assist, in practice, in the development of new industries or of industries which are passing through serious depression: in other words that the business of the railway is to make its profit as a whole perhaps irrespective of the sectional economic needs of the country. Despite all these elaborate arrangements for vesting the control of services in a High Commissioner and in Downing Street (with the Legislative Council as a machine for registering the necessary laws) Kenya and Uganda will be called upon to bear any working loss recorded by the railway through the exercise, perhaps, of a policy over which the people have no real control and the proportion of that loss to be borne by each country *shall be decided by the Secretary of State!* To complete the extraordinary position, the memorandum adds "and votes accordingly shall be submitted to Legislative Council"—and steamrollered through! In addition the people of the two countries are, by law, responsible for interest on railway loans which the railway may at any time fail to meet. Finally there is a curious clause which assumes that the Government (without the consent or co-operation of the Railway) may start building unprofitable branch lines somewhere and shall bear the loss if the High Commissioner can prove that he was doubtful of the success of the branch. The Secretary of State is also given the sole power of disallowing any regulation and a pious clause towards the end of the memorandum says "Nothing in this Order shall limit the right of the legislatures of Kenya and Uganda to pass laws, *not being inconsistent with the provisions of this order!*

It is an extraordinary experiment in constitutional changes, noteworthy for its childlike ingenuous simplicity and the dexterity of the Jekyll and Hyde character attributed to the leading actor. But we still believe that the intention is good and all we ask is careful examination in the light of our criticism with the assurance that Government has no intention of imposing the change upon the Colony if the people of the country decide otherwise. Portions of the scheme, such as employment of servants, could be adopted with immediate advantage.

WEDNESDAY'S CABLES.

REVISED PAY TO K.A.R. OFFICERS.

Increases to Come in with April.

ALLOWANCES BETTERED.

Announcement Sequel to Debate in Kenya Council.

[THROUGH REUTER'S AGENCY.]

London, Oct. 6.

The revised rates of pay for the officers of the King's African Rifles on the following scale will become effective on April 1, 1925.

Lieut.-Colonels commanding the Somaliland Camel Corps or Battalions £1,000.

Majors Second-in-Command £850; Majors Somaliland Camel Corps £775.

Captains Company Commanders £700, not Company Commanders £600.

Subalterns of Seven Years' Commissioned Service as defined by Royal Warrant, and Captains serving as Subalterns £550, Subalterns under seven years' service £500.

Duty pay for Adjutants of the K.A.R., irrespective of rank £50.

An annual outfit allowance to officers of the K.A.R. appointed after August 27, 1924 is fixed at £50.

[The foregoing cable refers to the debate in the last Session of Kenya Legislative Council, when it was maintained that officers could not be found unless inducement in the shape of better pay were offered.]

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A touch of Zam-Buk will make your cuts, and wounds thorougly germ-proof, and ensure rapid healthy healing. Zam-Buk has a power for destroying and repelling skin disease which no artificial dressing or fatty ointment can possibly have. Zam-Buk is guaranteed

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It is scientifically compounded from rare herbal extracts, and is as effective in the cure of chronic eczema, poisoned sores, ringworm, ulcers, bad legs, piles, abscesses, boils, etc., as for soothing and healing cuts, injuries, rashes and eruptions.

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STEEDMAN'S SOOTHING POWDERS Contain no Poison

THE E. A. COMMISSION IN TANGANYIKA.

Mandate Assurance.

MEETING WITH REPRESENTATIVE BODIES IN THE TERRITORY.

Public Representation Claim.

HOLDS OUT NO LIKELIHOOD OF CHANGE IN LEAVE CONDITIONS.

A Labour Suggestion.

The East African Commission, during its stay in Tanganyika, held a public conference with representative bodies and the local newspaper on public questions.

The Chairman, Mr. Ormsby-Gore made a reassuring statement on the continuance of the British mandate.

He also promised to bring claims for public representation in administrative affairs before the Secretary of State.

He does not favour Economic Commissions to enquire into expenditure but suggests "round table conferences" on the estimates.

He does not hold out any prospect of a change in civil service leave conditions (brought up as a question by the unofficial committee) and points out that it is not a local question but one affecting all E. A. territories.

In regard to labour conditions he suggested that non-official committees should perfect their own organisations and he asked the Chamber of Commerce to put up definite representations regarding anomalies.

The report states:—The Hon. W. Ormsby-Gore (Chairman) and Major A. Church, representing the East African Commission, (Messrs. Linfield and Calder having gone over to Zanzibar) met in turn deputations from the *Dar-es-Salaam Times*, the Dar-es-Salaam Chamber of Commerce, and the Indian Association. Each of these three bodies had submitted Memoranda to the Commission. His Excellency the Acting-Governor, and the Hon. the Treasurer, were also present.

Captain Ormsby-Gore pointing out that they wished to get the fullest and frankest opinion.

THE MANDATE.

The first point brought up by the Chamber of Commerce was that of the insecurity of the Mandate. It was pointed out that considerable uncertainty existed regarding the period of the Mandate; that the impression existed in Kenya, as reported in their Press, that the Mandate on this Territory existed for thirty years, whereafter a Referendum is to be taken of the inhabitants regarding choice of Mandatory; some consider that the period is only ten years; while reference to the Mandate itself, and to the Peace Treaty, reveals no fixed term.

Captain Ormsby-Gore made a definite statement. He said he was a member of the original Mandates Commission at Geneva, and that there was no limit to the period of a Mandate; that the Mandate cannot at any time be taken away from Great Britain without her consent; that no alteration can be made to the provisions of the Mandate without the unanimous agreement of the Council of the League, of which Great Britain is ex officio a member. In reply to a question, with a view to restoring confidence in the security of Britain's holding of the territory, the Chairman stated that he would endeavour to get this statement made public in the House of Commons by the proper authority.

It appeared to him that there was a want of liaison between what is done at Geneva and the public generally. The Mandate was given by the principal Allied and Associated Powers, and approved by the Council of the League of Nations, and it cannot be altered without the assent of the Mandatory.

PUBLIC REPRESENTATION.

The [illegible] of the need for a Legislative Council for Tanganyika was outside the terms of reference but Mr. Ormsby-Gore promised that the views expressed should be communicated to the Secretary of State.

LAND REGISTRY.

He mentioned that the reason that the Ordinance of 1923 had not yet been brought into force was due to the delay occasioned by the absence of the Attorney General, who had now arrived. He has only been in the country a few weeks, but he has the matter well in hand, and the operation of the Ordinance is now merely a question of time.

PROFITS TAX.

The Chamber raised the difficulty of collecting the Profits Tax equitably. It was asserted that in a polyglot community it would be difficult to collect taxation in any such way and it was suggested that the form of taxation should be altered, such as increased annual licences, with a repeal of the Profits Tax. This would eliminate the question of forcing the Indian community to keep their books of account in English or Swahili, and the matter of the owner or partner of a business being taxed on his living expenses. Most of the earnings made by the smaller traders were needed for their maintenance. It was also suggested that, in any event, the Tax was premature, in that we were a struggling business community; and that Tanganyika traders felt the grievance, in that no similar tax obtained in Uganda, Kenya or Zanzibar.

The Indian Community also raised the point of the difficulty experienced by traders in filling out the Treasury enquiry forms.

Mr. Ormsby-Gore, dealing with the expenditure of the country, stated that he was not in favour of the cumbersome machinery of an Economic Commission, but preferred round table conferences dealing with estimates of revenue and expenditure.

CONDITIONS OF OFFICIAL SERVICE.

This was not a local question, said Capt. Ormsby-Gore, but applied equally to the whole African service. Leave was not merely a question of physical fitness, but also one of keeping in touch with people at home. He did not hold out any prospect of an alteration.

CUSTOMS UNION.

No definite statement on this point was made by the Chamber as the matter had not been discussed among themselves, but a Memorandum on the subject was promised.

The Wharfage scheme for Dar-es-Salaam Harbour already [illegible] was looked upon as a definitely good "first step." Questioned as to the prospect for accommodation of [illegible] deep [illegible] schemes, Capt. J. Ingles, R.N. [illegible] of Commerce, said he [illegible] admirably thought out, and as to the possibilities of handling, pointed out that during the war we coped with as many as fifteen ships at one time in Dar-es-Salaam Harbour, while, with practically no arrangement facilities, for about six years 1,000 tons of cargo plus men and horses were off-loaded daily.

As regards roads, the Chamber were not in favour of regularly metalled roads, but preferred a network of "fair-weather" roads feeding the railways.

WIRELESS.

A discussion arose as to atmospheric conditions interfering with wireless in the tropics, but Captain Ingles mentioned that during the war, while he had charge of the Zanzibar station, atmospherics did not hamper their work.

Major Church said that wireless was the most obvious means of communication in a Territory of this kind. Capt. Ormsby-Gore stated that for the time being, one wireless station, at Dar-es-Salaam, should suffice. "Ship to shore" communications are necessary before internal wireless.

LABOUR.

Referring to the criticisms of the Masters and Servants Ordinance, Mr. Ormsby-Gore suggested that it would be a good thing if the Planters Associations and Commercial Associations could perfect their own organisations, and put forward suggestions to Government having the backing of the bulk of the public.

His Excellency had stated that there was everything to gain from a combination of the official and non-official views, if the latter could organise themselves.

Hereupon His Excellency suggested that the Chamber should be strengthened by the joining of all possible members. He would welcome a thorough organisation of commercial and planting unity.

Mr. Ormsby-Gore asked the Chamber to put up definite representations on the anomalies of the Labour legislation.

Major Napier Clark suggested that a complete economic survey of the territory's possibilities should be made.

INDIAN EDUCATION.

The Indian community stated that the number of Indian children in the territory amounted to **about 9,000, and there were existing** schools at Dar-es-Salaam, Tabora, Mwanza, Tanga and Dodoma. These schools are supported by Indian contributions, and supply education to Indian boys and girls, irrespective of creed or caste. English is taught, but Gujerati is the medium of instruction. The number of teachers is, however, inadequate, and the education necessarily cannot be of a high standard. Nor can the schools be sufficiently supported by private contributions. The Indian community begged for a grant-in-aid from Government for the maintenance of existing schools, and the creation of a Government School in Dar-es-Salaam for the higher education.

In reply to a question from Mr. Ormsby Gore, it was stated that about 40 per cent. of the Indian community was a floating population, and the remainder, permanent residents.

LAND TITLES.

The Indian Association brought up the question of tenure of town plots obtained from the German Government on which to erect their buildings. The plots were unalienated, and they complained that the Lands Department was enforcing its own title to them. **They sought freehold rights for** these plots.

Mr. Ormsby Gore pointed out that the legislation provided that no unalienated ground could be alienated; freehold could not be granted, but it was in the competence of the Lands Departments to **grant lease thereon.**

CLAIMS AGAINST GERMAN ESTATES.

The Indian Deputation pointed out the hardship suffered by their community by the non-realisation of their claims against ex-enemy estates. According to the Treasurer's report, [illegible] to the value of over [illegible] million [illegible] are still unredeemed.

Mr. Ormsby Gore sympathised with them in the matter, and said he could quite realise how that amount of money left them short of funds. The difficulties of liquidation of German debts, he told them, had been universal, and was not confined to this territory. However, it was hoped that, with the operation of the Dawes Scheme, these matters would be gradually liquidated.

The Indian community submitted a long memorandum dealing to some extent with Kenya's attitude to such economic political matters as Labour and the amalgamation of the Kilimanjaro areas but the Chairman of the Commission stated that he desired to deal only with the points referred to in the foregoing report.

IS LABOUR RUNNING ON A ROCK?

Cabinet Seeks Counsel in Coming Crisis.

MR. LLOYD GEORGE'S VIEW.

"Government Bullied by Wild Men into a Fall."

[THROUGH REUTER'S AGENCY.]

London, Oct. 6.

It is significant that Mr. Patrick Hastings, K.C. (Lab., Wallsend), who is not a member of the Cabinet, attended the Cabinet Meeting this afternoon, which considered the Government's course in the vital debate fixed for Wednesday on the withdrawal of the Workers Weekly prosecution.

Reuter understands that the deliberations have not changed the position mentioned earlier, namely, that the Government will insist on a decision by a Commons vote, not by an enquiry, whether by Select Committee or a judicial enquiry, and that the Government will consequently be defeated.

In the event of defeat dissolution will follow.

London, Oct. 6.

Mr. Lloyd George, addressing an enthusiastic audience of 10,000 people at Leicester, accused Mr. Ramsay Macdonald of an abuse of his prerogative in putting the country to the expense and inconvenience of an election instead of consenting to an enquiry into the Workers Weekly case.

Mr. Lloyd George.

He declared that a gang of extremists had bullied the Government into interfering with justice in the Workers Weekly prosecution. The same gang bullied them into the guarantee to Russia.

The Speaker asked "If the Government cannot restrain the wild men now, when failure to restrain them means defeat, what could the Government do if it had a majority and was able to defy Liberals and Conservatives and everybody else?"

JUSTICE TO MURDERED CONSUL'S WIDOW.

Government Awards 60,000 Dollars.

Teheran, Oct. 6.

According to the press, the Government has granted the widow of the American Consul, Mr. Imbrie (killed by fanatics after taking a picture of a Moslem fountain) 60,000 dollars compensation.

The soldier involved in the murder has been executed.

THE CASH BOOT STORES (Mackinnon's Buildings) have just received the best selection of Children's Shoes ever imported. 15 per cent. discount is given and you are invited to inspect these Super Quality Shoes.

GERMANY'S POSITION DEFINED.

French Conditions Stated in a Note.

[THROUGH REUTER'S AGENCY.]

Paris, Oct. 6.

France has sent a Note to Germany stating she does not object to the principle of Germany's admission to the League of Nations or even to the Council, subject to the German submission to all the rules, without exception, laid down in the covenant.

It is believed that the British and Belgian Governments will send a similar reply.

CHECK IN HOLLAND-JAVA FLIGHT.

Merchants' Banks Engineer Air Service.

Amsterdam, Oct. 6.

The Dutch pilot Vanderhoop, accompanied by an officer of the Air Force, Lieutenant Poelmann, and a mechanic, who set out September 1, are held up at Phillipolis in consequence of damage to his machine during a fog.

An expert from Rotterdam aerodrome is hurrying to the place.

The flight is being subsidised by a group of banks of East Indian merchants with the idea of establishing a regular Holland-Java service in connection with the London-Calcutta route.

Disarmament.

ELEVEN STATES SIGN THE PROTOCOL.

Geneva, Oct. 6.

Up to the present eleven States, including France and Belgium, but not Britain, have signed the disarmament protocol.

URIC ACID.

The strongest known solvent and eliminant of this painful scourge.

Great specialist explains how a simple compound of natural alkaline mineral salts neutralises the acid and expels it from the body. Why powerful drugs are so often dangerous and ineffective.

Urates cannot collect in the blood or prove painful so long as they are held in solution, and the kidneys always then see to it that uric acid is eliminated as soon as it forms.

Since Garrod, the eminent authority on gout, discovered that even slightly lessened alkalinity of the blood always causes deposits of uric acid in the joints and tissues, it has been a foregone conclusion that this class of disorder would soon be conquered. It only remained to discover a means of supplying certain alkaline constituents in which the blood becomes deficient through their being continually lost through tissue absorption, chemical changes, etc.

A simple test tube experiment conclusively proves that blood of deficient alkalinity cannot possibly hold urates in solution. The uric acid deposited in the blood therefore grinds about as tiny sharp crystals which soon find lodgment in the joints and tissues, and in certain nerve sheaths, where they cause the agony which sufferers from muscular and inflammatory rheumatism, gout, lumbago, sciatica, etc., know so well.

To render the pain causing urates readily soluble so the blood circulation can wash them out of the joints or tissues and the kidneys discharge them from the body, requires only the drinking of a tumbler of water in which a teaspoonful of refined Alkia Saltrates has been dissolved. This potent but tasteless standard compound acts as a strong solvent and eliminant of all uric acid, and supplies the blood with just the alkaline elements which are always lacking when any rheumatic symptoms appear. About six ounces should prove more than sufficient to cure even the most difficult cases. Any chemist can supply refined Alkia Saltrates or obtain same for you from his wholesale dealer, and the compound combines within itself the active curative principles of seven famous natural medicinal springs at which truly wonderful cures are effected. In keeping [illegible] doses it forms a remarkable curative aperient for liver disorders, biliousness, headaches, stomach trouble, etc., but in the smaller doses it acts principally as a kidney cleansing agent and as a thorough blood purifier.

Thursday, Oct. 9th.

THE RAILWAY DEBATE.

The people of the country will be intensely relieved by the result of the debate in the Legislative Council yesterday on the subject of the new Railway proposals. There has been no intention on the part of the community to oppose the main principles, which, as we stated yesterday, are accepted as being thoroughly sound, but, as we have already detailed, there are a number of points in the memorandum which will require careful consideration—particularly insertion of references to the Legislative Council, which are intended only to safeguard the constitutional rights of the Colony. The readiness of the General Manager, and of the Government, to appreciate the sensitiveness of the country on constitutional issues will go a long way towards the creation of the best atmosphere in which to consider the details and effects of the scheme. We placed the issue before the community yesterday as plainly as we were able and we have no hesitation in stating that, if the constitutional safeguards are provided, much of our criticism of the details of the scheme will be met.

There are still points which have to be threshed out in Select Committee and the interval between to-day and the arrival of the Uganda Committee will enable the elected members of Kenya to consolidate their position and adjust their views. We can believe that interests in Mombasa will be wary of the General Manager's activities and requirements in regard to the handling of cargo between the point where railway control ceases and private interests begin, but we cannot think of a better manner for the adjustment of difficulties than the suggested Commission of Enquiry. It is as well to start at rock bottom and if the country is of the opinion that the control of the harbour and railway services must be complete from ship to inland destination, or from inland to the ship, the Government will have the support of the community in making that change. The Colony is, in the end, responsible for the financial obligations of the railway services, and it is not therefore possible to jeopardise success by encouraging outside influences. We have no doubt, however, that an equitable adjustment will be reached, and it would be of great assistance to have the services of an unbiased South African expert.

We still believe that the new control scheme would be strengthened by a closer relationship between the Central Railway Council and the Port Advisory Board so that, instead of being to all intents and purposes two separate bodies, the latter should be a sub-division of the former with definitely restricted responsibility. We hope that the Select Committee will also consider the claims of the Lakes and the future development of the Lake shores to special attention through the provision, not necessarily permanently, of a Lakes Advisory Board.

In conclusion we trust that the Select Committee will give some attention to the points we made yesterday in our analysis of the changes of the memorandum. There are many doubtful phrases and even dangerous principles which require careful examination in relation to the constitutional aspect of the scheme, and we hope, also, that the underlying principle of the future policy of the railway and port services—the assistance of industry and agriculture through the provision of cheap transport—will be more clearly related to some of the assumptions we emphasised yesterday which, while not arising to-day, may well become a very live issue through commercial or political influences outside Kenya over which the community has no control. Without laying the service open to sectional influences or adverse results through the ambitions of any one Colony, it is surely possible to give the assurance that the Railway is not to be merely a commercial concern which accepts no responsibility or acknowledges no function in assisting the development of new industries or new tracts of territory or, for its own sake, a portion of the financial burden of carrying industries through periods of depression. A broad view must be taken. We believe that broad view exists in Kenya, but we are fearful of the attitude of the Colonial Office to the insistence of the people of Kenya that the powers of the Legislature and the privileges of the public must be respected.

THURSDAY'S CABLES.

LABOUR PARTY CUTS OUT COMMUNISTS.

Drastic Resolutions in Conference.

SWEEPING MAJORITIES.

No Communism If Government Goes to the Country.

[THROUGH REUTER'S AGENCY.]

London, Oct. 7.

The Labour Party conference by a card vote overwhelmingly rejected the Communist Party's application for affiliation.

London, later.

The Labour Party Conference refused the Communist application for affiliation by 3,185,000 votes to 193,000 and carried the Executive's further recommendation that no member of the Communist Party should be eligible for endorsement as a Labour candidate for Parliament or for any local authority, by 2,456,000 votes to 654,000.

The Labour Conference finally passed a resolution by 1,804,000 votes to 1,540,000 that no member of the Communist Party shall be eligible for membership of the Labour Party.

ZAGHLUL PASHA ON HIS LONDON VISIT.

"The Fault is Not Ours but Theirs."

London, Oct. 7.

Zaglul Pasha left for Paris this morning en route for Egypt.

Zaglul Pasha, whose face was wreathed in smiles, was interviewed by Reuter, and said he had nothing to say but to tender his thanks. However, he would not say good-bye but merely au revoir.

In a speech to a crowd of Egyptian students who gave him an enthusiastic farewell, Zaglul Pasha said he had done his best to negotiate and had offered proof of the rights they claimed. His offer was refused, but "The fault is not ours but theirs."

His Excellency.

His Excellency the Governor, who came from Mombasa for the special session of the Council, returns to the Coast this week and remains there for about a month.

LABOUR CONFERENCE ON THE CRISIS.

Premier on the Motives for Attack.

THE SECOND BUDGET.

Opposition Fears Successes of Labour Government.

[THROUGH REUTER'S AGENCY.]

London, Oct. 7.

A Labour Party conference opened in the Queen's Hall London, has created unusual interest in its proceedings, in anticipation of a pronouncement by Mr. Ramsay Macdonald on the Government crisis.

The Conference was preceded by breakfast, attended by the Cabinet Ministers, members of the Labour Party Executive, and representatives of the Trade Union Congress, at a West End restaurant, but Mr. Ramsay Macdonald did not attend proceeding straight to the Conference and appearing a quarter of an hour before it opened.

The Premier received an ovation from the crowd outside and his appearance on the platform was greeted by singing the Red Flag and the International.

FEAR OF THE BUDGET.

Mr. Ramsay Macdonald, recalling the Labour success at the last election "despite the campaign of loud speakers, lobster-tin cans and other humbug," said there was a fixed limit to-day to the possibilities of tricky conspirators and resourceful demagogues.

He claims that no Government had done more to alleviate the lot of the victims of unemployment and to solve the housing problem. He praised Mr. Philip Snowden's Budget, and declared that the next Labour Budget would continue the good work. "That" he remarked, "is perhaps the real explanation of our present difficulties (cheers). The Second Labour Budget will jeopardise the lives of the other two parties."

A WORLD'S CAUSE.

Mr. Macdonald said the work of the Labour Delegation at Geneva should give proof to all seeking the security of peace that a trial must be given to the Dawes plan.

But the whole Trade Union movement of the world was morally bound to support German trade unions against capitalists attempts to reduce wages and lengthen hours on the plea of making reparations payments.

The Premier defended the Anglo-Russian treaty declaring that there were interests in this country prepared in the bitterest way to sacrifice every national concern to themselves. If the treaty came short of a really satisfactory settlement that was because the blunders and escapades of the Government's predecessors "still hung like poison clouds over all our endeavours."

MR. ASQUITH'S RUSE.

Mr. Macdonald said the political situation was now giving no little concern, Mr. Asquith's post-election speech plainly intimating that the Labour Government must eat out of his hand. It was finally settled that Liberal and Labour relations was the beginning of an unworthy policy whose latest phase demanded a definite stand on a trumped-up stunt about dropping a certain prosecution which gave a wily pettifogging lawyer his chance.

The country wished the Government to continue its work which cannot be interrupted except to grave national disadvantage and which only men could carry on whose authority in the eyes of the foreigner and its own people was supported by Parliament (Cheers).

LIBERAL TACTICS.

The plan was to force a humiliated Government to go to the country in a fortnight's time. The Conservatives had a straight forward vote of censure, but the Liberal amendment was conceived in a spirit of mediaeval crookedness to torture the Government, which would not be censured, only insulted. A packed committee would in the election publish a report which he knew was already drawn up censuring the Government.

"By this little manoeuvre" said the Premier, "We go down and the fortunes of the Liberal Party will be restored. They mistake their man! (Cheers).

AGGRESSION, NOT DEFENCE.

"This chicanery must provide a resentment that will make our victories all the more numerous and fresh. Clean fighting in the constituencies will clear the air and give us strength for making the House of Commons independent of partisan tactics."

In conclusion the Premier hoped the Conference in its deliberations would remember what was at stake, and when the time came for it to dissolve a thousand men and women gathered here would return to their posts and sleep in their armour until the word was given. The Labour Party would take the field, not to defend itself, but to attack.

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Give you the pictures you want, when you want them.

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Have great latitude, which enables you to get detail in the shadows without clogging the highlights.

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Can be obtained at Nairobi, Nakuru, Eldoret and Kampala, from

Howse & McGeorge, Ltd.

Chemists and Photographic Dealers.

HEALTH HAPPINESS CONTENTMENT

FREQUENTLY DEPEND UPON DETAILS OF UNSEEN AND UNCONSIDERED THINGS OF OUR DAILY LIFE.

FOR EXAMPLE, THE BATH WATER MAY BE COLD, THE FOOD MAY BE "SMOKED" THERE MAY BE A LEAK RIGHT OVER THE PLACE WHERE YOUR HEAD REPOSES.

SUCH LITTLE DOMESTIC TROUBLES WE CAN SMOOTH AWAY AT LITTLE COST TO YOURSELF.

HARRTZ, BELL & LAWSON, LTD. 1922 NAIROBI.

Sanitary Engineers, Tinsmiths, Plumbers.

'ADELE'

GOVT. ROAD, (NEXT Maxwell Brady & Co.)

THE LATEST FROM PARIS.

Novelties, received by every mail.

DRESSES, STOCKINGS, Etc., Etc.

Inspection Invited.

LILLIAN BILLITER,

BERGHA BROWN.

GANGES AT A RECORD HEIGHT.

Cawnpore-Lucknow Line Stopped.

FLOOD DEVASTATION

Simla, Oct. 7.

While the floods of the Jumna are subsiding the Ganges has reached a record height. The flood has caused enormous devastation in the river districts and the train service between Cawnpore and Lucknow is stopped.

Amateur Photographers

Uganda Railway

STORES DEPARTMENT.

CATERING SECTION

Tenders are invited for the supply of Provisions (including locally grown Tea and Coffee Beans), Wines, Spirits, Beers, Local Mineral Waters, Tobacco, Cigarettes, etc., from the 1st January to 31st December, 1925

1. Only approximate quantities of requirements can be given as per list, which can be inspected at the Railway Stores Offices at Nairobi and Kilindini. The Railway does not undertake to order all the items or quantities shown on such lists.

2. Orders will be placed from time to time during the period stipulated for such articles and for such quantities as may be required. In regard to Beer, Wines, Spirits, Cigarettes, Tobacco, etc., the Railway does not bind itself to any particular Brand, but will sell such Brands as are selected for the year as required.

3. Quotations should be for delivery either at the Railway Stores, Nairobi, or Kilindini (Depot to be specified) and should include cost of packing, etc.

4. The Brands and sizes of the packing to be specified against each item, and prices to include the full quantity in sound condition.

5. Further particulars can be obtained at the Acting Chief Storekeeper's Office, Nairobi.

6. Tenders in sealed envelopes marked "Tenders for Catering Stores" should reach the Acting Chief Storekeeper, Uganda Railway, Nairobi (P.O. Box No. 40) on or before the 3rd November, 1924, after which date no Tenders will be considered.

7. The lowest or any Tender not necessarily accepted.

C. L. N. FELLING,
General Manager,
Uganda Railway.

Nairobi,
October, 1924.

LIMING THE LAND.

owing to

REDUCED RAILWAY RATES.

(10 cts. per ton per mile.)

WE ARE NOW ABLE TO QUOTE

PULVERISED LIMESTONE.

Bagged, in ten ton lots.

F.O.R. NAIROBI	37/-	per ton
" THIKA	30/-	"
" RUIRU	30/-	"
" LIMORU	30/-	"

We allow 5/- per ton for bags returned in good condition F.O.R. Quarries.

FULLEST PARTICULARS, TECHNICAL INFORMATION, and QUOTATIONS TO ALL STATIONS. FROM

KENYA MARBLE QUARRIES Co., Ltd.
LIME MANUFACTURERS.

Box 386. Hardinge street. NAIROBI.

QUARRIES. Mile 38 Magadi Railway

TEA CULTIVATION IN KENYA COLONY.

Large Areas of Suitable Land.

CONSIDERATIONS OF SOIL, ALTITUDE AND RAINFALL.

Seed Selection.

(BY J. W. H. BRADSHAW).
(SPECIAL TO THE "E. A. STANDARD.")

The very great interest which is being displayed in tea cultivation in Kenya gives an added value to a series of articles which begins below to-day. The articles deal with all phases of tea cultivation and the "Standard" believes the information given will be of great interest and assistance to many settlers in this Colony and will perhaps lead to a more complete investigation of the tea growing possibilities of the country than has been undertaken hitherto. As it is the intention of the "Standard" to republish the articles in pamphlet form, our readers are invited to criticise them freely so that the pamphlet, when published, will be up-to-date and accurate in its local application.

For more than one thousand years China and Japan held the monopoly of the World's tea industry, and now (with the exception of special teas noted for their peculiar flavour, and placed on the market as that of China and Formosa) within the last hundred years this exclusive command has been reversed in favour of India and Ceylon grown teas.

The variety now so popular throughout the world is derived from the tea plant found growing wild in Assam and the Shan States about the year 1820, but not put to productive use until twenty years later, owing to the fact that the plant was condemned by the then Director of Kew Gardens as not being the true type of tea plant. About this period, the first Assam tea company was formed and it became so stable to-day.

From this small beginning, the area under tea in India has gone on increasing year by year until the present time when there are, in round figures, something like half a million acres under cultivation.

Later, when coffee disease devastated that industry in Ceylon, the planters there introduced the wild tea plant from Assam, with the result that to-day there are over four thousand acres in full bearing.

To a great extent this success is due to the fact that British enterprise, from the very start, aimed at producing the unadulterated article by not resorting to treating the leaves with gypsum and Prussian blue. This was the custom of the Chinese with the object of adding to its colour and brilliance.

After this came strenuous efforts to produce standard qualities and grades combined with regular output by the aid of machinery, thereby reducing handling to a minimum once the leaf entered on the manufacturing stage and insuring cleanliness with a systematic mode of production.

The original plantations were from three to five hundred acres in extent, and for the most part were owned by private individuals but, latterly, the tendency is for these to be combined into large companies of several thousand planted acres in extent, run on a group system under a general manager for each district.

The idea has been to unify the mode of cultivation and to centralise the manufacture as much as possible, thereby reducing expenditure in having fewer but larger and more modern factories. This also insures a more uniform quality of output to meet the desires of the ever-increasing demands of large and regular buyers on the Home, Calcutta and Colombo markets.

The cost of production is ever on the upward trend, principally owing to labour difficulties, and these are likely to increase, rather than reverse, as time goes on. Before the War the all-in cost of made tea ranged between three to five-pence per lb. f.o.b., and was placed on the London market at about a penny per pound extra (a figure that does not include cost of London Offices).

The costs to-day are nearly double those figures although shipping charges are settling down to their pre war figure, and yet there is no better investment for a safe and moderate return for money than extended.

Therefore, at the start, a new concern must be certain of a good and cheap supply of labour whilst the tea is passing from the immature to the full bearing stage. This varies from four to five or six years, when it should give a return of from five to eight hundred pounds of made tea a year per acre.

Then all that matters is to have the necessary knowledge of how to turn out the teas in their proper grades so as to compete successfully with older countries in the market and at least equal, if not better them in quality, as the only market for inferior out-turn is made by those who may buy for cheapness sake regardless of what they are drinking—unfortunately a not too uncommon event as those who persist in drinking inferior grades know little of what a good cup of tea should taste like!

SOIL AND ALTITUDE.

Flavour is the next thing, but that is a quality not so easily controlled. Apart from the manufacture, flavour is due to a great extent to soil and altitude. The latter is obtainable at the outset, and from a general standpoint 6,000 ft. is a safe margin. The choice of soil is rather more difficult; forest land is preferred, but by no means essential. Low-lying, swampy ground, when well drained, has been known to produce a good coarse quality grade of tea, and rocky hillsides, on the other hand, an even better quality. Once the tea takes firm root, it is almost indestructible; its pests and diseases are few and really local in their destructive ability. Therefore, the only real difficulty is from which soil are you going to get the better flavoured teas—a question impossible to answer without practical experience. The only other thing to ensure is your rainfall which, to avoid all possible risks, should not be under sixty inches annually and with a careful eye the planter must see in making his selection that the yearly drought does not exceed three months at the outside. Then, still looking ahead, he must choose land where water power for factory turbine or Pelton wheel is available. This means that a gas or oil engine will be totally unnecessary, and fuel consumption will be greatly reduced as it will be necessary only for use in the driers. Finally, the nearer the railway the better, so as to enable the planter to reach his markets regularly and not to be held up owing to impassable roads during the rainy seasons; tea is an all-the-year-round crop, and should it, by any chance, get wet in transit, it will be damaged permanently.

VAST AREAS IN KENYA.

In Kenya there are vast areas suitable for the cultivation of tea and, from a point of view of surface level, greatly to be envied by all planters of India and Ceylon whose estates, in the majority of cases, are more on the slope of an average roof than otherwise. Thus the age-old problem, of how to deal with wash and the retention of soil is greatly facilitated in this country where soil has depth; whereas in India, it vanishes to gravel, rock and yellow clay within eighteen inches to two feet from the surface. Contour draining is now the accepted method of dealing with wash in India. These lead into main downward drains or ravine streams where possible—in the former case these leading drains scour out to a great depth and have often to be rivetted with stone or allowed to grow grass, shrubs and alloes to break the downward rush of water during the monsoons.

The above considerations taken into account, land that is suitable for growing coffee can hardly be bettered for tea. Ceylon is a fair example of where old coffee land was eventually planted up with tea in many instances, as this was also the case on various estates in Southern India. Keeping in view the object to be eventually attained in the course of time, namely an estate of from three to eight hundred or more acres of tea in full bearing, with extra land for grazing and fuel reserves, we can now turn our attention to the choice of seed and nurseries.

SEED SELECTION.

Seed selection is governed by the climate and locality in which it is required to grow. The finest jats are most suitable for a forcing climate with a good, evenly distributed rainfall combined with a rich soil—sunshine and rain are the ideal conditions. Under such favourable circumstances, the Assam indigenous variety is most suitable, as it will produce the finest flavoured teas. Where local conditions are not too well known, and where no previous experiments have been carried out, the safest course to adopt is that of procuring a good hybrid of Assam and China, or Assam and Munipuri seed, or simply the Munipuri indigenous itself.

The following are a few of the many jats that may be recommended with safety, as well as those quoted above:—Rajghorain, Dahotea-Assam, Amgoorie and Augustine. Their cost ranges from one to two hundred rupees per maund of eighty or eighty-two pounds f.o.b. Calcutta or Colombo with Calicut for South Indian varieties. These are, in the main, of a large dark leaf jat and very hardy, producing good all round flushing bushes which yield strong flavoured teas that are much in demand at the present time.

So as to be certain of procuring the desired seed, orders should be placed six to nine months in advance of the bearing season, which is during the months of October to December. As a rule, the growers guarantee a germination of 80 per cent of the seed, which means an out-turn of from eight to ten thousand plants per maund. The number of seeds to the maund varies from twelve to twenty-five thousand; but for choice take the former figure as a useful working basis for really good, sound, reliable seed as anything greatly in excess of that denotes a poor jat of tea. It is a case of quality, not quantity of seed to the maund.

(To be Continued)

ZIEGLER'S
DRY-CLEANING & DYEING WORKS.
Town Receiving Office:
J. R. STEPHENS, Ltd.
Successors to Coxon's Ltd.

FREE Write to-day for this wonderful Bargain Catalogue of Shoes, Clothing, Watches, etc. Full of Bargains. Goods at Factory Prices.
Wentworth & Co. 4-12, St. Stephen St. BRISTOL, England.

INFORMATION BUREAU SUPPORTED.

Government Accepts Motion.

COMMISSION'S CHANCE.

Lord Delamere on Closer Settlement.

The Legislative Council on Wednesday adopted the resolution proposed by Mr. H. E. Schwartze on the subject of the London Information Bureau in the following terms:

"That in the opinion of this Hon. Council it is essential to the best interests of the Colony that an Information Bureau in London be established without further delay."

In proposing the motion, the Member for Nairobi South emphasised the urgency of the matter and the fact that this was the best opportunity of taking the opinion of the House before the arrival of the Parliamentary Commission. He traced the history of the proposal from 1922 and said he had always held the view that if possible Kenya should run the Bureau on its own behalf because by advertising several things at once in one advertisement they reduced the value of each. He presumed that if the Empire Exhibition was continued that the Kenya exhibit would remain open, as it would be madness to close it, and if that was the case, he hoped steps would be taken to start the Bureau at the end of next year. He stressed the importance to the Colony, and said the money would be returned a hundred fold if the proper people were selected to run it. He hoped Government would accept the motion, and he suggested a free vote.

HELD UP LAND.

Lord Delamere seconded, and emphasised that the matter was purely a Kenyan one now. He emphasised that the people had now the right to say that the Highlands should be developed, but he added that, in regard to other races, the office would be open for anyone who wanted information to go there and get it. Dealing with the suggestion that the Government had now no land to alienate he said it was a little hard that land should be the only thing to which exception was taken. An Information Bureau was a place where people obtained information as to where they could buy things and he could not see why land should be excluded. It was very possible that in the near future, in a very small country like Kenya, that it would be necessary to have an expropriation Act whereby land could be put under closer settlement but, in the meanwhile, Government had some land left, and it must be remembered that Government had no responsibility, in supporting an Information Bureau, in selling land through giving general information regarding conditions in the country. The only way the seller of land was affected was by the inducement to people to come and settle in the Colony. He thought the country had been rather "had" on the subject of the Information Bureau. He suggested, in reply to the attitude of the Colonial Office that the country could not afford it, that in the matter of a few thousand pounds the people of the Colony were the best judges. He also believed that Government would benefit very largely in the introduction of capital, and adjudged the proportion Government would take out of that capital through various sources as at least ten per cent.

The Colonial Secretary said the matter had been given further consideration by His Excellency since last session and on behalf of the Government he announced that the motion would be accepted, adding that representations were now being made to the Colonial Office. The financial position had improved by the assistance which would be given by the Railway. This was a good opportunity to bring the matter forward as they were having a visit from a Parliamentary Commission, and he felt certain the matter would receive their support and that the Commission had only to see the country to realise the value of further advertisement. The Director of Agriculture would arrive shortly and no doubt would be able to supply further information as to the best means of carrying on the work begun at Wembley which, they believed, had proved extremely useful to Kenya.

"IF FEDERATION IS TO BE CONSIDERED."

Kenya People to be Consulted.

COLONIAL OFFICE CABLE.

Before the Legislative Council adjourned on Wednesday, H. E. the Governor announced the receipt of a cable from the Secretary of State to the effect that if it was proposed to consider any scheme of federation of the East African Territories the people and Legislative Council of Kenya would have an opportunity of discussing the subject.

This is presumably in reply to the recent resolution passed by the Legislative Council, the debate on which was sent home by Government.

MUTHAIGA HOUSE ROBBED IN COMFORT.

Engaging Methods of Midnight Thief.

LEISURELY WORK.

Colonel B. B. Turner is the latest victim of a robbery, the circumstances of which serve to illustrate the cool effrontery of the marauders who are at present paying attention to the outlying districts of Nairobi.

Colonel Turner lives in a house in the middle of the Muthaiga Golf Club course. On waking up yesterday morning he discovered that certain articles were missing from his bedroom, some of which were found scattered about the garden.

The burglar had evidently taken considerable time and trouble in completing his task. To begin with he collected a number of flower boxes, removed the contents and placed the boxes under Col. Turner's bedroom window. On this platform he stood and probably with the aid of a stick (his arm could not have reached) proceeded to remove some nice new clothes which the victim had only recently purchased in Durban. He also annexed sundry articles from the dressing table which stands in the window.

IN COMFORT.

The burglar then made himself comfortable in the Colonel's motor car and proceeded to examine the spoil. Apparently he appreciated his victims taste in clothes for those have not been seen. He also liked the brand of tobacco for that too is missing, but the pouch was discarded and has since been recovered.

A shirt was accepted but the collar thrown away; a box of studs was left behind with two small pocket books which contained nothing more useful than papers.

The midnight visitor then returned the boxes to their normal place, but not the plants, and departed.

Had he but known it, a couple of inches further across the dressing table £20 in notes and Shgs. 15, in silver was lying, but he could not reach the money.

Colonel Turner was asleep within two feet of the window and knew nothing about the events of the night until yesterday morning.

GOLD WINNING AT LOLGORIEN.

Statistics of a Recent "Clean-up."

£8,000 IN 50 DAYS.

Lolgorien Prospecting and Development Syndicate has figures to prove that there is good gold at Lolgorien waiting to be won. Statistics of the "clean up" which took place on September 11 at the mill and at the cyanide plant disclose the value of gold won to be £3,150. This result was obtained after 50 days' running of the mill, and the treatment of 500 tons of sand, and some idea of the pressure of work at Lolgorien may be obtained from the fact that in 50 days the mill ran 1,160 hours—which is just over 23 hours a day.

The report of the most recent "clean up" shows the following statistics:

MILL.

Days run	50
Hours run	1,160
Tons crushed	1,277
Bullion recovered	610 ozs.
	fineness 917
Fine gold	560 ozs.
Value	£2,520

CYANIDE.

Tons sand treated, approx.	500
Bullion recovered	175 ozs
Fine gold	140 ozs.
Value	£630

Gold taken at £4 10s. per fine ounce.

CORRESPONDENCE.

LADY NORTHEY HOME.

To the Editor, "E.A. Standard."

Sir,—I shall be grateful if you will publish the following:

The Lady Home, which is self supporting, has had so many applications from parents lately that it is necessary to enlarge the building and the doctor in charge also considers is a necessity to build on a hospital room as soon as possible.

The Committee feel very strongly the undesirability of refusing children admittance when the mother is at work all day, and similar cases; but though the Home pays all running expenses, and the previous building debt is completely paid off, the fees charged are not high enough to make any saving on them for outside expenses, such as building.

The Committee propose to give a large dance in January to raise funds for building, and have provisionally booked the City Park Pavilion for Tuesday, January 6, but in the meantime the Hon. Treasurer will be very glad to receive donations for that purpose from anyone who cares to give.

Yours, etc.,
GWENDOLINE WATSON,
Hon. Secretary.

Nairobi, October 8.

E. A. Stud Book.

Entries for Vol. III of the East African Stud Book will close on 15th instant, on which date also the Appendix Section entries must be in the hands of the Editor. There will be no publication of an Appendix Section after the issue of Volume III. Entries should be sent to the Editor, Mr. J. H. D. Beales, Naivasha.

Parklands New Chaplain.

The Rev. S. E. Swann and family are leaving England by the Dutch boat due to sail on 11th instant. Presumably this is the boat advertised to reach Kilindini on or about November 18, so that Mr. Swann may be expect to take up his duties at St. Mark's, Parklands about that time. He will be warmly welcomed there after the long interregnum. With regard to the report reprinted yesterday from an Essex journal with the effect that the Rev. Charles Steer was coming to East Africa shortly after Christmas the Bishop of Mombasa states that he has been in correspondence with Mr. Steer who has not yet definitely decided to come out.

COOPER'S WIREWORM TABLETS.

These Tablets have been specially designed for dosing sheep and goats infected with wireworm (strongylus contortus) which is such a constant source of worry and loss to owners of small stock.

Formerly, the most widely used remedies were blue stone and Cooper's Dipping Powder, and Cooper's Wireworm Tablets, as put up in convenient form for dosing, contain such ingredients scientifically blended, which, if administered according to directions, are effective in dealing with these parasites.

PACKED IN TINS CONTAINING 200 TABLETS

EACH TIN HAS PRINTED DIRECTIONS FOR USE

If any difficulty is experienced in administering Coper's Tablets, one of Coper's dosers should be used.

Price, Shs. 3/- per tin.

Sole Manufacturers:—Wm. Cooper & Nephews, Ltd., Berkhamsted, England.

Stockists:—In all Districts.

General Agents:

Messrs. BULLOWS & ROY, Ltd.
Box 2, Nairobi.

Representative for East Africa:—
E. A. Priestland, Box 523, Nairobi (to whom Trade Enquiries and requests for Literature should be addressed).

CHEAP CEMENT

How easy (and often how disastrous) it is to be attracted by a low first cost.

The proper manufacture of CEMENT is an elaborate scientific process and you cannot purchase the BEST CEMENT cheaper than any of these standard BRITISH BRANDS.

"ANCHOR," "WHITES," "LIGHTHOUSE," "HAND," "MALTESE CROSS (Wouldham)," "DELTA," "PYRAMID," "PETERS," "RHINOCEROS," "INVICTA," "ELEPHANT," "PHOENIX."

The Manufacturers' Agents are Kettles-Roy, Ltd., but please obtain your supplies from local Merchants with stocks.

A LETTER FROM PARIS,

The Innocent Follies of Hyde Park & Hampstead Heath.

FRENCH CRITICISM.

Completion of the Towers of Notre Dame.

A CROOK'S PATHETIC SURPRISE.

(From Our Own Correspondent "Garcoune.")

Paris, Aug. 28.

There are relatively few Parisians who can afford to leave their native city for more than a month of the year. The great summer exodus having commenced about the fourteenth July, the holiday-makers are returning home in increasing numbers. Many have cut short their vacation owing to continuous dull or stormy weather. Gradually the familiar silhouettes reappear on the boulevards and in the cafes. And these good folks have much to tell each other. Divers impressions of countries and people they have visited, gallant adventures of which they have been the heroes, and whose authenticity it is conveniently impossible to verify.

THROUGH PARISIAN EYES.

It was thus I encountered, in a cafe favoured by us both, one of my good friends who had obviously something important to impart. After the usual salutations he leaned forward with a satisfied air. "Just back to-day, mon vieux. D'you know where I've been? I'll give you a hundred guesses." He might have given me a thousand. No place was farther from my mind than London. I became instantly curious to know what this typical Parisian *blagueur* and cynic had to say concerning our neighbours across the Channel. After a few somewhat banal observations came this characteristic explosion: "Ah! they are of a temperament, those English! They kiss and embrace each other in their parks, in full view of the passers-by! And they begin early, ha-ha! You see boys and girls of fourteen or fifteen walking arm in arm with an assurance of the most blase. One would say that Love held no secrets for them. *C'est un peu fort.*"

INNOCENT FOLLIES.

I had no wish to upset my friend by discussing the justice of his impressions. They were obtained, I have no doubt, in the course of a prolonged and minute observation. But whosoever knows Paris—and it is not necessarily or by any means the Parisian who knows it best!—is perfectly well aware that we also have our *scenes d'amour*, in the Bois de Vincennes the Bois de Boulogne and elsewhere. And I am tempted to add that these scenes are often more vulgar and more sordid than the innocent follies of Hyde Park of Hampstead Heath.

THE ESSENTIAL.

Briefly, the great difference is this. The English—quite openly and frankly—like to flirt. It is for them an agreeable national pastime, with no dark undercurrents to be concealed from the public eye. In France, "l'amour" in this sense does not exist; or is a mature growth that we should call simply "affection" as distinct from "l'amour": the outcome of a marriage of convenience or mutual financial interests. Or it is a passionate and violent emotion that knows no reserve. It would be a dangerous thing to take one's evening walk along the solitary avenues that are the retreats of French lovers.

FRENCH LAW.

They do not like to be disturbed. One knows that interrupted love, chez nous, can speedily become brutal; and that our law is kind and compassionate to the outrages of thwarted lovers. Our good Parisians keep clear of the Bois de Vincennes and the Bois de Boulogne, after dusk. And my friend's comments on Hyde Park and similar London localities were an eloquent, if unconscious, tribute to English morals; and incidentally to the English police. Equally do I deny that Young England is more precocious than Young France. France has changed in revolutionary fashion since the war. Only two or three days ago occurred a case in point. Marie Rossignol, a young girl of fourteen, shot dead the father of her boy-lover of fifteen because he had refused to give his consent to their marriage. If my friend had seen these two youngsters hand in hand in Hyde Park, he would have lifted his arms to heaven!

COMPLETION OF NOTRE DAME.

Ought the construction of the towers of Notre Dame to be completed? This is the question that has recently surprised a great number of Parisians, who had no idea that the thirteenth century edifice of which they are so proud has remained architecturally incomplete to this day. But as a matter of fact, the two towers whose aspect is so familiar were destined to be surmounted with spires. The literary and artistic notabilities who have been consulted on the subject are almost unanimously opposed to the project. In their opinion, the addition would modernise and therefore completely ruin the traditional aspect of the tower and of our capital.

CATHEDRAL WIRELESS.

It is not only in its exterior structure that progress menaces—if the use of the word is legitimate—our great cathedral. Since the clergy of our Paris churches find it more and more difficult to secure the services of choristers due no doubt to the increasing number of rival attractions—the idea of transmitting the music and choral service of Notre Dame to other churches by wireless is under contemplation. Certainly there would be difficulties to be surmounted. Not only would it be necessary to make the religious services synchronise in all the different churches but to regulate practically to the moment the length of all sermons. But no doubt a way will be found to bring the plan successfully into operation. The Catholic Church has never lacked ingenuity, purposefulness and resource.

A WAR ECHO.

Shall we ever forget the war? Or if it is impossible for us to forget it, must we continue to make new victims of the world scourge instead of attenuating its evils? Most of us will recall the fraternisation of the enemy troops in December, 1915. One young soldier who found himself in the first-line trenches at some yards' distance from the German trenches was surprised one fine morning to receive a gift of cigarettes from the enemy. Having a good heart, he wanted to return the compliment, and being the happy possessor of a bottle of good wine he felt he would like to share it with those who had made the gesture of secret friendship.

CONDEMNED TO DEATH.

Was he the victim of a breach of good faith. Did his arrival synchronise with the visit of a German officer who demanded that he be taken prisoner? At all events he did not return. He was regarded as a deserter and condemned to death. When, after the armistice, he returned to France and learned of the fate awaiting him, he remained in hiding, and succeeded for some time in eluding the police. Recently captured, he was sentenced to five years in a penal settlement for neglect of duty in the presence of the enemy. In short, he was found guilty of an indiscretion which it is now an open secret was committed pretty generally at one period of the struggle. But he happened to be found out.

A FELINE COMEDY.

There is at this moment such an epidemic of burglaries that it is not astonishing to find the public nerves in a state of surexcitation. One old man of seventy-eight recently presented himself before the Commissariat of Police in the Sorbonne quarter to notify the disappearance during the night of all his savings; some ten thousand francs painfully amassed over a lifetime of frugal economies. He was convinced that burglars had robbed him of his all. But it was happily discovered that the poor old fellow was the victim only of his own fears. The kindly inspector who accompanied him to his home to make investigations soon found the missing property. Puss had remarked the warmth-engendering qualities of paper, and had dragged the old man's shares and bonds under the cupboard to make herself a very comfortable little bed.

OUR INGENIOUS CROOKS.

One cannot withhold a certain grudging admiration from the crooks who give constant proof of an amazing fecundity of imagination. If one could but harness all this genius and direct it into useful channels! Their latest "turn" is to hang about the neighbourhood of the gaming saloons at the fashionable spas and seaside resorts. When a player emerges, obviously flushed with success—and other hilarities—Mr. Crook has his pathetic story ready. He has lost his last sou at the tables. He is desperate. If only he could dispose of some of his personal property—an article of jewellery—he might escape from the abyss. Pity comes easily to many of the lucky players. They do not hesitate to buy a watch or a ring to lend a helping-hand to those whose tale of consistent ill-luck seems plausible enough. It is only when it is too late that they perceive the jewels are false and worthless. One notorious crook has just been arrested at this little game at Aix-les-Bains. He had unwittingly approached with his tragic tale and his dud merchandise the local Commissary of Police.

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GOVERNMENT WILL NOT RESIGN BUT WILL APPEAL TO THE COUNTRY.

Exciting Scenes in House of Commons.

CONSERVATIVES JOIN LIBERALS IN FORCING VITAL DEFEAT ON LABOUR.

Tory Vote of Censure Tactically Abandoned.

DRAMATIC SWAN SONG BY MR. RAMSAY MACDONALD ON THE EVE OF GREAT ELECTION CAMPAIGN.

Amid great excitement, which will sweep from Westminster over Britain, the Labour Government came to a fall on the expected night and to a dramatic end until the Country decides its fate in a General Election.

That election was yesterday expected to be fixed for the middle of next month.

Labour refused to compromise with Liberalism; the Conservatives as a matter of tactics abandoned their vote of censure and put their weight behind the Liberal amendment, an equally direct challenge to the Government.

The result was the defeat of Labour by 364 votes to 198.

The King has come from Balmoral to London, where he will receive the Premier and agree to the Dissolution of Parliament.

Reuter believes the dissolution decision to be a victory for the more extreme members of the Cabinet, led by the Clydesider, Mr. Wheatley.

[THROUGH REUTER'S AGENCY.]

London, October 8.

Complete uncertainty prevails as to the procedure which will be the outcome of to-night's momentous debate, which Sir Robert Horne, K.C. (U., Hillhead, Glasgow) opens by moving the Conservative motion "That the conduct of the Government in relation to the institution and subsequent withdrawal of criminal proceedings against the Editor of the Workers' Weekly is deserving of censure." The Attorney General Sir Patrick Hastings K.C., will reply immediately.

Ministerialists are confident that the Attorney General will present such a strong case that it will be difficult for the Liberals to move their amendment mentioned recently (relegating the matter to a Court of Enquiry).

If it be moved by Sir John Simon, K.C., a Liberal back-bencher may move to amend the amendment or to make the enquiry judicial instead of Parliamentary, which may possibly lead to the adjournment of the debate.

Sir John Simon.

Feverish examination of tactical moves is at present proceeding among all parties and this makes it impossible to say whether the first division will be vital. A decisive vote is expected between 11/15 and 11/30 p.m.

AN ELECTRIC HOUSE.

London, October 8.

"Go to the Country now!" shouted Labour Members when Mr. Ramsay MacDonald entered a crowded and excited House. The Attorney General Sir Patrick Hastings, K.C. (Lab., Wallsend) had entered earlier and was also cheered by Ministerialists.

Party feeling was early evident. The Liberal Member for the Isle of Wight, Maj Gen. Seely, suggested inconsistency in a certain reply by Mr. Ponsonby, Under-Secretary for Foreign Affairs, and the latter demurred. The Opposition angrily shouted "Answer!" evoking from the Labour Members the counter cry "Go and talk to Churchill."

[Mr. Churchill has just rejoined the Conservatives.]

The Liberals were most active at question time, Mr. John Wheatley, Minister of Health, being sharp into retorting to a question by Mr. E. D. Simon (L., Withington, Manchester) said that he "could only give the facts, not guide his intelligence."

Mr. C. F. G. Masterman (L., Rusholme, Manchester) was jeered at, and Mr. W. M. R. Pringle (L., Penistone) was shouted down when they mentioned the Russian loan

PREMIER EXPLAINS.

Before Sir Robert Horne rose to move the vote of censure, Mr. Ramsay MacDonald "explained his answer last week that the Cabinet was not consulted on the subject of the Workers' Weekly prosecution was due to a misunderstanding for the Attorney General did in fact report on the whole matter to which [illegible] his hands.

Sir Robert Horne.

Sir Robert Horne had only uttered a few words when he was interrupted by Ministerial laughter. The Speaker rose and made it clear that he intended all parties should be properly heard.

Sir Robert then continued, saying that no more grevious blow could be struck at our civilisation than that the law courts should be in any way be manipulated for party reasons, "as this Government has done." (Opposition cheers.)

THE ATTORNEY-GENERAL.

The Attorney General, Sir Patrick Hastings, K.C., said he did not intend to apologise because if he had to decide again he would not alter his decision one iota.

Sir Patrick explained that when the case was first submitted to him, Mr. Campbell's name (the editor's) was not mentioned. It was Mr. Maxton (Labour Member for Bridgeton, Glasgow) who gave him his information regarding Mr. Campbell's position and character. He added that Mr. Ramsay MacDonald later intimated that the prosecution should never have been instituted, but the Attorney-General himself decided on its withdrawal because enquiries indicated that it would fail.

Not a living soul except the Cabinet Ministers, Mr. Maxton, and the legal authorities saw him in connection with the matter from beginning to end. The Cabinet had not interfered with his decision and he had never met a Communist in his life.

The Attorney-General concluded by offering to show any member of the House any document and to give any information in his possession. Sir Patrick was given an ovation by the Ministerialists when he concluded.

LIBERAL VIEW.

Sir John Simon then moved the Liberal amendment and said the Attorney General seemed to think the question merely affected himself. The serious question was the responsibility of Ministers and it was now clear that the enquiry which the Liberal amendment proposed was necessary in order to discover the extent to which the Attorney-General's superiors attempted to influence his mind.

THE PREMIER.

Mr. Ramsay MacDonald argued that in past Governments the opinion of the Attorney-General had been influenced and even dictated by the Executive, but he declared there was not a particle of evidence or a shadow of justification for Sir John Simon's suggestion that Ministers interfered improperly.

The Premier.

He categorically denied Sir John Simon's suggestion that the dropping of the prosecution was connected with the Russian Treaty negotiations, the two questions were never considered in relation to each other.

The Government was determined that so far as they could help it Communist propaganda should have no chance in Britain.

"We are not Communists," declared the Premier, "we are opposed to Communism." A vote of censure, if carried, would be read as a vote of no confidence in the Government.

THE TRUTH OF IT.

Mr. Macdonald continuing, said that when he heard of the prosecution he considered it should never have been undertaken, because it would unduly advertise the Communists. The Cabinet asked the Attorney-General to come and tell them about the case and Mr. MacDonald then expressed the view that a prosecution once launched should not be withdrawn except for express reasons, but as the responsibility rested with the Attorney-General the matter should be left there—and thereafter he had nothing more to do with the case.

The opinions expressed in the Cabinet were not by way of giving instructions and did not originate from personal or party considerations. His sole consideration had been that the Communist Party ought not to be countenanced.

THE DEFIANCE.

The Government was prepared to continue its duties but the House must in all fairness give the Government a satisfactory measure of confidence; if that was the mind confidence. The Opposition motion was a straightforward motion of non-confidence; if that was the mind of the House let it say so. (Loud Ministerial cheers). The Liberals' amendment was very unfair; it had a large amount of meanness (Loud Ministerial cheers). If either the censure motion or the Liberal amendment was passed, then the Government would go. (Loud Ministerial cheers). That would be the end of the high adventure of the Government, which had contributed [illegible] to the honour of the Country and to its social stability—and when the Country had the opportunity of giving a verdict thereon it would come again (Ministerial cheers).

THE LIBERAL LEAD.

Mr. Asquith contended that the Liberal amendment was in strict accordance with the precedent. He quoted the case of the Select Committee appointed to enquire into the Jameson raid, and the enquiry into the Marconi affair. The Liberals were not wedded to any particular forms of investigation, and if a Select Committee was appointed the Liberals would not ask for a place upon it, there should be no suggestion that the Committee was a packed jury.

Mr. Asquith.

The suggested alternative of a Judicial Commission was unsatisfactory and would mean endless delay, but Liberals would not object to any practical alternative to a Select Committee. But the investigation should be held immediately.

AN IRISH CRITICISM.

Whilst the debate in the House was proceeding on party lines, there were rumours that efforts were being made behind the scenes to arrange a compromise on the basis of something like an enquiry such as hinted at by Mr. Asquith.

Mr. T. P. O'Connor, who described the whole affair as "a miserable little tempest in the tiniest teacup ever produced in political life," moved the adjournment of the debate in order to consider the situation.

Mr. O'Connor.

Mr. Baldwin, however, said the Conservatives could not support any motion for an adjournment. The Government hoped to defeat the Conservatives by Liberal votes, and the Liberals by Conservative votes, but Conservatives were not going to be duped, therefore they would give their whole support to the Liberal amendment (Loud Ministerial laughter.)

Mr. T. P. O'Connor then withdrew his motion.

Mr. J. H. Thomas ridiculed the Conservatives for running away from their own vote of censure because they found the Liberals were about to run away. (Loud Ministerial cheers.)

LABOUR'S FIAT.

Mr. J. H. Thomas said that if the amendment was carried the necessary steps would be taken to accept it as the verdict of the House, but only the verdict of that House. Ministerialists refused to allow the Conservatives to drop their vote of censure in order to vote for the Liberal amendment, so a division would be taken to decide whether the House should divide on the vote of censure or on the Liberal amendment.

J. H. Thomas.

A division was accordingly taken and resulted in a vote of 359 to 189 in favour of voting on the amendment which was then carried by 364 votes against 198.

On the motion of the Premier the House then adjourned until to-morrow.

THE PARTY VOTING.

Mr. Ramsay Macdonald will to-morrow state the Government's intentions, but Mr. J. H. Thomas' speech to the Country.

The minority in the vital division was composed of 192 Labour Members, two Conservatives, two Nationalists and twelve Liberals including Mrs. Wintringham ([illegible]; L. Member for South [illegible]) Mr. J. M. Hogge (Edinburgh East), and Comm. J. M. Kenworthy.

There was great excitement during the division and the figures were received with loud Opposition cheers and counter Ministerial cheers. The Labour Members defiantly cheered Mr. Ramsay MacDonald when he arose to move the adjournment, many standing and waving their order papers.

Members left the House amid a babel of excited conversation. Large crowds outside the House cheered the Labour Ministers and others.

THE DISCUSSIONS WITH ZAGHLUL.

Premier Argues Egyptian Claims.

BRITISH IN THE SUDAN.

Suez Canal Must Be Safeguarded.

[THROUGH REUTER'S AGENCY.]

London, Oct. 7.

Zaglul Pasha's demands in the recent negotiations are summarised in a White Paper issued to-night. They were the withdrawal of all British forces in Egyptian territory, the withdrawal of financial and judicial advisers, the disappearance of all British control over the Egyptian Government in connection with foreign affairs, the abandonment of the British claim to protect foreigners and minorities in Egypt, and the abandonment of the British claim to participate in the protection of the Canal.

Mr. Ramsay Macdonald, while not abandoning hope in subsequent agreement was of the opinion that Zaglul Pasha's attitude at the present time rendered agreement impossible.

The Premier declared that no British Government could wholly sacrifice its interest in guarding a vital link of British communications like the Suez Canal, and pointed out that the ineffectiveness of the 1888 convention for free navigation of the Canal was demonstrated in 1914 when Britain herself had to take steps to ensure the Canal remaining open.

ALLIANCE THE SOLUTION.

He was of opinion, however, that effective Anglo-Egyptian co-operation for protecting these communications might be ensured by the conclusion of a treaty of close alliance.

Mr. Ramsay Macdonald assured Zaglul Pasha that British forces would in no way interfere with the functions of the Egyptian Government, neither would they encroach on Egyptian sovereignty.

Moreover, the British Government did not intend to assume responsibility for the actions and the conduct of the Egyptian Government, nor would it attempt to control or direct the Egyptian Government's policy.

With regard to the Sudan Mr. Ramsay Macdonald repeated his previous public utterances and added that in the meantime the duty of preserving order in the Sudan rests with the British Government who will take every step necessary for the purpose.

Fleet Exchanges.

ANNOUNCEMENT BY MR. BOWDEN.

Melbourne, Oct. 6.

The Minister of Defence, Mr. Bowden, speaking in the Commonwealth House of Representatives stated that the light cruiser Concord will accompany the Australian warship Adelaide to Australia under the exchange system and become a unit of the Australian fleet for nine months.

The Australian warship Brisbane will join the China squadron for six months.

India Commissioner.

MR. A. C. CHATTERJEE FOR LONDON.

London, Oct. 8.

Mr. A. C. Chatterjee, the Industrial and Labour Member of the Viceroy's Executive Council has been appointed High Commissioner for India in London in succession to Mr. Dalal.

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REBELS THREATEN CITY OF PEKIN.

Heavy Fighting and Many Casualties.

SHANGHAI TO PEKIN.

[THROUGH REUTER'S AGENCY.]

Mukden, October 8.

Replying to the Foreign Legations' protest [illegible] the protection of foreigners and their possessions Chang Tso-lin declares his forces must attack Peking because it is the enemy's headquarters. He says the only way to ensure the safety of the Capital is to remove the headquarters from the city.

Shanghai, October 8.

A Japanese report from Mukden states that the Chang Tso-lin entered Shanghaikon last evening. The fighting is heavy and the casualties are numerous.

[The civil war in China began a little over a month ago for the control of Shanghai, which is in the hands of the rebel General Lu, the Governor of Chekiang. General Chang is his ally and is supporting him against the Peking Government.

[General Chang is the Mukden war-lord, and invaded the province of Chih-li, capturing the city of Chao-yang-fu. General Chang's son is leading the victorious army against the Government.

[General Wu, the Government war-lord, is preparing to meet King's army.

[In the meantime Sun Yat Sen, President of South China, created the greatest sensation of his career when he issued a manifesto in the Government organ, the Canton Gazette, handing over the port of Canton and the province of Kwangtung to the people for self government. He also declares that he will abolish the crushing war-tax and urges the election of the mayor to the governorship of Canton.

[It is believed that if General Chang is successful in the north against the Government forces Sun Yat Sen will join him in an attempt to overthrow President Tsao Kun.]

Free State Ambassador.

CREDENTIALS PRESENTED AT WASHINGTON.

Washington, October 8.

Professor Timothy S. Smiddy has presented his credentials as Irish Free State Minister to the United States.

Ordinances Accepted.

NEW LAWS ALLOWED BY HOME AUTHORITIES

The following Ordinances have been confirmed and His Majesty's power of disallowance has not been exercised:

An Ordinance further to Amend the Widows and Orphans Pension Ordinance.

An Ordinance to Regulate the Making of Private Streets in Townships.

An Ordinance to Amend the Law Relating to Trespass.

An Ordinance to Amend the Criminal Procedure Ordinance 1913.

An Ordinance to Provide for the Reservation of Certain Roads for Certain Kinds of Traffic.

General Maritz.

REPORTED PURCHASE OF A PLATEAU FARM.

The *Standard* is informed by a Bloemfontein correspondent that, according to report in the Orange Free State, General Manie Maritz, the recently released South African rebel, has bought a farm in the Uasin Gishu area and is leaving the Union shortly to engage in farming in this country. The correspondent adds that General Maritz is tired of political strife and desires a quiet life.

PROPOSED RAILWAY TO THOMPSON'S FALLS.

Northern Frontier Line Rumour.

[illegible] PROGRESS.

[FROM OUR OWN CORRESPONDENT.]

Solai Escarpment, Oct. 1.

Owing to the abnormal rains in this area during July and August, field work was to some extent held up, consequently sowings are later than usual. However, small doubts need be expressed as to the future of late sown crops. The district possesses an evenly distributed rainfall although there are distinct dry periods of weather. Flax at the moment is the biggest crop but cereals are rapidly increasing in bulk.

Whilst some other parts of the country seem to have been afflicted with cutworm, this district has been more favoured and no damage has been done. The country here presents sound mixed farming possibilities. Permanent and innumerable streams, good grazing belts of first class arable land, timber, and a climate second to none all point to one end. Fruit culture has also an undoubted future. There are very fertile slopes on which fruit would thrive. Is it too much to anticipate the advent of small fruit farms on the rich southern slopes of the Escarpment? Land is appreciating in value and during the past few days three separate parties have been up looking at land. With the coming of a railway land will rise higher in value very soon.

Tea would seem to be a crop well worthy of attention up here and from what is heard concerning tea growing conditions elsewhere this district seems eminently suited to successful tea cultivation. Attempts are now being made to procure tea plants for trial purposes.

THE RAILWAY SCHEME.

There is great public interest in the suggested railway scheme to Thomson's Falls. The local Ol'Bolossat District Association originated the idea, which quickly caught on with Laikipia to the north and Gilgil to the south east. The three Associations immediately instituted working Committees, who have now prepared their evidence and are shortly to place it before the Economic Commission.

It has been stated that a preliminary survey of such a branch line has already been made but to the best of my knowledge it was a survey for a strategic line on to the Northern Frontier. This surveyed line is shown as going east of Lake Ol'Bolossat and, if adhered to will hardly serve the district at all and in any case would be out of the way, extremely inaccessible and would miss out a large tract of agricultural land.

It is recognised that a railway will seek low gradients, but traffic must also be kept in mind. If a railway follows the line of least resistance it may be taken beyond the point when it is found an economic impossibility from a producer's haulage point of view. Due regard should also be given to the future possibilities of a new country.

THE FALLS ROAD.

The Nakuru-Thomson's Falls Road is now being repaired in a few of its worst features. When there seemed little likelihood of public monies being obtained for this road, the local settlers arranged to provide labour to do certain work. Eventually the P.W.D. appeared to recognise the earnestness of road users and agreed to provide funds.

There has been some cattle thieving going on in the district by a gang alleged to be Lumbwa, and some natives have now been arrested. There was to have been a police post at the junction of the Nakuru-Falls road and the Subukia Valley road but for the present this has been cut out.

A post with an E.P.O. in charge is urgently needed at this point. It is on the boundary line of clean and dirty areas and the movement of stock could be more easily checked.

CATTLE DISEASE.

The local association has been considering the menace of rinderpest and east coast fever, which seem to be gradually spreading nearer to this hitherto clean country. The matter was discussed at length but in view of the shortage of veterinary staff, who are dealing with actual outbreaks of disease, it was decided to allow the matter to stand over meantime.

The Association have debated the idea of suitable lectures, papers and so on to be read by members and others interested. The idea is a sound one and should go far. Following a paper will be a discussion when many points of interest can be raised. Such progressive movements are bound to help forward a community.

PRODUCE EXCHANGE.

Similarly, a local sales and exchange has been introduced for the sale of such produce as may be required within the area or the sale and exchange of, say, spare parts for gear, plant, and machinery.

There appears to be some undesirable shooting going on in the district by outsiders. Buffaloes are frequently found either killed or wounded, the latter being extremely dangerous. Without doubt measures will have to be taken to remedy this evil the sole object of which seems to be the hide of the animal.

A sub-post office was opened on October 1, at Captain Dodd's farm, Clovelly, some five miles south of Thomson's Falls. The office will deal with letter and parcel mails, telegrams, cables, stamps etc.

DANES READ LESSON IN DISARMAMENT.

Bill to Abolish Army and Navy.

TO DISMANTLE FORTS.

To Convert All Arsenals into Peace Industries.

[THROUGH REUTER'S AGENCY.]

Copenhagen, Oct. 8.

In the Lower House the Minister for Defence submitted a Disarmament Bill, abolishing the army and navy, except the frontier guards and the coastal defence ships, and dismantling all fortifications and transforming the military and naval factories into State civil enterprises.

HINDU-MOSLEM RIOTS SPREAD.

Three Killed and 20 Wounded at Allahabad.

TROOPS CALLED OUT.

Allahabad, October 8.

Rioting between Hindus and Mahomedans, arising out of rumours that the Mahomedans had beaten certain Hindus, has resulted in three people being killed and 20 injured.

British and Indian troops were called out and the city is now quiet.

Mombasa Planners

The following gentlemen have been appointed to the Mombasa Town Planning authority: Messrs. E. H. Faran, K.C. (chairman vice Mr. [illegible]), [illegible] H. W. D. Fredd [illegible], Major Robertson-Eustace, [illegible] Capt. S. A. Jones.

A False Alarm

In response to a false alarm the Nairobi Fire Brigade gave a display at Hamilton House (The Town Council's headquarters) on Thursday afternoon. The Brigade presented a very creditable appearance and the speed of their appearance on the scene was only equalled by the celerity with which the local Insurance Agents turned out when the alarm was given.

Saturday, Oct. 11th.

THE MINING LAW.

The illuminating figures we published this week dealing with a recent "clean up" by one syndicate operating at Lolgorien prove that there is gold to be won. Whether Lolgorien will eventually be anything but a low grade proposition there is no means of telling to-day, but it is now common knowledge that the results are sufficiently good to encourage home and South African financiers to take a more than passing interest in the work and in the mining possibilities of the Colony.

But, as a Colony we are an unknown field for mining exploration, and until some propositions are proved, the mining resources the country hides may remain undiscovered for a long period. At a recent session of the Legislative Council "an Ordinance relating to mining" passed its second reading and was sent to a Select Committee. The Bill is stated to be designed to meet the legitimate requirements of the local mining community and to guard the interests of the State, present and future. We invite the attention of the Government and of the public to a report we publish to-day based upon a letter which we understand has been addressed to the Administration on the subject of that Bill. The report is self-explanatory. It describes the new Bill as being too vague and indefinite and it points out clearly that unless there is a square deal in mining matters, investors will not be induced to have regard to the possibilities of this Colony. A square deal in this instance means something other than that provided by the new Bill. In that measure the important subject matter affecting the security of the investor and the miner is omitted and will be provided for in regulations. In effect the Bill as drafted is an almost valueless skeleton which leaves the whole control of mining conditions in the hands of the Governor to change at will. We can quite understand, and we support heartily, any desire on the part of the administration to safeguard the interests of the country as a whole and of all races and their habitations, but we believe that can be done as soundly in the Bill as in regulations. The Commissioner of Mines has already anticipated that the chief difficulty facing the Select Committee would be to decide what should be in the Bill and what should be left for regulations, but if he, or the Select Committee, or the Government generally is in need of wisdom and enlightenment on mining matters we may be permitted to refer them to the very comprehensive Mining Ordinance of Southern Rhodesia which consolidates the law on the subject and leaves little to regulations. It is accepted as the latest law on African mining conditions, and it would be a waste of time for the people of this country, with practically no experience of mining, to attempt to make a new law. It would be much better if the Select Committee were to scrap the skeleton Ordinance, they will consider and suggest to Government the value of concentrating early attention on a comprehensive and fair Bill, based on the Southern Rhodesian law—altered and modified to suit the conditions in Kenya where mining is still limited, and where absolute safeguards must be provided. But there is no case for delay. Money is being kept out of the country by the absence of a clear-cut mining law, development work is being held up, and the Colony is losing valuable time. We believe that the work should start at once.

SATURDAY'S CABLES.

GENERAL ELECTION ON OCTOBER 29.

Parliament Prorogued for the Campaign.

STAGES OF THE EVENT.

The King and Queen Cut Short Their Balmoral Stay.

The King's Speech.

[THROUGH REUTER'S AGENCY.]

London Oct. 9.

Their Majesties shortened their stay at Balmoral by twenty-four hours and arrived at Euston at eight o'clock this morning. They proceeded to Buckingham Palace, where the King received Mr. Ramsay Macdonald at 10 o'clock.

Mr. Ramsay Macdonald has advised the King of the dissolution of Parliament.

The Premier has announced that the dissolution of Parliament is decided upon.

The Premier announced to the House of Commons that the General Election will take place on October 29.

London, Later.

The Royal assent has been given to the Irish Bill and Parliament stands prorogued.

The King's Speech read on the prorogation of Parliament believes that the Dawes settlement will largely contribute to the restoration of international commerce and hopes that disarmament and the security in the Geneva protocol, already adopted by the Assembly of the League of Nations, which will be laid before Parliament at the earliest opportunity will lead to the first practical measures for lightening the heavy burdens of nations.

His Majesty referred to the Anglo-Russian treaties as a necessary element of the general pacification and the economic reconstruction of Europe.

His Majesty regrets the failure of informal discussions with the Prime Minister of Egypt and says steps must be taken in conjunction with the Governments of the Dominions for the more efficient marketing of food in this country.

Though there are signs of distinct improvement in industry the severe depression continues and Ministers have been actively engaged in the development of a constructive policy in order to stimulate industry and encourage trade as the only means of dealing fundamentally with unemployment.

Meanwhile the provision has been increased for unemployment benefit has lightened the burdens of ratepayers and alleviated the sufferings of innocent victims of industrial depression. His Majesty hopes that the measures taken for a fifteen years' building programme will effectively remedy the existing serious overcrowding.

The Speech concludes by referring to measures taken to assist agriculture and to regulate the wages of agricultural labourers, also to take a new census of production in order to free educational development from its recent restrictions.

HINDU-MOSLEM RIOT CASUALTIES.

Allahabad Fighting Continues.

Allahabad, Oct. 9.

Hindu-Moslem disturbances continue. Three were killed and ten injured to-day, making a total of nine killed and 70 wounded since Oct. 6.

["E. A. Standard" Special Cable Service.]

EMPIRE EXHIBITION IN 1925.

Cabinet Decides Wembley Shall Re-open.

EXHIBITORS IN PLENTY.

Dominions Participation Not Yet Decided.

[FROM OUR OWN CORRESPONDENT.]

London, October 10.

It is authoritatively stated that the Government has decided in favour of reopening the British Empire Exhibition at Wembley in 1925.

The extent to which the Dominions will participate in the reopened Exhibition is not yet known, but the Cabinet Committee has come to the conclusion that even if some of the exhibitors withdraw there will still be a larger number ready to replace them.

ROYAL ASSENT TO IRISH BOUNDARY BILL.

Passed Unamended by Both Houses.

London, October 9.

In the House of Lords in the debate on the Irish Bill, Lord Carson moved, but subsequently withdrew, an amendment that the Ulster Parliament should be consulted equally with the Free State before the Act be enforced, and the Bill was thereupon read a third time.

The Bill has thus passed both Houses unamended, the declaratory amendment mentioned last night not being incorporated.

The Bill received the Royal assent this evening.

Magazine Blown up.

FIFTEEN KILLED ON DAY OF FESTIVAL.

Simla, Oct. 9.

Fifteen people were killed and five injured, and many buildings were damaged by the explosion of the magazine at Kotah when gunpowder was being distributed for the Dusserah festival.

Ex-King Hussein.

LEAVES HEDJAZ TO END HIS DAYS IN THE BLUE.

Jeddah, Oct. 9.

Ex-King Hussein has arrived from Mecca. He stated he is departing from Hedjaz to-morrow, to an unknown destination.

Imperial Conference.

GOVERNMENT WILL CARRY ON PROPOSALS.

London, October 9.

Mr. J. H. Thomas, in the House of Commons, said last night's happenings will not interfere with the Government proceeding with the proposed Imperial Conference.

Zanni's Flight.

Kagoshima, Oct. 9.

The airman Zanni has arrived here.

Sir R. Squires' Case.

GRAND JURY REJECTS THE INDICTMENT.

St. Johns, Newfoundland, Oct. 9.

The grand jury has rejected the indictment against the ex-Premier, Sir R. Squires, holding that the evidence of his female ex-Secretary is insufficient to warrant a true bill.

MOLO STOCK SALE

The Nyanza Auctioneers.

Will hold their first bi annual sale of pure bred and grade cattle and sheep at Molo about the middle of November.

Present Entries 300 head Cattle, 100 Sheep.

Entries to T. H. Chettle, MUHURONI.

Thackrah's, Nakuru.

NOW STOCK THE FOLLOWING HOUSEHOLD REQUISITES RECENTLY IMPORTED FROM ENGLAND:—

ENAMELWARE, IRONMONGERY, CROCKERY, GLASSWARE, CUTLERY, LAMPWARE, STATIONERY, GOLF BALLS and CLUBS, TENNIS BALLS and NETS, PERAMBULATORS, BICYCLES, GRAMOPHONES, GARDENING and CARPENTER'S TOOLS, SCALES, STOVES, BARBED and PLAIN FENCING WIRE, PAINTS, DINNER SERVICES, FRUIT PRESERVING JARS, SILVER and ELECTRO PLATE WARE (for wedding and other presents) WATCHES, CLOCKS CHAIRS, (upholstered wicker, deck, and camp, etc.) BRUSHWARE etc., etc., etc.

SPECIAL LINES.

CARPETS — RUGS — LINOLEUM.

ADEN CIGARETTES — BURMA CHEROOTS & PARASOLS.

THE JUNK STORE

contains a large and varied selection of second hand furniture, tools agricultural implements of every description, revolvers, rifles, boys overcoats, books, etc., etc., etc.

WILL PAY THE SETTLER WHEN IN NAKURU TO CALL and INSPECT THESE STOCKS.

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THE RIFT VALLEY HOTEL

NAIVASHA

Under Entirely New Management.

GOOD TABLE—FULLY LICENSED

GLORIOUS LAKE VIEWS

Tariff Shs. 12/- per day.

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DAY and NIGHT

UNDER Mr. GEORGE BAYLEY

Trips Round the Lake—Car Meets Trains

Week end Railway Fare 2nd Class Nairobi to Naivasha Shs. 11/- Return

GUARANTEE TO EMPIRE EXHIBITION.

Proposed Increase to £600,000.

QUESTION IN COMMONS.

London, Oct. 9.

Replying to a question in the House of Commons, Mr. Ramsay MacDonald said he believed the proposal was not yet passed to increase the British Government's guarantee to the Empire Exhibition from £100,000 to £600,000.

It could be carried out administratively, but the matter was being investigated.

AMATEUR BOXING.

PROVISIONAL COMMITTEE FORMED.

Despite last evening's heavy rain the meeting called to form Kenya Amateur Boxing Association was well attended at Parklands Sports Club.

A Provisional Committee was appointed to carry the objects of the Association into practice, and it was decided to hold inter-club amateur boxing events at Parklands Club on February 5 next.

UGANDA GOVERNMENT LABOUR SCHEME EXPLAINED.

Address by His Excellency.

GOOD CONDITIONS ESSENTIAL PREPARATORY TO FULL DAY'S WORK.

New Department to be Set Up.

[FROM OUR OWN CORRESPONDENT.]

At a fairly representative meeting held in Kampala, His Excellency the Governor made an important pronouncement on the all-absorbing question of labour in the Protectorate, and briefly reviewed the position as it stands to-day.

So much good, said His Excellency, had come of the recent round table discussions on the cotton policy and native education question that he felt constrained to adopt this course again to see if they could not find a solution of the one main difficulty in Uganda, the labour problem. Since 1906 it had been the policy of the Government to foster native production. He pointed out that the cotton policy adopted had succeeded beyond all expectations and had brought wealth and prosperity to the country. It was not likely, therefore, that there would be any change of policy now. Yet they had the labour problem left, and the present position was not made any easier because of the monthly requirement of 8,000 to 10,000 men when the construction would be at its height next year.

His Excellency then reviewed the position of a few years ago when "Kasanyo" was in force, and pointed out that on the abolition of this by the Secretary of State they were now dependent on voluntary labour, except in a few instances, which he enumerated.

HOW TO GET LABOUR.

There was no use blinking the fact, he continued, that when in the Eastern Province and Buganda the two main economic areas, they were producing 75,000 tons of seed cotton in the year (and this was an annually increasing figure) such production must absorb for a part of the year at least, the main activities of the local population. Ginning and landing also required labour.

The Protectorate is divided into productive and non-productive areas. As regards the first, native production in the central and eastern districts was a tremendous asset to the Protectorate and to the people engaged in it. As regarded the second, the natives living beyond the economic range would not be badly situated if they could offer them in the labour market fair remuneration for their work and good conditions of employment. Given those two things he was certain that they could get all the labour they required.

As regarded the position of labour to-day he believed the difficulties were largely seasonal, but he could give them the Government position in regard to the Public Works Department, which was the largest employer of labour in the country. Without any recruiting effort, or the setting up of special machinery to procure labour, or even of offering any special inducement, they had about 8,000 voluntary labourers out of a total of 11,000 required. In regard to the Mabira Forest Rubber Co., a private concern, which he had reason to know had been in difficulties for labour, he learned that now, or recently, the Company had 198 out of 200 tappers which they required, as well as all the unskilled labour, some 300 men, which they could employ. Elsewhere possibly the situation was not so satisfactory.

GOVERNMENT PLANS.

There were in the labour market to-day, said His Excellency, in voluntary service, not less than 15,000 to 20,000 unskilled labourers continuously in employment, apart from native Government works and native Government obligations. This number could be reinforced from outlying labour reservoirs. From there there had been so far only a spasmodic flow, and the first thing to do was to organise and direct this flow along the proper channels, avoiding wastage en route.

The second is to offer inducements to such labour sufficient to overcome the human disinclination for the continuous performance of monotonous and uncongenial tasks, and, by feeding and decent conditions of living to raise the physical standard of the labourer, and thus his power to work. Having accomplished this, the third task is to extract a full day's work out of such labour.

A FULL DAY.

A day's task, said His Excellency, which begins at 7 o'clock and ends at 10 or 11 o'clock in the morning is not a full day's task. He believed that was what occurred in places to-day, and it was the weak spot. It was highly uneconomic, and his own view was that by careful attention to feeding and general conditions, a task can be assigned which would occupy a fit man working steadily and hard from 6.30 or 7 o'clock in the morning till, say, 4 o'clock in the afternoon, with a compulsory break in the middle of the day of one hour. But in this connection, added His Excellency, it must be remembered that they would never get labour to do that if, at the end of the day's work the man had to go off and search for food, or more probably, do some more work for a native employer in exchange for food. For this reason they considered it essential to provide free food on the spot for the labour employed.

Experience showed that the men would not buy it from their employer, and it was not economic to turn them out to look for it elsewhere.

One of the problems to be considered was the present system of a native in some cases under the task system as applied, working for several masters in the course of the day. Generally speaking, they were in favour of the task system, but it wanted tightening up.

GOVERNMENT ORGANISATION.

As a Government they proposed to set the lead, and to set up a strong Government Labour Organisation to deal with all questions. They contemplated making provision for a supply of 60,000 men during the course of next year; that was, 20,000 men working under contract for periods of four months at a stretch. The Railway would require 8,000 to 10,000 men, month in, month out, whilst the Public Works Department and other Government services would require 12,000.

A steady and continuous flow to Government and Railway services of approximately 5,000 men monthly would have its effect on the labour market generally. At least the Government would set free a good deal of the local labour on which it had to rely in the past. But he could not say they were not going to engage local labour which offered, because recruiting in the unproductive outlying districts was an expensive undertaking which had to be fed and housed. The overhead charges of the organisation and the cost of feeding and conducting the labour 200 to 300 miles to the scene of Government they estimated at an additional charge of Shs. 5 per head a month over and above the cost of the imported labourer's hire and keep.

CRUX OF THE QUESTION

He now came to the crux of the whole question, namely, could they, or could they not, from this labour, well cared for and well fed, get a full day's work. He believed that under a Government lead and given a fair measure of co-operation from other employers they could. That was the all-important consideration. To-day, under a wasteful system they were perhaps using up twice the labour they required. There was then clearly only one true solution of their labour difficulties, and that was to balance supply and demand.

They were going to try to do that by setting up a Labour Organisation under a Senior Administrative Officer, first Mr. Postlethwaite, and later probably Mr. Weatherhead, both officers of outstanding organising ability with a staff of three Assistants seconded from the Administration, three European Conductors, and the necessary complement of native headmen, medical attendants, and so forth.

The functions of the superior establishments would be (1) to study and improve the conditions under which the labour was employed, as well as the conditions under which migrating labour travels along the routes connecting the non-productive districts with the areas of employment and (2) to recruit labour, for Government only, and to conduct it to the scene of employment.

Having stated that only absolutely voluntary labour would be accepted, His Excellency said that what was necessary was to offer to the natives, in the first place, the attractions to volunteer service, and, in the second, the conditions necessary to retain their services, so that they may give a good account of their treatment when repatriated at the termination of their contracts, or, indeed, so that they would at once re-engage as valuable trained labour.

The essence of the whole scheme was good conditions preparatory to a full day's work; and that entailed supervision by people whose business and training it was to handle natives.

PLANTERS' SCHEME.

The Planters Association had their own recruiting scheme, to which he had promised every possible and legitimate assistance, but they were responsible for their own terms and their own recruiting, and facilities could be given for the Association to draw cash at the local district offices, and for the free use of the Government labour camps, which it was now proposed to erect and maintain along the main lines of supply. All labour drafted from the outlying districts would be subject to medical inspection before being signed on.

In conclusion, His Excellency said there were two points which he wished to emphasise. First, that in any possible criticism of this organisation and its effects on wages, it should be remembered that the services on which Government labour was required were public services, of essential benefit generally speaking to the community at large, and they could not be suspended. They had to recognise the economic pressure on all sides. The Eastern Province is largely an Industrial proposition.

The Railway extension is an urgent factor. Secondly it was the considered opinion of himself and his responsible advisers that the activities of this new Department, which it was proposed to set up subject to the approval of the Secretary of State, would very shortly result in a substantial increase in the quantity of labour, available both for the Government and for the private employer, and would in course of time effect material improvement in the quality and output of the labour, the economic use of which was of such vital importance to the future welfare of the Protectorate.

Closing Down

The Standard Bank of S.A. is closing its Kigoma branch from the end of this month. The business is being transferred to Dar-es-Salaam.

What Happened

To the man who wouldn't ??

A Life table which has an appeal to many is our No. II R 20 whereby premiums are payable for 20 years only and if death occurs prior to the expiration of that period then — — — IN ADDITION TO PAYMENT of the AMOUNT ASSURED ALL THE PREMIUMS PAID ARE REFUNDED IN FULL PLUS 3% p.a. COMPOUND interest added.

If on the other hand you survive the 20 years the sum assured is paid together with full participation in the distribution of the Company's surplus.

An example — — Mr. B., age 35 years pays £4/3/7 per £100 assured p.a. for say 8 years—He dies—and his beneficiary receives £100 at once, plus £33/8/8 and plus compound interest at the rate of 3% p.a. over the eight years.

ALL THE PROFITS of the COMPANY BELONG TO the MEMBERS as it is not a Proprietary Company.

The NATIONAL MUTUAL LIFE ASSURANCE ASSOCIATION of AUSTRALASIA, Ltd.

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FEDERATION & SELF-GOVERNMENT.

Public Meeting at Nanyuki.

[FROM OUR OWN CORRESPONDENT.]

Nanyuki, Oct. 6.

The invitation by the Convention of Associations to debate the question of Federation was well responded to at Nanyuki, where fifty or sixty settlers met yesterday at the Silverbeck Hotel to try and gain enlightenment on this obscure subject. Capt. N. J. Hitchings presided, and North Kenya, West Kenya, and Laikipia were all well represented.

The Hon. R. B. Cole was first called on to give his views and to furnish any available information. Mr. Cole admitted at the outset that his position was rather like that of a man who was taken into a dark room and asked to give his opinion of the furniture it contained.

DANGER OF PREMATURE JUDGMENTS.

It was difficult to say even where the question was started. It probably originated with a somewhat vague proposal of Sir Sydney Henn, but there were many different ideas as to what was meant by the idea of Federation. There had been no definite scheme put forward from any quarter whatever, and although certain people seemed to have convinced themselves that Federation would be an excellent thing, it had not been easy, up to the present, to find out exactly what they had in mind. There was no material on which to base an opinion, and the main point the speaker would stress was the danger of committing themselves to a premature judgment on insufficient grounds.

THE PARLIAMENTARY COMMISSION

The Hon. Secretary, Mr. J. D. Chater, reminded the meeting that the reason for their being called to discuss the subject was that the Convention of Associations considered it possible that the Commission which was visiting this and the adjoining colonies would take the question of Federation within its purview. In that case the Convention wished to collect from the various Associations their resolutions, so as to have some expression of local opinion to place before the Commission.

SELF-GOVERNMENT FIRST.

Mr. Goldfinch summed up the position by saying "It is no good discussing what we know nothing about," and this idea was supported in a number of speeches.

After a discursive debate the following resolution was passed unanimously:

"That in the opinion of this public meeting, any decision on Federation is premature prior to some concrete proposals from Government, and further, the most pressing need of the present time is to obtain some measure of self-government."

Nanyuki Rainfall.

The rainfall for the week ending October 4, at the Nanyuki (Silverbeck Hotel) was .15 inches.

Watered Milk.

At the Magistrate's Court yesterday four natives were charged with selling adulterated milk. One, found guilty of adding 17 per cent. was fined 30/-, a second for adding 24 per cent. was fined 30/-, a third for adding 16 per cent. was fined 30/- and the fourth, against whom a previous conviction was proven, was fined 50/- for adding 26 per cent.

ASK FOR

HORLICK'S MALTED MILK

STRENGTHEN, RESTORES and BUILDS.

SUPPLEMENT No. XXXXI. SATURDAY, OCT. 11, 1924. NAIROBI

THE

EAST AFRICAN STANDARD

WEEKLY EDITION.

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WE can offer good second-hand Motor cars and Motor cycles for sale on hire purchase terms. Apply Safariland Ltd., Sadler Street, Nairobi.

HUPMOBILE Touring Cars £455. Chevrolet Box body £206. Delivery from Stock Chevrolet Touring £242. Arriving shortly. Michelin Balloon Tyres to fit 30 x 3½ rims Tyres Sh. 110/- Tubes 15/-. Balloon Tyres to fit 650 x 65, 700 x 80 rims Tyres Shs. 105. Tubes 14/-. Michelin Tyres are guaranteed for 7000 Miles. Motor Mart and Exchange Ltd., Nairobi.

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MISCELLANEOUS.

GO to K. McIvor and Co., Stockists of Shell and Pegasus Petrol, and all kinds of Oils.

GO to K. McIvor and Co. for Ford and Studebaker Light Six Cars.

GO to K. McIvor and Co. for Douglas, and B.S.A. motor cycles and all makes and sizes of push cycles.

GO to K. McIvor and Co. for motor accessories. Large stocks always on hand.

GO to K. McIvor and Co., any size and make of tyre or any motoring requirement. Phone 97, P.O. Box 97. Tel. Address: Afford.

SCISSORS AND PASTE.

A 14 h.p. five-seater Bean has recently completed a successful trip of 6,200 miles around Australia starting and finishing at Sydney and passing through Port Darwin in the North. We understand that this is the first time any car has accomplished this journey.

So rapid has been the progress of the motor car in the United States that it is feared a reaction may set in against their popularity. In the outskirts of many of the principal cities driving, particularly at the week-end, is said to be anything but a pleasure "owing to too few main arteries of travel." Many owners of cars are reported to be giving up motoring on this account.

• • •

It is stated by the makers of the popular Zenith carburetter that there are now over five million of these instruments in use.

The more facts are considered (says Motor Transport) the more they point to the need for placing our road finance and administration on a national basis, and to the formation of a National Road Loan. That land values adjacent to throughfares will appreciate with increase in transport facilities is merely the outcome of a natural law, and is certain. With such a prospect a loan should offer most excellent prospects. Sooner or later the position will have to be faced, and the sooner the better.

• • •

No fewer than 78 German makes of cars will be on view at the motor show to be held in Berlin from September 20th to October 5th next. Thirty-seven German motor body builders will also be represented.

The Colonial Sugar Refining Co., of Melbourne, is marketing a mixture consisting of alcohol and a small proportion of petrol under the name of "Alhol," the alcohol being produced from Fiji molasses.

• • •

It is just twenty-one years ago since cargoes of petrol in bulk began to reach Great Britain, though actually the first oil tanker put into a British port with bulk petrol on board reached England in February, 1902. From the East Indies this tanker had to come round the Cape, for in those days such vessels were not permitted to pass through the Suez Canal. From statistics compiled by the Association of British Motor Manufacturers, the amazing growth in the amount of petrol consumed in Great Britain between 1903 and 1924 can be realised. Whereas in the former year the importation was 23,008 tons, in 1915 it had risen to 342,936 tons; it was 897,814 tons in 1919, 898,533 tons in 1920, 922,838 tons in 1921, 1,300,081 tons in 1922, and last year it had reached 1,841,564 tons.

It has been suggested that insurance policies should become invalid in a case of an accident caused by a drunken driver. If this affects the pocket of the culprit all well and good; but supposing he is a "man of straw," driving a vehicle which is not his own, it would mean that third-party victims would be deprived of compensation.

• • •

The new Montlhery track, near Paris is said to have the most perfect surface—almost as smooth as a billiard-table, yet of a non-skid type—of racing track in the world.

• • •

In the Canton of Vaud, Switzerland, there have been 2,366 summonses for breaches of the lighting regulations during the last 12 months. 534 were against drivers of animal-drawn vehicles, 1,610 against cyclists, and 242 against motor cyclists and motorists.

• • •

At a recent 50-mile road race in Germany, fastest time on a solo machine was made by a British officer, Lieut. Bannerman, on an A.J.S., while Capt. R. Charlesworth (976 Zenith) made fastest sidecar time.

• • •

The following extracts are from "Contact" in the *Motor*:—

A correspondent records the following incident which he witnessed. It is a relief from some of the reports we read of inebriated drivers. "An inebriated individual, near the Newcastle Central Station the other day, in attempting to avoid one car swayed in the direction of another motor which was slowing up. Admirable presence of mind by the driver of the latter vehicle prevented an accident. Thrusting out his hand he caught hold of the man by the coat collar, literally carrying him along with the car until danger was passed to the delight of the passers-by and the admiration of the policeman on point duty."

• • •

Here is a bit of American satire aimed at our old enemy the London fog:—

"Are your London fogs so very bad?" inquired the tourist.

"Pretty thick," said the Englishman.

"How do the vehicles get about?"

"Oh, the first one through leaves a tunnel."

• • •

Hitherto only associated with the manufacture of an extremely large and powerful car, the makers of the Pierce-Arrow, one of the best known high quality cars manufactured in the U.S.A., are introducing a smaller but still fairly large six-cylinder. The engine has a bore and stroke of 87 x 127 mm., the wheelbase is 10ft. 10in., and the equipment includes four-wheel brakes and balloon tyres. The price of the new car in Buffalo, U.S.A., is 2,895 dollars.

The "coming-of-age" of petrol has been celebrated in the most fitting manner possible—by a reduction of 3½d. per gallon says *The Motor*. As our readers are aware, we have stated in recent issues that a fall in price was overdue. The last reduction in the price of petrol was made in September, 1923, when it was brought down to 1s. 6½d. In February of the present year it was increased by 4½d per gallon, bringing the price to 1s. 11d. The highest figure ever charged for petrol in this country was in 1920, when it was 4s. 7½d. per gallon. In 1921 it went down to 3s. 5d.; from then it has fluctuated until to-day, when it is 1s. 7½d per gallon. The following are the current prices for motor spirit in England and Wales:—

Aviation	1s. 11½d.	per gallon
No. 1	1s. 7½d	„ „
No.	1s. 5½d.	„ „

The retail prices in Scotland are a penny per gallon more, and in Ireland twopence per gallon more.

National benzole	1s 11½d.	per gal.
Mixture	1s. 7½d.	„ „

There is no intention at the moment on the part of The Blue Bird Motor Co. (1924), Ltd. to reduce the price of their No. 1 spirit, which remains at 1s. 5d. per gallon.

•

The number of passenger cars exported from Canada during the 12 months ended June was 52,149, and, while this represents an increase of 1,667 cars over the previous 12 months, the value has decreased by 1,701,960 dollars. During the 12 months ended March last the British Isles imported 8,096 Canadian automobiles, a decrease of 4,757 when compared with those imported during the previous corresponding period.

• • •

In the annual report of the National Physical Laboratory for 1923 details are given of a series of quantitative tests of lubricants. The reports states that:—

"A third series of tests has been made upon heavy oils for working at high pressure, speed and temperature. Thirteen oils have been examined; two or three of them have been successful at running at a pressure of 1,000 lb. per sq. in. at a temperature of 150 deg. C. (=302 deg. F.), while one has run at this load at 200 deg. C. (=392 deg. F.) without seizure. Most of the oils are of the type used in motorcar engines, and the tests show the reason for the great improvement in efficiency of small engines when thoroughly warm. The reduction in friction between 50 deg. and 100 deg. C. amounts to from 50 per cent. to 70 per cent., that is to say, the frictional loss in engine bearings is less than one-half, if the oil is kept at about the boiling point of water. It is, therefore, clear that it is possible to over-cool the oil supply so that such engines can never give their best performance."

Major F. H. Richardson, who is a gas engineer and a motorist, sends the following cutting from a recent issue of one of the gas journals to the Autocar:

At the Bureau of Mines experimental station at Pittsburg an investigation has been carried out which shows that the air in a garage is unsafe to breathe so long as a motor continues to run. A brick garage was employed with 3,000 cu. ft. capacity, and in it the engine of a touring car was allowed to run at an "idling speed." A dog was placed on the driver's seat. The doors were closed, and after twenty minutes the dog lost consciousness and fell to the floor of the car. An analysis of the air revealed the presence of 1.3 per cent. of carbon monoxide. The engine continued to run for two hours, when it stopped for lack of air; at the end of the two hours the percentage of carbon monoxide in the atmosphere was 2.1. The garage was several times as large as a one-car garage, so that it is safe to assume that a dangerous concentration of carbon monoxide would result in the latter in less than half the time recorded in this experiment.

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CARS:—
DODGE TOURING.
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MOTOR CYCLES:—
7/9 HARLEY DAVIDSON WITH SIDE CAR.
4 H.P. TRIUMPH
2¾ H.P. DOUGLAS
EXCELSIOR with Side Car.

Deferred terms of payment can be arranged to suit approved customers.

The Honorary Secretary of the R.E.A.A.A. will arrange for independent inspection and report on any of the above cars or cycles for buyers who are unable to view for themselves. The fee charged being Shs. 50/- for cars and Shs. 25/- for cycles which is paid to the examiner.

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LOW FIRST COST

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It is not only the Low First Cost that makes a Ford a good investment, but its

LOW RUNNING COSTS

and also

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INSIST ON HAVING

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FOR YOUR CAR OR MOTOR CYCLE.

ALL THE EXPERTS USE IT

Sole Importers, NEWTONS, LTD., Nairobi.

BALLOON VS. NORMAL TYRES.

Tests of Michelin Comfort and Cable Covers.

INTERESTING DATA PROVIDED.

Over-Inflated Tyres Prevent Climb of Test Hill.

Interesting results have been obtained from a series of tests carried out by various members of the staff of *The Motor* with Michelin balloon tyres against a set of ordinary Michelin tyres on the same vehicle. They show the relative advantages and disadvantages of both types and form instructive data for general guidance.

The particular tyres tested were a comparison between Comfort (low pressure), 775 mm. by 145 mm., and Cable (normal pressure), 30 ins. by 3½ ins., both on Michelin disc wheels fitted to a 12 h.p. car of a total weight laden of 1 ton 6 cwt. 3 qrs. 21 lb. (2,681 lb.). The respective axle weights and pressure used were as follows:—

Axle Weights		Pressures: Balloon Tyres	Normal Tyres
Front	1296 lb.	22½ lb.	50 lb.
Rear	1385 lb.	26 lb.	60 lb.

The actual overall width of the two tyres were:—Normal, 3¼ ins.; balloon, 5¼ ins. The diameters are approximately the same.

There were shock absorbers on the front springs, but those normally used for the back springs had to be removed as they would have rubbed the larger-section tyres. For a similar reason the hand-brake adjustment had to be filed down. Another disadvantage of the big-section tyres is that the spare wheel could not be accommodated in the ordinary position except at the expense of certain alterations to the body, while the big tyres just touched the valances of the wings when going over bumpy roads.

THE EFFECT UPON STEERING.

Each member of the staff who tried the car when the conversion to balloon tyres had been made did so anticipating that steering would be more difficult at slow speeds, that there would be considerable bouncing. In actual practice, with the tyres inflated to the pressures quoted, there was either no apparent difference or an actual improvement.

The general riding comfort was unquestionably better, both passengers and drivers commenting upon this. At speeds of 40 m.p.h. to 50 m.p.h. there was a certain amount of bouncing, not very pronounced, just a gentle upward and downward surge when going over certain moderately bumpy surfaces. Bad roads, pot-holes, tramlines, etc., were smoothed out.

When the tyres were let down below their proper pressure the only noticeable differences were sluggishness in steering when pushing the car by hand in the garage and a more pronounced bouncing. The tyres lost their original pressure fairly quickly, so that one must anticipate frequent inflation to maintain the correct pressure if the best results are desired.

For the purpose of obtaining more accurate data the car was taken to Brooklands and a series of tests, first with the balloon tyres and then with the normal ones, were carried out.

ROLLING TESTS.

A series of rolling tests were decided upon as being an admirable way of showing what resistance to motion was provided by the large-section low-pressure tyres. Obviously, anything which tends to make a motor vehicle run less freely also absorbs a certain amount of power and may be expected, therefore, to result in an increased consumption of fuel. The rolling tests were made from the top of the 1 in 5 portion on Brooklands test hill. When the brakes were released the car had to run 91 ft. 9 ins. down a slope of 1 in 5 and 106 ft. 10 ins. down a decline of 1 in 8 before reaching the level surface of the finishing straight. We curved round to the left at the bottom of the hill so as to keep close to the fence in the straight. Three successive tests were made down the hill and the point reached on each run carefully marked on the railings at the track side.

The distances covered during the rolling tests varied by as much as 40 paces, and the mean of the three distances covered on each set of tyres was measured and marked off on the railings. The distance from the top of the 1 in 5 portion to this point was measured and found to be 365 paces.

After the full series of tests with low-pressure tyres had been completed, rolling tests with the ordinary tyres were made and the mean of the distances run determined and marked in the same manner as before. The mean of the points reached was found to be 405 paces from the start; in other words, coasting in neutral from the point mentioned resulted in the car running 40 paces, or 10 per cent. further on ordinary tyres than when low-pressure tyres were used. The times of rolling are given in the following table:

ROLLING TESTS.

Comfort (Balloon Tyres).

Time	Mean distance covered
60 secs.	365 paces.
56.6 „	
65 „	

Cablé (Normal Tyres).

Time	Mean distance covered
74 secs.	405 paces.
70.4 „	
72.6 „	

Advantage of 10 per cent. in favour of Cablé tyres.

During these tests the normal tyres were inflated to 60 lb. at the back, but one run was made with the back tyres deflated to 40 lb., in which case the coasting distance was 10 paces less than the mean of the points reached with the tyres at the higher pressure. The figures show that inflation pressure is a very important factor in power absorption.

In order to reach the top of the test hill to commence the rolling tests, the hill was ascended and time taken. The ascents with the balloon tyres fitted were the faster. When we attempted to climb with the ordinary 30 in. by 3½ in. Cablé back tyres inflated to 60 lb. we climbed quite satisfactorily until the commencement of the 1 in 4 portion. Here the dither of the back axle was so great that the car came to a standstill with the axle bounding up and down on the springs and the wheels spinning. Three attempts were made without success. It should be stated that Hotchkiss drive, in which the springs take the torque and brake reactions, is standard on the car used. We then decided to deflate the back tyres to 40 lb. pressure, when we effected a good climb with no dither whatever. It is only fair to state that had the shock absorbers been fitted the car would, no doubt, have held the track perfectly and climbed without wheelspin. The enormous difference observed when running with the back tyres at a reduced pressure was most interesting, and so also is the evident importance of damping out the rebound of the springs by shock absorbers.

TEST HILL ASCENTS.

Comfort (Balloon Tyres).

21.4 secs.	...	11.22 m.p.h.
22 „	...	10.92 „
21 „	...	11.44 „
Mean speed	...	11.19 „

Cablé (Normal Tyres).

23.4 secs.	...	10.26 m.p.h.
(see text)		
(do)		
Mean speed	...	10.26 m.p.h.

Advantage of 0.93 m.p.h. in favour Cablé tyres.

A series of full-speed tests over the flying half-mile were then carried out, and the results proved conclusively that the car was faster on the ordinary tyres than when the low-pressure type was fitted, the difference being of 1.43 m.p.h. in favour of ordinary tyres. The times and speeds attained are given on a separate table.

SPEED TESTS (Flying Half-mile).

Comfort (Balloon Tyres).

36.4 secs.	...	49.45 m.p.h.
38.0	...	47.37 „
36.8 „	...	48.91 „
Mean speed	...	48.57 „

Cablé (Normal Tyres).

36.6 secs.	...	49.18 m.p.h.
35.8 „	...	50.28 „
35.6 „	...	50.56 „
Mean speed	...	50.0 „

Advantage of 1.43 m.p.h. in favour of Cable tyres.

With the balloon tyres fitted the car had a distinct tendency to climb up the banking. Indeed, at about 50 m.p.h., left to its own devices, it ran well above the 70 m.p.h. mark and had to be held down to prevent it going even higher than would racing cars doing 90 m.p.h. or so. The pressure in the two front tyres was tested and found to be equal, and the steering was approximately true, as proved by the fact that the car did not develop this "banking-climbing" tendency with ordinary tyres, although it is true that the position that the car, when left to itself took on the banking was rather higher than it should have been. Presumably, there was some slight inaccuracy in the steering in the first place, which was greatly magnified by the fitting of low-pressure tyres.

Finally, the diameter of the circle in which the car would turn with the two types of tyres was measured. When turning to the right the balloon tyre rubbed against the rod from the drop arm on the steering gear to the arm on the stub axle, so we expected that the circle described in a clock-wise direction would be greater than that followed when turning to the left. To our surprise we found that more room was required to turn in an anti-clock-wise direction, although the tyre was not touching the frame, wing or any other part of the car at any point. The difference between turning to the right and turning to the left on low-pressure tyres was 1 ft. 9 ins., whereas with ordinary tyres a difference of 3 ft. was noticed. Turning to the left the car required only 3 ins. more room on balloon tyres than when the normal type were fitted, but when turning to the right a circle 1 ft. 5 ins. greater in diameter was called for.

STEERING LOCK TESTS.

Comfort (Balloon Tyres).

Right	42 ft. 9 ins. circle.
Left	44 ft. 6 ins. „
Difference—1 ft. 9 ins.	
Mean turning circle—43ft. 7ins.	

Cablé (Normal Tyres).

Right	41 ft. 3 ins. circle.
Left	44 ft. 3 ins. „
Difference—3 ft. ? ins.	
Mean turning circle—42ft. 9ins.	

Advantage of 10ins. smaller circle with Cable tyres.

The results of these tests seem to show that low-pressure tyres assist materially in obtaining wheel grip when climbing a really steep gradient such as the test hill, but that they detract from the free running of the car. The differences, however, are slight. Although we were not able to carry out any accurate brake tests, we formed the impression that the braking power was enhanced by the fitting of Comfort tyres.

STUDEBAKER CREATES NEW RECORDS.

Circuit of South Africa in 100 Hours.

SIX DAYS ACROSS AUSTRALIA.

Around the Union of South Africa in less than 100 hours is the latest achievement to be added to automobile records. The credit for this accomplishment goes to a Studebaker Light-Six touring car, a standard stock model, driven alternately by Messrs. H. F. Payne and Fred Scantlebury. There were four passengers in the car over the entire trip.

THE ROUTE.

The circuit led from Johannesburg to Capetown thence through Port Elizabeth, East London, Kokstad, Durban and return. The total distance covered equalled 2,687 miles. The exact running time from start to finish was 99 hours, 40 minutes—a little less than 100 hours. Petrol consumption averaged 21.5 miles per Imperial gallon. Considering that an average speed of 26.75 miles per hour was maintained, the petrol mileage is unusually high.

ROADS BAD DUE TO HEAVY RAINS.

The trip is one that for severity of requirements proved the most sensational ever staged in South Africa. It was made late in December. Rainfall had been unusually heavy. As a consequence, the car encountered numerous washouts, long stretches of slippery roadway and in general, conditions which subjected the car and its drivers to severe test. Near Kimberley, the city famed for its diamond mines, the record-makers lost their way in the maze of roads running around hundreds of diamond diggings. The running time also suffered serious disadvantage through the time lost by the frequent necessity of opening and closing gates along the course. In all, 300 gates were opened and closed.

On the return to Johannesburg the Light-Six proved to be in perfect running order. The engine was running smoothly and silently. There were no injuries to the body, the only change it had suffered being the addition of a thick coating of mud to its entire surface. Even minute examination of the chassis failed to uncover any evidence of the unusual strain the car had undergone in its long and gruelling trip.

SET FOUR RECORDS IN ALL.

Not only did the car establish a new Round Trip record around the Union but it also established three other records between points along the course. Notable among these three, was the new running time of 35 hours and 17 minutes set between Johannesburg and Capetown, a distance of 996 miles. Between these cities, the engine of the car was never stopped.

Mr. B. Penney of Johannesburg, who was chiefly responsible for the trip, said, in commenting on the record set by the Studebaker Light-Six: "We felt that the car could cover the distance according to the last schedule we set, and if it did not, no other could." The final result of the trip proved that Mr. Penney had in no way overrated Studebaker stamina and dependability.

TRANS-AUSTRALIA RECORD.

A Studebaker Special-Six stock model touring car, driven by John Burton, recently smashed three Australian motor records in its transcontinental run from Freemantle, W. A. to Sydney, N. S. W.—a distance of 2,880 miles. The running time was 5 days, 21 hours and 45 minutes. The new record is 16 hours and 12 minutes less than the best previous record.

In addition to breaking the transcontinental record, the victorious Studebaker established new records between Freemantle and Adelaide and between Freemantle and Melbourne. In all three previous records were smashed.

1,300-MILE DESERT STRETCH.

The race began at Freemantle. Burton bid adieu to the large delegation that had gathered to see him off, promptly at 6.10 a.m., February 7th. The course led eastward across the vast desert wastes that separate the States of Western Australia and South Australia. No more gruelling task could be placed upon a motor car than this far, parched course demanded of Burton and his history making car. After nearly two thousand miles of hot tedious travelling Adelaide was reached. There Burton was greeted with the news that one new record had been smashed—the previous record from Freemantle to Adelaide.

When the speedometer registered 2,329 miles, the victor thundered into Melbourne. With the arrival the previous record from Freemantle to Melbourne faded into the distance.

FASTEST TIME ACROSS AUSTRALIA.

From Melbourne, the final jump was made to Sydney, where the Studebaker and its faithful pilot arrived at 3.55 a.m., February 13th. By the trip the island continent was spanned in less time than ever before in history!!

This trip is regarded by followers of automobile achievements as a brilliant accomplishment. It clearly reflects the stamina of Studebaker construction and the remarkable endurance possessed by cars of that make.

Motorists and Road Safety.

METHODS OF INSTRUCTION IN GERMANY.

In view of the great development of motor traffic, which is taking place throughout every country, any plans for its better control, and for the reduction of the risk of accident, are worthy of consideration. In this connection it is, therefore, interesting to learn that there has recently been formed in the German capital a new body known as the Berlin-Brandenburg Motor Watch, consisting of the members of motor clubs, the motor cab owners' society, the motor traders' association, and motor driving schools.

It has long been felt that the difficulties and dangers in connection with the ever-increasing traffic will not be overcome merely by the issue of laws and regulations, but that a better realisation of present-day requirements must be inculcated in all sections of the public.

All the associations represented in it have undertaken to impress on their members and employees the need for careful driving at all times. Notices are also being issued to various sections of the public giving hints as to the way to assist in reducing the number of accidents and to ensure the public safety. Thus pedestrians are urged to keep to the pavements and to look out carefully before attempting to cross the road, also when entering or descending from trams and motor buses. Parents are similarly enjoined to instruct their children regarding such measures of safety. Cyclists and drivers of horse-drawn vehicles are asked to observe the traffic regulations, to keep to the proper side of the road, and to give a warning signal when they intend to stop or turn. Tram and motor 'bus drivers and conductors are requested to prevent any passengers alighting while the vehicle is running. Finally, all classes of motorists are urged to give consideration to the life and safety of the public and to make the avoidance of accident and traffic blocks a guiding principle, to "drive slowly," "keep the exhaust cut-out closed," "sound the horn at all crossings," and to "avoid unnecessary and unduly long use of the horn."

ELECTRICAL WIRING ON OLD CARS.

Points which Usually Require Attention.

SOURCES OF TROUBLE.

Anyone who examines closely many of the second and third-hand cars that come on the market will generally notice that the wiring is a very ill-considered and badly executed job, in fact, so bad is much of the wiring that one would expect trouble right away. If the wiring does happen to be effective, it is more by a lucky chance than anything else, and it will always be a potential source of trouble. Wiring that has got into a bad state will generally be found to have suffered from wet, oil, heat, mud and dust, which elements have an uncanny way of finding weak spots in the wiring. Friction or chafing is generally always going on where there are any loose wires and the insulation has become frayed and soft through soaking up the oil. There may be doubtful or corroded points where broken wires have been repaired or extra circuits tapped off. The best advice is to scrap all old wiring rather than attempt to restore it with soldering bit and insulating tape. Armoured wiring, either single or double circuit, is quite easy to obtain and fix with metal clips. Care must be taken not to pull out any old wiring without making a note of, or plan of, the circuit. High-tension wiring from the magneto to plugs should in particular be carefully examined, and unless the rubber insulation is perfect new leads should be fitted. Frequently the insulation will be found full of small cracks or perished—a condition due to old age and heat. In this condition leakage of current is inevitable and probably misfiring will result.

SINGLE-CIRCUIT WIRING.

In cases where the wiring is arranged on the single circuit, i.e., frame return system, it is important to see that the connections to the frame are really sound and well tightened up. If there is any oil or rust present, the connection will be a bad one and cause undue resistance. Joints in wiring are bad in principle, but if any should be made they must be well soldered, with resin as a flux and not with killed spirits, which causes corrosion in time. After soldering joints must be covered with rubber proofed tape.

Any wires that are not armoured should not be taken through unbushed holes in metal. A fibre or ebonite bushing should be fitted, or failing this, a piece of thick walled rubber tubing makes a fairly reliable substitute. Particular care should be taken when making the connections to the terminals in switchboxes or similar fittings that the stranded ends of fine wire are well twisted together, as any loose strands coming in contact with other wires will be liable to cause short circuits.

Battery box connections are often found in a bad state, chiefly due to acid corrosion. New connections should be made and the terminals well cleaned. Proper connectors should be soldered up the cable ends; and after screwing up tight, it is only advisable to lap the whole connection with pure rubber tape.

Experiments are being made to render safe some of the new roads which have proved to be so slippery when wet that they are extremely dangerous. The surface is being sprayed with an anti-skid mixture.

• • •

A man who had just started to drive a car was accosted by a friend who asked him for a lift. They soon found themselves in a crowded thoroughfare.

The friend said, "Jim, your engine is knocking badly."

"Don't be a fool," was the reply. "That's my knees."

Speed Reliability or Economy

'DOUGLAS"

Consistently Proves its Superiority

SAN SEBASTIAN GRAND PRIX.

350 Kilometres.

MATEOS, ANSTICE, WHALLEY, NAURE and SANTOS,

all on DOUGLAS Machines,

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FIRST FIVE PLACES

5 Douglas's Started: 5 Finished.

A TWIN IS BEST AND DOUGLAS IS THE BEST TWIN.

2¾ H.P. MODEL, £67—10—0 NAIROBI.

Sole Importers, NEWTONS, LTD., Nairobi.

Champion Double-Ribbed Core Sparking Plugs Withstand the Severity of Any Demand

To appreciate the Champion Sparking Plugs, one must realise that in one year, millions of revolutions take place in the cylinder and each trip of the piston receives a spark from the sparking plug.

It must be a sparking plug of extraordinary quality to withstand the severity of this demand.

Over 400 makers of motor vehicles and marine motors, and users the world over, have endorsed and attested to the superiority of Champion Double-Ribbed Core Sparking Plugs and chosen them for their daily use.

Champion Spark Plug Company, Toledo, Ohio

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CHAMPION

Dependable for Every Engine

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IS YOUR FORD GIVING BAD LIGHTS!

IF IT IS

INSTALL A

RAY BATTERY

AND DRIVE AT NIGHT WITH SAFETY

Obtainable from all Ford Dealers.

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MOTOR BICYCLE

If you want consistent reliability and economy

A 4¼ H.P. MODEL FOR HARD COUNTRY WORK.

A 2¼ H.P. MODEL FOR TOWN USE.

4¼ H.P. Model	...	£110 0 0
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FOR HARD WORK A B.S.A. HAS NEITHER EQUAL NOR BETTER.

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DODGE HUDSON SUPER-6
SERVICE STATION.

We Sell We Service

ALL Makes of Motor Cars

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Easy terms of payment can be arranged to suit purchasers of New or Second hand Motor cars.

We are dealers in all makes—Agents for none—and therefore can give independent advice to prospective buyers.

Our Service Station where only experienced European mechanics are employed is equipped to render genuine and effective Service to our customers.

Garage & Service Station,
FEIN'S BUILDING, HARDINGE STREET, NAIROBI.
(Adjoining Gailey & Roberts).

Look after the Dynamo.

CLEAN THE BRUSHES AND THE COMMUTATOR

In spite of the undoubted simplicity of the dynamo, there is a general feeling amongst car owners that it is an apparatus with which they should on no account interfere. This is largely a mistake, and unquestionably occasional attention, which does not of strict necessity require any great electrical knowledge, will result in increased efficiency in the lighting and starting system and add somewhat to the life of the battery.

One of the greatest enemies of the dynamo is carbon dust, which comes off the brushes and is deposited around the cage holding the brush gear. This dust, which is, of course, a conductor of electricity, is liable to set up a short circuit between adjacent brush holders, possibly to the great harm of the dynamo. Another trouble which can arise from dust is the brushes sticking in their holders, so that they do not make proper contact with the commutator, which will result in sparking and burning away of the brushes and pitting of the commutator.

To clean the brush gear, first remove the metal cover, so as to expose the brushes, and then take out each brush from its holder by very carefully lifting the spring-loaded trigger clear of the brush end and gently pulling on the wire lead. Care should be taken, on removing the brushes, to identify them so that they will be replaced in their proper holders. The brushes may be wiped with a petrol rag and their running faces examined for signs of burning or chipping. Each face should be shiny and curved to fit the radius of the commutator. Dust inside the cage should be cleaned out with a rag and by blowing with a tyre pump. Examine the commutator, which should be smooth and clean. See that all terminal nuts are tight and that there are no loose strands of wire to cause short-circuiting.

Demagnetization of Magnetos.

EXPOSING A FALLACY.

The impression is by no means uncommonly held that a magneto is, by the nature of its construction, extremely liable to weaken by demagnetization. Of the various stereotyped and popularly expressed explanations of difficult starting a "weakened" magneto has always held pride of place. This view ought really to be challenged, as actually the falling off in efficiency of a modern magneto is a very slow process, despite the fact that the working conditions are unfavourable to the magnets retaining their maximum strength. Vibration, for example, is an adverse factor. It is not unusual to come across quite old-fashioned magnetos at least 12 years old which have been knocking about for years as "junk," yet with plenty of life in the magnets, and there is no comparison in permanence between the old-fashioned magnet steel and that used to-day. A hard and fast rule as to when a magneto should be remagnetised cannot be laid down, but it is not unreasonable to expect a full five years' service from a magneto without appreciable weakening, that is to say, in a degree that would adversely affect the ignition. Of course, a general overhaul by a thoroughly experienced magneto concern is desirable after a period of years, and, as a rule, this work includes attention to the magnets, but it is important that amateur attempts at remagnetising should be avoided. In these days when the man in the street dabbles such a lot in "wireless" electricity the mere pulling off of the magnets and "remagnetising" them with a few turns of wire and an accumulator may seem the merest bagatelle. Many such cases have occurred, often with results that have surprised the owners of machines, as all the magnetism has vanished.

A Simple Method of Adjustment.

REPLACING OVERHEAD VALVE SPRINGS.

Numerous owner-drivers think it necessary to remove the cylinder head on an overhead-valve engine if one of the springs has to be replaced. Fitting a new valve spring—whether main or supplementary—can be effected in a few minutes if the sparking plug of the cylinder affected is removed and a tommy-bar or bent piece of metal is inserted so as to support the valve in the closed position. Unless it will stay where it has been put by itself, a little outside assistance may be called for to hold the tommy-bar in position while the job is being completed. The tappet adjusting screw should be slacked off and the valve depressed before the tommy-bar is placed in position; the push rod can then be moved to one side, allowing the rocker to lie in an almost perpendicular position, which greatly facilitates in the case of standard engines the withdrawal of the locking wire and valve cotter. The circular cap and broken spring can then be removed and the new spring dropped into position. The cap, cotter and locking ring are then refitted, and the adjusting screw turned until the requisite amount of valve clearance has been obtained.

Something New in Electric Tugs.

DIESEL ENGINES USED FOR PROPULSION.

The first Diesel electrically propelled tugboat ever built was completed by the Pennsylvania Railroad System this week. The distinctive feature of the propelling mechanism consists of two Winton Diesel oil burning engines each driving a Westinghouse generator to supply the electric current which is then utilised by a Westinghouse 375 shaft horsepower motor to drive the screw propeller 125 revolutions a minute.

The tug differs from all others ever constructed, not only by reason of being propelled by electricity but also in the fact that the pilot directly controls the propelling machinery as well as the steering apparatus, instead of transmitting signals calling for full speed ahead, stop, astern, etc. He directly controls the propelling motor by means of levers in exactly the same manner as the motorman of an electric car controls its speed.

The tug is 105 feet in length with a 24 foot beam and draws 12 feet of water. It will be used for general purposes in New York Harbour, including the handling of car floats between Jersey City and various terminals of the Pennsylvania Railroad System. It will be tried out also between Cape Charles and Norfolk with the idea of developing tugs of similar design for this service.

The National Automobile Chamber of Commerce of America is inaugurating a campaign against roadside advertising. It is admitted that these advertisements are often of high artistic value and hide many unsightly city lots. A clear vision of the roadway and a due regard for natural scenery, however, should be the fundamental factors in the erecting of hoardings, and if any of these obstruct a curve or a cross-road, or mar an attractive view, they are a public danger. The position is complicated by the fact that the tenfold growth in motor traffic during the past ten years has greatly increased the value of the highway as an advertising medium, but advertisers are being pressed to consider not only the effect of their advertisements, but also how they affect the enjoyment and safety of the travelling public.

It would be interesting if motorists were to record their best and worst luck while motoring. Entering a village at the end of a long run recently I stopped at a small tobacconist's shop to purchase some cigarettes. On emerging from the shop a policeman came round from the front of the car and handed me my licence holder, which he had picked up from the running board. It had been fixed by a nut to the lower part of the windscreen, out of sight, and the upper part containing the licence had broken away. I had travelled 75 miles, and the chance of losing it altogether must have been about a million to one. The very next day I was caught in a sudden downpour and stopped to put up the hood. The cover was removed, and in my anxiety to protect the passengers as quickly as possible, I left the cover on top of the luggage on the grid while fixing the hood and side curtains. After covering ten miles I suddenly thought of the cover—ten miles too late! That was on the Petworth-London road, a few miles after passing North Chapel. Owing to the good services of the A.A. scout at the Milford fork, to whom I reported the loss, the cover has been recovered.

* * *

Here is another case of good luck. I have a clean record, and am proud of it. I was making for my holiday destination, with a storm breaking over the Downs behind me. A fast car, a good and clear road, and the urging of the black clouds behind. The engine was responding nobly to the call, when two constables appeared from behind a gateway, one brandishing an official-looking document. The white flower of a blameless (motoring) life to be plucked at long last, I thought, as I pulled up.

"Excuse me, sir, for stopping you, but did you leave —— at about 4-30, on the way to ——?"

I was able to say emphatically that I did not, and to give a record of my movements that could be corroborated by all my passengers.

"I'm sorry to have stopped you, sir, but we have information that a big —— car (naming my make) ran over and killed a dog. I expect it was the dog's fault, but we are bound to make inquiries. Sorry, sir; good evening."

How sweetly the gears went into mesh from one to four, I can hardly tell you.—("Contact" in *The Motor.*)

* * *

The Irish Free State Government has not been so precipitate as the British Government in abandoning the import duties on private motor vehicles which were imposed by the Finance (No. 2) Act, 1915 (McKenna Duties), and which, of course, at the time extended to the whole of Ireland. By the Irish Free State Finance Act, 1914 (sec. 13), these duties are to be continued until May 1st, 1925, and the preference to goods produced within the British Empire is also continued. Further, under section 23 of the Irish Free State Act, the duties are to be extended to motor vehicle bodies, parts, and accessories pertaining thereto, used for purposes of trade or husbandry, or as omnibuses. It will be observed that the duty does not extend to the chassis of such commercial vehicles. The method by which the tax will be collected, in cases where complete vehicles are imported comprising both body and chassis, will be by levying the duty first of all upon the complete car, and then repaying such proportion as applies to the chassis and its parts or accessories.

* * *

The Olympia Motor Car Exhibition will open this year on October 16 and the Cycle and Motor Cycle Show on November 3. The *East African Standard* hope to be able to publish full reports of these Exhibitions, which will be specially prepared with attention given to overseas interests and which will be both complete and interesting.

HUPMOBILE'S reputation as a fine car is based on facts very easy of verification and demonstration. It offers an ideal combination of power and rugged strength in the chassis together with beautiful body lines, and a fine finish.

Motor Mart & Exchange, Ltd.
NAIROBI.

Hupmobile

AVON TYRES
SAFETY FIRST
ECONOMY ALL THE WAY.
INSIST UPON THEM.

R.E.A.A.A. NOTES

New Road and Railway Map of Kenya.

EFFECT OF COMING LINES.

Mr. Galton-Fenzi has issued a new and up-to-date R.E.A.A.A. road and railway map, presented to the R.E.A.A.A. by Messrs. Bullows and Roy, which shows not only the existing railway system, but also the proposed new lines which will connect Thika—Nyeri, Nakuru—Solai, Eldoret—Kitale, as well as the extensions from Turbo Valley right across north and south Kavirondo, and through Uganda, linking up on the west with the Jinja—Namasagali line, and on the north stretching up as far as Kumi.

The railway information was very necessary, given by the Acting General Manager of the Uganda Railway, and gives an impression of the potentialities of these new railways developing the resources of Kenya Colony and Uganda.

The roads have been brought up-to-date as far as it is possible and show all those which are passable by car during the dry weather. Of course a great many are useless during the rainy season.

ZANZIBAR.

The energy of the Zanzibar Branch Committee and the Hon. Sec., Mr. Grazebrook, is enabling the Association to do good work in this Territory.

Danger signposts are being erected, and two R.E.A.A.A. boys in uniform are helping the police in the control of traffic at one or two dangerous points, and are also at the service of members at any time for pumping up tyres, greasing cars or bicycles, and doing any odd jobs required.

TANGANYIKA.

The Tanganyika Branch of the Association is doing excellent work under the Committee and the Hon. Sec., Major Noel Davies. Danger signals and signposts are being erected round and about Dar-es-Salaam, and two R.E.A.A.A. boys are employed on a service similar to that in Zanzibar.

The Hon. Sec. of the branch at Tanga, Mr. McDougall, is putting in hand the erection of signposts and danger signals in the district, and a similar service of R.E.A.A.A. boys.

NAIROBI—ARUSHA ROAD.

Mr. Galton-Fenzi has been very interested for a considerable time in the improvement of communications between Nairobi and Arusha. By the help of the Director of Public Works in Kenya, and the Political Officer in charge of the Moshi—Arusha district, in Tanganyika, he hopes this new road will soon be reasonably passable for traffic in dry weather.

The Association has given a grant of money to expedite a new deviation of the extension between Arusha and Longido West, which will make considerable difference to the road when it is completed.

MORRIS COWLEY CAR.

The test of the Morris Cowley car (overseas model) is just completed. It has covered 8,000 miles over some of the roughest roads in Kenya Colony and Uganda, the Hon. Sec. hopes to give members a full report of the test next month. Meanwhile a few details of interest are ready.

The test car is a four seater, weighing 17 cwts., and is fitted with steel wheels 30 x 3½. Dunlop tyres, Lucas lighting and starting equipment and accessories, Gabriel snubbers, spring gaiters, and a 13.9 engine which develops in the neighbourhood of 30 h.p. on the brake.

It has been driven at a speed over the roughest roads with a heavy load on board, and all the repairs and replacements during the ten months have been a couple of spring clips, costing a few cents.

The only other incident was a short circuit on the trip to Mongala, easily rectified, and the switch, which jammed. On taking the matter up with the Lucas Company, they explained to Mr. Galton-Fenzi that through some mistake an old-fashioned switch had been sent out, and they despatched the new pattern switch, which was found quite efficient.

The oil consumption was about 1,600 miles to the gallon, and the petrol consumption 30 to 40 miles to the gallon, Shell oil and petrol being used the whole time.

The Dunlop tyres, beyond three or four punctures, gave no trouble at all. The Gabriel snubbers, with which the test car was fitted, are exceptionally efficient, and were largely responsible for the absence of any spring breakages or other mechanical trouble. The car proved a triumph of excellent workmanship and material.

THE BEAN CAR.

The next car is the Bean, which is now being run in, and will soon be starting on a long trip. The body is a five seater, weighs 22½ cwts., and is being fitted with Dunlop balloon tyres 31 x 5¼ inches, and Hartford shock absorbers. The 14 h.p. engine develops about 30 horse power on the brake.

The front seats can be tilted to any angle, and can also be entirely removed from the car, so that it is possible to sleep in it at night. It seems an exceptionally nice car and the Hon. Sec. has every hope that under test it will prove as successful as the Morris Cowley and Jowett cars.

AMATEUR REPAIRS.

Brief but Useful Hints to Owners.

WORKSHOP EQUIPMENT.

In cases where the expenses of running a car have to be reduced to the minimum, and, in consequence, repairs must often be undertaken by the owner himself, a few hints may be of value.

The first thing to remember is that a repair must be sound. Most people at one time or another have occasion to make some kind of temporary repair, a substitute structure which is supposed to be used until the proper parts can be obtained, and it is one of the faults of many amateur repairers that so often they allow this temporary structure to do duty long after it would have been possible to have replaced the part properly. The golden rule is never to alter the design of the car unless it is absolutely necessary so to do, and never introduce temporary fittings as permanencies.

WORKSHOP EQUIPMENT.

Where the ordinary private owner is so often handicapped is in the meagre plant at his disposal, but much can be done if one obtains a set of taps and dies of Whitworth sizes up to half an inch, or, if this proves too expensive, up to five-eighths of an inch. These sets may be obtained reasonably cheap and are extremely useful, but, when they are bought, remember to buy also a set of good twist drills—not the cheap kind—which will drill holes the tap will then thread. You cannot, for example, drill a quarter hole and then put a quarter tap into it as the hole is already too big [illegible]. With the aid of these taps and dies the drills and with a really good hand brace one can make almost anything, including nuts and bolts, or studs, if occasion requires. The brace must be one with a chuck, that is to say, one which really will grip the drill so that the latter runs true.

With some chucks it is difficult to centre the drill properly before beginning the work. For holes above five-eighths of an inch, one of the most useful things in the world to possess is a chain drill, which is sold by some of the big tool firms. This consists of a chuck and a shank, with a ratchet in it threaded on to a yoke provided with a stout chain; the chain is passed round the job, the shank and the drill are centred in the required position and the chain is then tightened both to hold the drill in position and to exert pressure upon it. The drill is then operated with an ordinary brace of the carpenter's type, and it is surprising how quickly holes can be drilled even in thick metal. This is much better than the old-fashioned clumsy ratchet brace.

The amateur repairer should remember that one should never hurry, as more jobs are spoiled by haste than for any other reason. The job to be done should be considered first, and a definite idea formed of how it will be carried out; then the necessary tools should be collected, the work marked out, and if any holes are to be drilled it is absolutely essential to punch an indentation with a centre punch before beginning work with the drill.

For dealing with all parts of a car, the owner should, if possible, visit first the repair shops of the manufacturer, with the idea of noting particularly any special spanners which are necessary. These special spanners then can be made, or sometimes purchased from the company, and are well worth having. Whatever the nature of the work undertaken it is well to make for oneself, first, a shallow receptacle of metal to hold paraffin or petrol, this receptacle being placed on four wooden legs so that it is at a convenient height from the ground. It is then possible to put every metal part which is taken off the car into the paraffin at once, and thoroughly clean it with a brush, which not only helps to keep the mechanical part of the car thoroughly free from dirt, but is essential if the part has to be inspected for any flaws or possible failure.

ORDER THE FIRST LAW.

The second thing necessary is a good, fairly stout wooden box into which the parts can be placed when they have been washed, and it is well to remember that if this scheme is carried out successfully it is impossible to lose any pieces. It is also sound practice to replace all nuts and spring washers as soon as possible on the studs or bolts from which they are taken, as the fewer parts that are lying about loose the fewer will be lost. A box of split pins is essential, a box of assorted spring washers also is necessary, and bolts and nuts are easy to buy, and are always good stock. Never replace a split pin by one of smaller size because the right type of pin is difficult to put in, and if a part will not go back in the position from which it has been taken, first of all see that everything is quite right before attempting to force it on.

In another matter, care should be exercised; for example, a spare part is obtained from the manufacturers; before rushing into the garage and attempting to put the spare part in position, carefully inspect it, first of all, to see that it is satisfactory, and secondly to make sure that it is the right part with the right number of holes and of correct size. Much labour will be saved if this is done beforehand rather than afterwards.—(*The Autocar.*)

Zanzibar Accident.

PARTY OF LADIES EJECTED FROM A CAR.

A motor-car accident which may well have had fatal consequences occurred in Zanzibar recently when a car containing a party of ladies and gentlemen from the Universities' Mission was returning to town from Chwaka. At the bend in the road at the bottom of Welezo Hill, the driver, swerving suddenly in order to avoid a collision with another car which was proceeding from the direction of Zanzibar, was unable to avoid running into the ditch at the side of the road.

The uneven nature of the ground caused the occupants, with the exception of the driver, to be thrown out. Fortunately, however, all escaped without serious injury, except the Rev. Mr. Dyson who is suffering from a dislocated hip. Mr. D. Cator, one of the passengers, is a member of a Cinematograph Company which is at present engaged in filming the life of Living-stone on the mainland.

DURANT RUGBY

BOX BODY, £218	ADVANCE ORDERS NOW BEING BOOKED. FOR CONSIGNMENT EX "LLANSTEPHAN CASTLE," DUE TO ARRIVE 11th OCTOBER.	TOURING, £250

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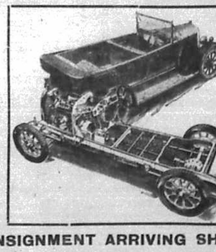

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HAVE A HABIT OF GIVING SATISFACTION AFTER MANY YEARS OF USE AND THEY HAVE A HABIT ALSO OF FILLING MOST OF THE PREMIER POSITIONS IN CONTESTS, WHETHER SPEED OR RELIABILITY

THE R.E.A.A.A.
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FOUR "TRIUMPHS" ENTERED AND SECURED
SILVER CUP.
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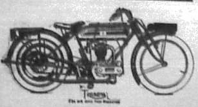

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The columns of the Motor, Sport and Magazine Supplement are open for discussion of anything pertaining to the subjects which are incorporated as regular features. So far as possible inquiries of a technical character are referred to experts for reply, but the opinions of readers competent to deal with them are nevertheless welcomed and solicited. All communications intended for publication must be clearly written or, preferably, typed on one side of the paper only, special care being necessary in respect of technical terms and proper names.

THE EAST AFRICAN STANDARD
Mombasa Times & Uganda Argus
(MAGAZINE SECTION).
SATURDAY, OCT. 11, 1924.

THE SATURATION POINT.

From time to time comment has been made in motoring papers from various parts of the world as to when the saturation point in the consumption of cars will be reached. The subject is not new and has been discussed from every aspect. Yet in spite of facts and figures, which have been produced to prove that very few, if any, more cars could be absorbed after a certain date, not only is there still the same huge quantity of motor vehicles being distributed each year, but, if anything, a considerable increase. For those countries which are well established on a sound financial basis, and which have such tremendous competition direct from the factories, it can be appreciated to a certain extent how the trade keeps going, but in a colony such as Kenya there surely must be a limit. To begin with our population is comparatively small, and of that population the proportion who are able to buy and maintain cars is merely a handful. The fact that some 3,500 cars and motor cycles registered in Kenya out of a total motoring population of about 12,000, would indicate that nearly every potential motorist has a motor vehicle of sorts. Allowing for replacements, not more than 500 cars and cycles could be sold here of which perhaps half of that number would be new buyers. It is not sound business to look at the sales figures of one year only and base future indents on an annual increase from those figures. The year 1921 was exceptional, when there were nearly 350 cars sold, but it would be safe to assert that more than half of them were replacements of the vehicles which flooded the country after the war. In 1922 only 240 cars and motor cycles were sold, and in 1923, about 300 new vehicles were disposed of. This last figure is large, but when it is realised that 1,800 cars and cycles were registered in 1923—not all necessarily new—and allowing four years as the average life of a car in this Colony, it is safe to assume that the larger portion of these sales were replacements and that that figure is just about the maximum number of motor vehicles which this Colony can absorb annually. In every young country there is a tendency to ride on the top of a boom and make indents in proportion to the demands for the big year. In some few cases where the boom is based on something sound the indents are justified, but in the majority of such situations there is a reaction and a slump such as has not yet been experienced in Kenya, with the worst possible results. We have already experienced a small slump in the Colony and a repetition in any branch of trade is most undesirable. It is very doubtful if all the motor firms are sound enough financially as yet to carry large stocks over a period of depression, therefore it behoves the motor trade to move warily. It is hoped to publish statistics of the sales of cars in the Colony in next week's issue, a careful study of which will bear out the points to which we have drawn attention. A set-back to the motor industry, or for that matter to any branch of Kenya trade, at this time, would mean years of careful moving in order to effect a recovery.

America's Best Foreign Markets.

DESTINATION OF CARS EXPORTED IN RECENT YEARS.

The ten best markets for American cars and the movement of the export trade during recent years are shown by the following figures:—

1913 (last complete year before the outbreak of the war): Canada, [illegible]; United Kingdom, 3,795; Australia, 2,083; South Africa 1,270; Argentina, 1,062; Sweden, 236; Mexico, 235; Cuba, 223; Spain, 186; Belgium 91.

1918 (last year of the war): Canada, 8,542; Australia, 3,795; Mexico, 1,916; Cuba, 1,909; Argentina, 1,628; South Africa, 1,205; Spain, 808; United Kingdom 423; Sweden, 1; Belgium nil.

1919: Canada, 8,826; United Kingdom, 6,080; Australia, 3,905; South Africa, 3,019; Cuba, 2,887; Mexico 2,850; Argentina, 2,202; Belgium, 1,628; Sweden, 1,546; Spain, 1,458.

1920: United Kingdom, 20,174; Australia, 8,822; Canada, 8,047; South Africa, 6,098; Cuba, 6,293; Sweden, 5,398; Argentina, 4,397; Mexico, 4,060; Spain, 3,706; Belgium, 2,430.

1921: Mexico, 6,730; Canada, 5,243; Australia, 5,030; Cuba, 1,832; Sweden, 920; United Kingdom, 808; Argentina, 615; South Africa, 306; Belgium, 235; Spain [illegible].

1922: Australia, 11,280; Canada, 10,21[illegible]; Mexico, [illegible]; Belgium, 4,385; United Kingdom, 4,315; Sweden, [illegible]; Argentina, 2,497; Spain, 2,111; South Africa, 2,042; Cuba, 1,689.

1923: Australia, [illegible]; Canada, 11,0[illegible]; United Kingdom, 7,582; Mexico, 7,550; Sweden, 6,744; Argentina, 6,643; Spain, 5,830; Cuba, [illegible]; Belgium, 4,908; South Africa, 4,853.

The total number of cars imported by England from U.S.A. since the Armistice to the end of 1923 was 39,048, an average of 7,810 per annum as compared with 3,795 in 1913.

NO BROADCASTING FROM MARS.

Our Science Insufficient as Yet.

PROFESSOR'S FAITH.

The mystery of Mars remains unsolved.

Strange signals in a kind of Morse code are said to have been received by certain wireless stations in America and enthusiastic amateurs in London, working on a wave-length outside the radius to known broadcasting stations, but though this is not the first time the mysterious signals have been noticed—Marconi himself having investigated similar mysteries—the scientific world refuses to be excited.

Greenwich Observatory announces that Mars was duly observed but "nothing unusual was seen."

Prof. Sir Richard Gregory, asked what he thought about the mysterious signals, answered: "Astronomers as a body are not concerning themselves overmuch with these manifestations."

The eminent French astronomer, M. Camille Flammarion, interviewed says: "The ignorance of the world is absolutely stupefying." He asserts it is impossible at present to communicate with Mars, though the progress of science may enable us some day to get messages to the planet.

He is as convinced as he was 40 years ago that Mars is inhabited, though not by beings like ourselves, and he bases his theory that Mars has an existence which compares with ours on the fact that life on the earth is sustained by conditions which are known by science to exist on Mars.

Four-wheel Brakes and the Cinema.

The endless search on the part of moving picture producers for new ways to create laughter and to thrill audiences is a source of constant amazement to the layman. Now Buick and its four-wheel brakes has come in for its due share of attention. In "Sherlock, Jr.", Buster Keaton's latest picture, there is an amusing scene, in which the Star drives at fifty miles an hour along the edge of a lake. Suddenly coming to the end of the road he applies the brakes full force. The chassis of the car stops dead, but the body, containing Keaton and another occupant, goes gliding out upon the surface of the lake with the top up and acting as a sail.

Of course, the body had been first detached from the chassis to make this possible. With the body detached the risk of mishap was very great. As Keaton himself expressed it, "This was an extremely dangerous stunt, and it is not hard to imagine that death or serious injury might have resulted." Continuing, he said: "We all realised that the car must be equipped with good brakes. In the photographing I travelled an even fifty miles an hour—stopped on the brakes, and they responded. It was one of the finest performances I have ever seen a car give, and I have nothing but the highest praise for the Buick with four-wheel brakes."

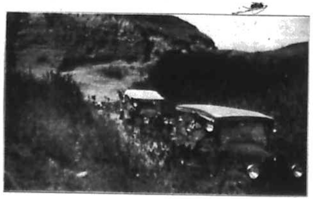
ISSUES ALL CLASSES OF MOTOR POLICIES.

THE MOTOR UNION Insurance Company Ltd.

Chief Agents for East Africa TYSON BROS. Ltd., NAIROBI.

ILLUSTRATIONS OF THE WEEK.

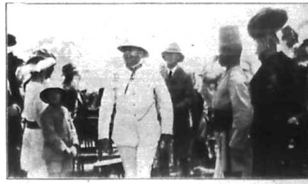
TANGANYIKA.



ON THE ROAD TO ARUSHA, NEAR KAMPFONTEIN

AT THE FOOT OF THE HILLS, MT. MERU.

MAIN ST., ARUSHA



Photos: A. C. R. Bamford

ACTING GOVERNOR (THE HON. JOHN SCOTT, C.M.G.), TANGANYIKA, AT ARUSHA.

THE APPROACH TO THE WAR CEMETERY AT MOSHI SHOWING THE CROSS OF SACRIFICE.

In Kenya Colony similar memorials have been erected at Nairobi, Mombasa, Voi and Taveta cemetries.

Photo: B. Giletti

THE ROAD TO ELDORET. (Bamboo Forest).

AT WHITEAWAY'S

Great Reduction in Price of our Famous

ANGLE LAMPS

JUST UNPACKED.

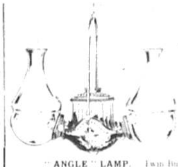
[illegible] the famous "Angle Lamps," in many shapes and finishes. As there is no lamp as yet on the market [illegible] type of the "Angle," we are now stocking these [illegible] much greater variety. Besides the beautiful mellow light [illegible] appearance these Lamps are to be recommended on grounds of economy. They are fitted with an Air-Lock Valve which [illegible] amount of [illegible] required, the result [illegible] steady, flickerless white light. We now stock them in the following finishes: Brass, Satin Brass, Gold, Old Gold, Antique, Copper, Pewter Silver, Etc.

NO DANGER. NO PRESSURE. NO MANTLES. SMALL CONSUMPTION. 100 EFFICIENCY.

"ANGLE" Stand Lamp [illegible]

New Price, Shs. 45

60 Candle Power.



"ANGLE" Lamps are now to be had in all metallic finishes.

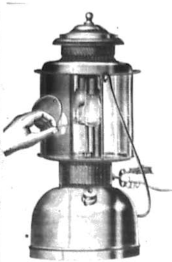
They are reliable, easily lighted, clean and safe.

"ANGLE" LAMP. Twin Burner giving 120 candle power flickerless light. These lamps are so constructed that there is [illegible] light with no shadow. Price, Shs. 45/-. Beautifully finished in [illegible] Lamps as above fitted with 3 burners Shs. 55/- [illegible] Shs. 95

"ANGLE" Wall Bracket Lamp in gold finish. Heavy cast body, beautiful sculptural design to hang on the wall. This is the best shape for use [illegible] where a stand lamp [illegible] candle power.

New Price, Shs. 25

Petrol and Kerosene Lamps



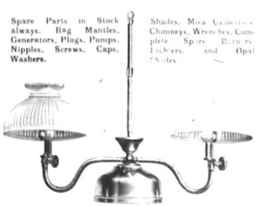
THE "WHITERAY" LANTERN.

Stormproof and strongly made. This is the last word in hurricane lamp construction. The fountain has a large capacity, hence it follows that a lot of time lost in filling is avoided. Kerosene or Petrol may be used without interfering in any way with candle-power of lantern. The finish is Polished Nickel. Candle power 200.

Price, Shs. 39

Spare Parts in Stock always. Rag Mantles, Generators, Plugs, Pumps, Nipples, Screws, Caps, Washers.

Shades, Mica Cylinders, Chimneys, Wrenches, Complete Spare Burners, Lighters, and Opal Shades.



Two Arm Chandelier [illegible] 2 mantles on each arm [illegible] with high candle power [illegible] 1,[illegible] candle power about [illegible]

Note Price [illegible] Shs 95

Price Cts 75 ea

THE "WHITERAY" [illegible] LAMP

Shs 45

Whiteaway, Laidlaw & Co., Ltd. The Sixth Avenue Cash Store Nairobi.

[MRS. LANGRIDGE, F.R.H.S., *Mua Park, Athi River, to whom all correspondence connected with this column should be addressed.*]

Written under the auspices ofthe auspices of the KENYA HORTICULTURAL SOCIETY. Subscription, Shs. 10/- to be sent to the Hon. Secretary, P.O. Box 27 Nairobi

SOME INDIGENOUS FLOWERS.—(Contd.)

The banks of the Nile and the forests adjoining abounded in many things, including a lovely variety of Thunbergia. It was bigger than the ordinary *Thunbergia Gibsonii* and *T. alata* and was a lovely shade of bronzy gold, just like that of a weaver bird's throat. The many walks along native paths or hippo tracks through the *forests* or along the banks revealed treasures at every turn, a climbing Begonia, a new Hibiscus, one of the [illegible] things imaginable, with pale [illegible] flowers, a deep green glaucous [illegible], thick-stemmed rock-plant growing in a rift of a rock, with the most [illegible] deep pink flowers I have ever seen—real carmine shade—a big yellow [illegible] that romped over rocks, a smaller [illegible] one, a wee eye-bright, a pale lavender Veronica, a mauve-lipped member of the *Scrophulariaceae*, a fluffy blue [illegible], and many *etceteras*.

In the region of Malakisi (on our return from beyond Tororo), a large white clematis was enjoying life. Its blooms were as thick and waxy as orange blossom if my memory has not played me a trick, and were as big as the ordinary big deep purple *Clematis Jackmanii* that grows so well in some Norfolk gardens. It looked most hopeful as a possible medium for budding or grafting imported Clematis, that refuse to grow well on their own imported roots, and I [illegible] thought of Mrs. Dickinson of Ka[illegible] and her indigenous garden, and the [illegible] there for which she wants [illegible] and climbers, but, alas! not one [illegible] has survived. We found another [illegible] Clematis later on, more like [illegible] type; the blossoms were not [illegible] the size of the Malakisi one, though [illegible] than double those of the Traveller's [illegible] which, after flowering, festoons [illegible] clumps of bushes with its long [illegible] like awns of greyish white. Three [illegible] Lonathus were among the treasures [illegible] between Karungas and Mt. [illegible], and north of Kitale, a new Har[illegible], mauve, blue and yellow Lissochilus, [illegible] Helichrysums, a Hebenstreitia, [illegible], Persicaria, and millions of [illegible] of flower people belonging to the [illegible]. The Hebenstreitia is very [illegible] the South African *H. comosa*. It [illegible] spikes of charming mignonette-like [illegible] and each flower has a tiny red [illegible] blotch on one petal. It has a faint [illegible] charming scent. Polygonums [illegible] in several districts and yet I [illegible] never seen any under cultivation, [illegible] locally, indigenous, or imported. [illegible] not see why Sutton's Rosey Gem [illegible] should not love many Kenya [illegible] and add its own individual [illegible] to the beauty of the whole.

A MOTOR SAFARI.

I have only mentioned a very small [illegible] of the flowers that we found and [illegible], and there may be opportunities [illegible] of returning to the subject. May I [illegible] for the benefit of those who have not [illegible] tried it, that a motor safari is a [illegible] and inexpensive way of solving [illegible] holiday problem, and to those who [illegible] their gardens and flowers in general [illegible] a holiday is a sheer delight; so [illegible] beautiful flowers may be enjoyed [illegible] their natural surroundings and a few [illegible] back, to add to the gaiety, [illegible], and beauty of the garden. A love [illegible] simple flowers leads to true appreciation of flower beauty and to see, for instance, the fiery Tritomas growing in the [illegible] next the mauve scabious is a lesson [illegible] harmony, such as is found over [illegible] over again in untouched places of the [illegible].

[illegible] far from Kisumu we saw a beautiful pure white flower growing in the [illegible]. At intervals up its stalks the [illegible] were poised like butterflies. I [illegible] to myself at the time, "I believe [illegible] a Delphinium." Unfortunately [illegible] were trying to race threatening rain [illegible] darkness and I dared not stop to [illegible] even one, but hoped that the [illegible] would bring us across some more. [illegible] were so strikingly beautiful that I [illegible] still vividly recall the scene. Now I [illegible] glad to say I have authentic views of [illegible], for Lady Muriel Jex-Blake writes: "[illegible] you know the pure white, very [illegible] scented Delphinium from up near [illegible]? It is not an albino form of the [illegible]—different in structure, having only [illegible] of butterfly wings above the stamens, [illegible] of the down-turned funnel or [illegible] of the flower. Bigger, wider, [illegible] and this heavenly scent."

INTERESTING FLOWERS AND FRUIT.

[illegible] saw some very interesting flowers [illegible] the Synod week. The Auricula [illegible] in the Government House garden was enough to make anybody's horticultural mouth water. This is the first [illegible] I have seen or heard of in the [illegible]. Its full name of course is [illegible] Auricula. There was a [illegible] also flowering, such a gem of a [illegible] and a very beautiful blue salvia, [illegible] Gerbera hybrids, blue Gillias, [illegible], a very handsome climbing Tecoma, [illegible] another interesting flower [illegible] on Lady Coryndon's rockery [illegible] also that delightful "Zanzibar [illegible]" amongst the rocks.

It is always a pleasure to visit the Ryle-Shaws' garden at Mukuyu; not only are there always new and interesting things to delight in there, but the whole garden is so well laid out and presents a series of pictures that only garden artists can create. Amongst the flowers that I made my bow to for the first time was a Petrea, possibly *Petrea volubilis*. This wonderful deciduous climber is flowering this year for the first time, having taken some years to establish itself and get acclimatised. It has grown splendidly and its sprays of glorious deep blue-mauve flowers are really too lovely for words. I can imagine how glorious it would be too, if allowed to take possession of a wide low archway leading from one garden to another at the end of a long walk or path.

It belongs to the Verbena family and is allied to the Durantas, according to my Encyclopaedia. Outwardly, and on first acquaintance, it has no resemblance to either.

The Verbascums are always a feature of the Mukuyu garden, and I wonder more do not follow suit and grow them. Their thin spires of gold against the Italian cypress get just the back ground needed to show them up to the fullest advantage. It is also the lily season and if anyone is yet in doubt as to whether true Liliums will or will not do in Kenya a visit to Mukuyu would settle the matter once and for all, and the lilies would win. Many other attractive things abound in the flower garden, and it is particularly rich in flowering shrubs. It was also the first garden to lead the way with Yuccas those extraordinarily handsome foliage plants, let alone their wonderful spikes of creamy white blooms. The majority of the Yuccas were introduced to the gardening world from America, but there is one Yucca Ferox[illegible] that claims Malta as its native home and some are indigenous to South Africa. They have several homely names, "Adam's Needle," "Spanish Bayonet," "Mound Lily." In California where thousands of Yucca plants light their torches all over the alkaline desert, they are known as "Our Lord's Candles," named so exquisitively by the Spaniards when they took possession of Los Angeles in 1780, and the name has stuck. American Indians have used the flower shoots as food, and those who have tried them say the flower is like that of asparagus. They both belong to the Liliaceae of course so there may be something in it but I am not going to sacrifice any of my Yucca shoots to prove the statement. They are much too precious and I am looking forward to the day when to quote a Californian writer of repute "At maturity it breaks into a gorgeous head of lavender tinted, creamy pendent flowers covering the upper third of its height, billowing out slightly in the centre, so that from a distance the waxen torch takes on very much the appearance of a flaming candle. For this reason——with the exquisite sentiment common to the temper and heart of the Spaniard, Yucca Whipplei has been commonly named 'Our Lord's Candle.'"

I have wandered some distance from Ruiru and must return to mention the majoram in the herb-garden, which I had not seen anywhere for so many moons that I could scarcely believe it was real, and wonder of wonders, in the orchard there lives a very flourishing Litchi, a member of the Soapberry family or Sapindaceae, and a very favourite fruit of the Chinese. Its cultivation dates back for at least two thousand years. It is very valuable both fresh and dried. An analysis of the fresh Litchi shows the following: Total solids 20.92 per cent, ash 0.54, acids 1.16, protein 1.15, and total sugars 15.3. It has been successfully introduced into California, Cuba, Brazil, Madagascar and if it is equally successful in Kenya it is going to add greatly to the food supplies of our Colony.

LIFE IN UGANDA.

The following is the second of the series of special articles which the well-known authoress, Margaret Peterson, is contributing to the "East African Standard." The first of the series appeared on September 30.

II.

Insects & Snakes.

(By Margaret Peterson).

I talked the other day about our lack of adventure out here and, of course, I was wrong. Life is full of the most absurd adventures. The other day in the garden we killed a snake.

Our orderly strolling up with some letters from the post first noticed the reptile. Watching his leisurely approach I was a little surprised to see him execute quite a new form of side step, at the same time emitting rather a startling yell. He was, however, to judge by the hubbub that ensued, quite justified in his behaviour. Out rushed my entire staff—cook, cook's toto, three house boys, two garden boys, and a queer legged creature whose present role in life is to catch grasshoppers for our baby Uganda crane—each and every one of them armed with different types of weapons and all apparently intent on an onslaught on the orderly. The result was thrilling. I seized my hat, shouted to the infant, and followed by him and the cat—who is the most intensely curious animal we possess—proceeded to investigate.

Arrived at the scene of action, I found the entire staff apparently gone mad and intent on ramming [illegible] on each other's feet, but presently the cause of all the bustle slithered through the grass in front of me and I saw it to be a snake. The better aimed blow than all the others finished its career and, with shrieks of joy, the slayer hoisted it on high for all to admire.

Slim, about a yard long, silvery grey in colour, exquisitely marked, it hung suspended at the end of the stick while the boys decanted on its evil powers. It could kill, it appeared, in the space of three minutes; what was more it laid itself out to kill. It hid behind stones waiting for man, or slithered along the ground in rapid pursuit of him.

How much of all this I am to believe I do not know, but to [illegible] about lack of excitement is ridiculous when death lurks behind the flowers of your garden.

I go back to the bungalow sobered in mind and start with nervousness at the quick glide past of a lizard. In this, however, my head boy assures me I am quite right, for some lizards may be—indeed most of them are—quite as dangerous as snakes.

I wonder why natives have that feeling about lizards? It is common both here and India. Yet I believe I am right in my superior knowledge when I say that lizards are quite harmless.

What swarms of them there are too, all shapes and sizes. Should any of us be alive if they really dealt death? They are credited with consuming flies and mosquitoes, so, despite their poisonous nature, they are allowed to remain about the house.

But I don't really like them and they wouldn't be tolerated in a house in England. Neither would those horrible Blackham spiders be tolerated, enormous, great, nightmareish black things that festoon the outside of the reed verandah with webs half a yard wide. One of the real terrors of my existence is that one day one of these spiders will lose its way in the network of canes in the roof and fall down on my head! Could anything be worse?

Undoubtedly when one pauses to consider the insect life round one in this kind of climate, one ought not to complain of things being commonplace. In fact, if one had even a slight leaning towards natural history, one would never be dull. But the worst of it is that for the most part these insects that invade our house life are so disgustingly ugly that the only interest one is inclined to take in them is to shriek for the boy to remove them. And many of them have such a nasty capacity for hunting one. They have what the infant calls "red hot tails." There are a couple of very industrious hornets that haunt my drawing-room. They are designing houses, each in a separate corner, that quite definitely put our own rather indifferently designed house to shame. Sometimes I study their patient real [illegible] at others I get a long stick and poke down their architecture when they are absent on a foraging expedition.

I have hopes that this may lead them to think the ceiling of my drawing-room an unpromising building site. But they are not so easily frustrated, and one of these days I know I am going to meet Hornet No. I. or No. II., or perhaps both together, coming in at the door when I am going out; and as I am so large and tall and occupy all the door space, my presence will probably annoy them and they will sting me in passing.

What not to talk about life being dull!

Wales v. S. Africa.

AMATEUR INTERNATIONAL SOCCER.

London, Oct. 4.

In the amateur international association match Wales beat South Africa by a goal to nil at Colwyn Bay.

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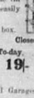

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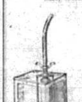

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Zanzibar Daressalam.

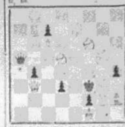
By A. H. Spencer Palmer.

Solutions and all Chess correspondence should be addressed:—"The Chess Editor, *East African Standard*, Nairobi.

CURIO No. 5.

A Sui-mate Problem

Black 7: K63, Qa6, Ps b6, c7, d5, f2, h6.



White 11: Kf1, Qb3, Bs b7, g3, Bh2, Kts d5, f6, Pe6.

White to play and compel Black to mate in two.

There is no solution in [illegible] Black does all he can to avoid killing the White King, and has to be driven by White's [illegible] efforts to do the deed.

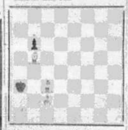
Solutions should reach the office by the 25th of October to count in the Competition.

PROBLEM No. 655.

By R. J. Andrade.

From the "Chess Amateur."

Black 2: Kd5, Pf6.



White 2: K-2, Bc5f, e3.

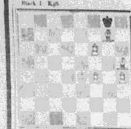
White mates in three moves.

PROBLEM No. 656.

By J. Cumbe.

From the "[illegible]."

Black 1: Kg8.



[illegible]

GAME No. 217.

From the Southport Congress.

Played in the Major Open Tourney. It is refreshing to see such a sparkling game in so important a match. Mr. C. B. Heath, whose encounter with Alekhin I watched with breathless interest last year, accepts the King's Gambit from Rodgers, a very sporting thing to do. (Score and notes from the "Hull Times").

KING'S GAMBIT.

Kieseritzky variation (4. P. h4; 5. Kt. e5).

[illegible]

Notes.

(a) This game follows the books to this point. The Kieseritzky was often played by the masters of a previous generation, and Mr. Blackburne was very partial to it in his exhibition play. Curiously enough it is a favourite with Mr. Heath himself, and possibly he was hardly expecting to have his weapon to be turned against him on this occasion.

[illegible]

THE INTERNATIONAL MATCH.

[illegible]

SOLUTIONS.

[illegible]

WEEKLY SCORE LIST.

[illegible]

KENYA CHAMPIONSHIP.

[illegible]

Football Council.

The [illegible] meeting of the Council of the Football Association of Kenya will be held on Wednesday October 15 at 5.15 p.m. The agenda includes, minutes of last meeting and matters arising therefrom. Reports from referees and various sub-committees. Reports on the competitions, correspondence and any other business.

H.E. PLAYS TENNIS AT MOMBASA.

Defeated in Doubles Match.

MEMORIAL CUP FINAL.

[From our own Correspondent.]

Mombasa, Monday.

On Saturday afternoon the tennis final for the Parkinson Memorial Cup was played off at Mombasa Sports Club. H.E. the Governor and Lady Coryndon were present, and tea was served in the grounds.

The match commenced about 4.30 p.m. Messrs. L. C. Phillips and H. J. Stedman being the finalists. From the commencement it was obvious that Phillips was not in good form, and Stedman, playing strongly, won the first set 6/0. There were several well contested games in the second set, but Stedman again proved too strong, taking the set 6/2.

The match was rather disappointing as a hard struggle had been expected and the two sets only occupied about half an hour.

After the match, His Excellency and Mr. Wolfe played Messrs. Cumming and de Boer, the latter proving the stronger pair.

The function terminated with the presentation by Lady Coryndon of prizes won in the recent tournaments.

Rifle Notes.

NAIROBI PRESIDENT MAKES A GOOD SCORE.

Sunday morning early was [illegible] but nevertheless there was a good muster on the range when shooting commenced at 7 a.m. The weather was clear and the light very good. A strong left wind caused a certain amount of trouble as it was variable and difficult to estimate. In the circumstances the score of Mr. G. G. Bompas (the President of the Nairobi Rifle Club) was a very creditable performance.

The principal scores were:—

	200 yd.	500 yd	Total.
Mr. G. G. Bompas	31	31	62
D. I. Kar	32	29	61
S. J. Bosch	30	30	60
A. Campbell	28	31	59
E. Luckes	29	29	58
Capt. R. F. Rainsford	31	27	58
A. H. Charman	27	30	57
H. Matthews	28	28	56
F. Marsden	29	27	56
C. S. Heath	31	24	55
F. W. G. Bompas	29	25	54
G. E. Griffiths	31	23	54
J. Darling	25	26	51
H. Condon	25	25	50

M.C.C. on Tour.

CEYLON MAKES A GOOD ONE INNING'S STAND.

[Through Reuter's Agency.]

Colombo, Oct. 4.

The Marylebone team en route for Australia defeated Ceylon in a one-day match by 15 runs on the first innings.

Marylebone total was 73, Gregg[?] taking 8 wickets for 38. Ceylon scored 58, R. Tyldesley taking 4 wickets for 25 runs.

In the second innings Marylebone scored 114 for 4 wickets, Chapman contributing seventy. The innings was unfinished.

New Zealanders.

RUNAWAY MATCH WITH LEICESTER.

London, Oct. 4.

The New Zealand rugby team beat Leicester by 27 points to nil at Leicester.

Carpentier Actor.

Carpentier has announced his intention of retiring from the boxing ring. A strong factor in this decision was a tempting offer made to him to appear in America in films.

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MUTHAIGA GOLF CLUB.

Programme for the Week.

THE MORRISON CUP.

In the second round of the annual lay-off, W. A. Pailthorpe beat W. Joiner 5—4, and R. C. S. Austin eat J. B. Witherick 2 up. In the first qualifying round (1925) some very good cards were returned. W. F. Pinco (20) and R. Elliott (20) tied with a nett score of 69.

THE PAILTHORPE BOWL.

Members are reminded that entries close on Friday, the 10th inst. The conditions under which the trophy is played for are very favourable and is a good test of each entrant's handicap. It is hoped that those who have not yet entered will do so without further delay.

Mr. E. K. Figgis, the winner.

THE CLUB CHAMPIONSHIP.

The final of the Club's Championship was played off between Messrs. E. K. Figgis and O. P. Matthews, over 36 holes, on Sunday last. The golf in the first 18 holes was not the best and may be classed, as many would put it, "the usual play in the finals."

Mr. O. P. Matthews, runner up.

Figgis won the first hole and thereafter Matthews took the next three, leaving him 2 up at the fourth hole. After this stage Matthews' putting, for some unaccountable reason, failed him badly and was possibly accountable for his losing the match. At the end of 18 holes Figis had secured a lead of 8 up.

The second 18 holes was commenced soon after lunch and although Matthews played well and made every endeavour to reduce the lead, Figgis came on to his game and played very well. It is worthy of note that at the 28th hole the score still read 6 up to Figgis—eight consecutive holes being halved in an aggregate score of one over bogey. At the 29th hole, Matthews failed to carry the Bunker with his tee shot whereas Figgis was on the green and won the hole in a 3, thus leaving him dormy 7. He also won the next hole and the match by 8—6.

Figgis is a very steady player and a hard man to beat when he is on his game, and rightly so for he was a scratch man at Home 27 years ago. Great thanks are due to Mr. T. J. Anderson who so kindly umpired the match.

Later in the evening, after a good many members had assembled in the Club House, Capt. Vernon, acting on behalf of Major J. A. Morrison, in a very nice little speech, presented the Cup and replica to Mr. Figgis. The runner up was also the recipient of a suitable prize in the shape of Golf balls.

The Cup was filled by the Champion, who was heartily congratulated upon his deserved and popular success.

A Kenya Golf Course.

EARLY TRAGEDY RECALLED BY A HOME WRITER.

Writing of "Golf in Strange Places," O. H. in the Birmingham *Evening Despatch* includes a sketch of a Nairobi Golf Course. He says:

"The first time I experienced the joy of watching a well-hit golf ball soar away from my club into the far distance was on a course which was destined, a few days later, to be the scene of a tragedy.

"When the head offices of the Kenya Government were moved from the sweltering heat of Mombasa to the more salubrious air of the Nairobi highlands, one of the first acts of the newly arrived officials was to lay out a golf course.

"Situated on the plateau overlooking the township, it affords a view which cannot be equalled by any of the world's courses. From the precincts of the club house can be seen, on a clear evening, the snow-clad peaks of Africa's two highest mountains—Kilimanjaro in the west, and Kenya in the north, each over 100 miles distant. Over the intervening plains roam the antelope, rhinoceros and other big game—a veritable zoological garden.

"The links are admirably laid out, but in their making an error was perpetrated, the southern boundary was placed in too close proximity to a forest.

"Late one afternoon, a promising young K.A.R. officer, having reached the eighth tee, had the ill-luck to slice his drive into the trees. Unsuspectingly, he, accompanied by his native caddy, began to search for the ball in the thick undergrowth, when suddenly a group of lions, which had presumably been watching through the trees, sprang upon them, and the two were fatally mauled.

"To-day the links are as safe as the Lickeys, and although the occasional roar of a hungry beast may be heard in the distance, the Duke and Duchess of York can depend on being able to play a round without fear of interruption, should they take their clubs with them on their coming tour to Kenya."

Read His Obituary.

HOW OPPONENTS BURIED THE HATCHET.

Cases have occurred where live men have read their own obituaries because of the premature reports of their death, but the case of Sir Claude Phillips, the well known art critic, who died a few days ago is surely unique. Sir Claude had the advantage of reading his obituary notice in type a few years ago.

On the staff of the newspaper for which he wrote art criticisms was another critic, whose contributions clashed with his own.

Two of a trade seldom agree, and these two agreed to differ so much that they were scarcely on speaking terms. A day came when Sir Claude was reported seriously ill, and his obituary was written at considerable length by his colleague and supposed antagonist.

The article was put into type with the "catch" heading "Phillips," and by one of those accidents that will happen in the best regulated newspaper offices it was taken by a clerk to be Sir Claude's own contribution, and the proof was forwarded to his house for reading and correction.

When he was convalescent Sir Claude was allowed to see the arrears of his correspondence, including this proof.

He read it with great interest, and found it not only eulogistic (as was expected), but also peculiarly sympathetic and discerning.

He read also the name of the author, whom he supposed inimical. It need only be said that from henceforth they were the best of friends.

A Pig's 8 Mile Swim.

MYTHS EXPLODED BY PORT ELIZABETH ESCAPADE.

Old fashioned myths in regard to the inability of a pig to swim and the belief that it cuts its throat with its forefeet when it tries were exploded by the escapade of a young boar at Port Elizabeth.

A truckload of pigs from up-country consigned to cold storage was being driven along Harbour Board ground after detraining, when one of them, a young porker weighing about 150lbs., broke away and dashed into the surf.

It stuck out gallantly for the horizon and was soon just a black spot on the water. At length it was completely lost sight of from the shore, and the adventurous pig was given up as lost by the drovers. Even if it had not drowned the great probability was that such a juicy lunch would not have been overlooked by the sharks.

A STRANGE MONSTER.

The pig was next heard of some five hours later. The crew of a fishing boat in the vicinity of St. Croix noticed what appeared to be a strange sea monster about a quarter of a mile off the island. Drawing up, they discovered, much to their amazement, that the creature was a pig beating out bravely for the safety of the island.

The animal was not too exhausted to put up a stern fight against being hauled into the boat. One of the fishermen was bitten on the arm before it would submit.

From the point where the pig entered the water to where it was picked up is approximately 7½ miles. It was none the worse for its long swim, and the fact that its throat was innocent of scratches disproved, as far as that particular pig is concerned at least, the theory that the action of the front trotters when a pig is swimming tends to lacerate its throat.

The little lady knew all about Rugby, because she had never missed a football club dance since she could remember. At a match at Parklands she was busy explaining the game to her unversed friend. "And what are those big poles for," asked the friend pointing towards the goal-posts.

"Oh! they are the fixtures, surely you have heard the boys talking about football fixtures, my dear."

POULTRY NOTES.

Artificial Incubation.

For the successful working of an incubator a very great deal depends upon accuracy and exactness. The poultryman who wishes to get a good hatch must see that everything is clean; he must be prepared to attend to his incubator at the same time every morning and evening. The careful operator will soon note any peculiarity of his machine and will be able to obviate any little thing that might if neglected, cause a bad hatch. With each incubator the manufacturer will send a book of instructions. This book should be read carefully before attempting to set up the machine. The directions given should be followed with great exactness. The incubator must stand level and should be tested with a spirit level; doors must open and shut easily.

WHERE TO PUT THE INCUBATOR.

The matter of housing the incubator is a very important question and has much to do with successful hatching. The incubator must be placed where it will not be disturbed; well away from draughts and jars. The room should have a level floor and should keep as nearly as possible an even temperature.

A useful incubator house can be built quite cheaply of rough stone and covered with thatch. The floor of the house should be two or three feet below the outside level. The doorway should be made of cut stone to ensure the perfect fitting of the door. The thatch should be built on to posts standing well away from the walls to prevent any vibration during high winds and the thatch should not actually touch the walls at any point.

STARTING THE INCUBATOR.

In starting an incubator, it should be run for two or three days empty. It should be brought to 101 degrees and made to run evenly at that temperature. When it is steady at that temperature put the eggs in. Once the damper hangs loosely over the lamp case at 101 degrees, screw down the weight on the lever arm. After a little while the eggs will get warm and the thermometer will register the necessary 103 degrees. Great care must be taken not to run the temperature too high at the start as the germs will perish with excess of heat.

Never over fill the egg drawer and never add more eggs once the machine is started. Should it be absolutely necessary to add more eggs, as in the case of a very large number of infertiles being turned out, the new lot of eggs will have to be warmed before placing in the incubator, but any such a proceeding is at any time risky, and should be avoided if possible.

Only the best oil should be used. If the lamp is one which requires replenishing daily, it is advisable to attend to it in the morning, so that the flame will be steady and just right to see the machine through the night. Do not cut the wick, remove the charred edges with a cloth. Give an occasional glance at the thermometer during the day to ascertain that all is going well.

COOLING AND TURNING.

When the eggs are placed in the machine, a mark should be put on one side of each egg. Then when turning the eggs it will be easy to see whether all are turned, as the mark on each egg will be on the top at one turning and underneath at the next turning. Opinions are varied as to the turning of the eggs, but twice a day is the usual procedure.

Some operators remove the egg tray entirely for turning and close the door; others merely pull it out to turn the eggs. I always found the former the best method as it prevents a big drop in temperature.

At each turning, the eggs which have been in the centre should be removed to the outer edge. The time taken to turn the eggs is usually sufficient cooling. Up to the eighteenth day the eggs require turning and cooling; after that they should not be interfered with.

(To be continued).

Molo: Sittings are required of imported Aylesbury and Pekin ducks, also Embden and Toulouse Geese.

S. M. B.

International Rugby.

ANOTHER NEW ZEALAND TOURING WIN.

[Through Reuter's Agency.]

London, Oct. 8.

The New Zealand Rugby team beat North Midlands by 40 points to 3 at Birmingham.

Raided by Lions.

NATIVE WOMEN DRAGGED FROM BED.

In a collection of kraals on either side of Pungwe River, not many miles from Beira, two native women were carried off by lions.

The beasts broke through the hut in which the women were sleeping and, seizing their victims, dragged them away into the bush. The men of the kraal, alarmed by the screaming of the women, ran out and pursued the lions for a distance but were afraid in the darkness to go too far. They went out again at dawn, but as they still failed to find any trace of the women it was presumed the lions had carried what was left of them away to the distant bush.

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Remember: Ask for Gargoyle Mobiloil by the full title. It is not sufficient to say, " Give me a gallon of 'A' or 'BB.' " Demand Gargoyle Mobiloil "A" or Gargoyle Mobiloil "BB," or whichever grade is specified for your car in the Chart of Recommendations.

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NAIROBI.

THE OCTOBER RACES.

Second Day's Programme Again a Success.

FULL RESULTS.

Plucky Jockey Finishes with a Broken Rib.

HORSE SALE PRICES.

A splendid gathering attended the second day of the Races on Saturday. The grandstand, although packed, did not provide sufficient seating accommodation for the large number present. The races, if anything, were of a higher standard than on Thursday, the finishes being keener and more exciting.

One unfortunate accident occurred in the Somali Steeplechase when Sambutta Tino, well in the lead, fell at the fifth fence and threw its rider, Mr Black, heavily. He pluckily re-mounted and continued the race, beating Othello for third place. When medically examined after the race he was found to have dislocated his shoulder and broken a rib.

After the last race the cups were presented by Lady MacMillan to the winners.

Although better than on Thursday, no specially big prices were paid by the tote or sweep. The Jockey Club have reason to congratulate themselves upon the success of the meeting and on the excellent organisation. The catering, in the hands of J. M. Colaco Co., was efficiently done, a variety of tasty dishes being provided to refresh the many visitors to the course. The October meeting was more reminiscent of the "old days" than any recent event.

SALE OF HORSES

Following the presentation of the cups, a sale of horses was conducted by Mr Sands. The first horse to be sold was a South African mare The Fig, which was bought by Col. Moore for £40.

Langfield, a two year old colt by Shalto, belonging to Mrs. Billyard-Leake was sold to Mr. F. Greswolde Williams for 50 gns.

"More Booze," another two year old colt belonging to the same owner was sold to Col. Moore for 30 gns.; and Mrs. Fielding's "Camisole" was sold to Mr. F. G. Greswolde Williams for £55. A Somali pony "Devatol," which put upon a wonderful performance in Thursday's race, winning the Somali Steeplechase and running second on Saturday, was bought for £31 10 by Mr. Dearns.

The highest price was reached by "Festina," a three year old that had several excellent performances in the races to its credit, and did well in several events. She was sold to Mr. F. G. Greswold Williams for £135.

THE BALL.

Jockey Club dance on Saturday was the crowning event of a most successful race week. About 100 couples took the floor at the New Stanley ball room and danced to the music provided by the popular Kenya Jazz Band. From first to last the night went with an exhilarating swing, though the floor was perhaps a little too full for comfort. The band entered into the spirit of the evening and obliged time and again to the enthusiastic demand for encores.

The Results.

First Race.

OPEN HURDLE HANDICAP. Winner £30, second £5, 2 miles.

Major B. F. Webb's **Sinn Feiner** (Bumpus) 1
Capt. S. Tryon's **Liz** (Tryon) .. 2
Capt. A. C. Anstey's Flying Scotti scratched. Two runners.

Won by 4 lengths.
Time: 4 mins. 1 4-5 secs.
Starting prices: 2/5 Sinn Feiner, 7/4 against Liz.
Tote paid 12s. for win.

Sinn Feiner took the lead immediately after the start and, hurdling beautifully, won in a canter.

Winner trained by Forsyth.

Second Race.

SOMALI STEEPLECHASE HANDICAP. — Winner £20, second £5. Two miles.

Capt. A. C. Anstey's **Inshallah** (Tryon) 1
Mr A. Weelman's **Devatol** (Bumpus) 2
Mrs. N. Younghusband's **Sambutta Tino** (Black) .. 3

Also ran: Othella (Sawyer).
Mr R. Montgomerie's Grey Midget scratched.

Won by short head, with distance between second and third.
Time: 4 mins. 49 4-5 secs.
Starting prices: 1/2 Inshallah, 7/4 Devatol, 4/1 Sambutta Tina, 4/1 Othella.
Tote paid 18s. for win, 12s. and 12s. for places.

Sambutta Tino started slowly, but overhauled the others and took the lead at the second fence. While still leading, he came down at the fifth fence; his jockey, however, remounted. Devatol and Inshalla had a ding-dong struggle, until entering the straight, when Devatol drew away, but Tryon, riding a splendidly judged race, won on the post.

Winner trained by Tryon.

Third Race.

NAVAL AND MILITARY CUP — A gold challenge cup, value £50, presented by Major-General Sir E. Northey, G.C.M.G., C.B., together with a silver replica. All horses entered for this race must be the property of a Naval or Military owner, all riders to be Naval and Military men.

Mr. H. D. Stanning's **Cam** (Pringle) 1
Lady McMillan's **Gay Scott** (Bramwell) 2
Mr H. Tarlton's **Long Guard** (H. Tarlton) 3

Also ran: Talmash (Tryon).
Major B. F. Webb's Tally Ho and Commander Lawford's Be Early were both scratched.

Won by 6 lengths, with short head between second and third.
Time: 2 mins. 17 2-5 secs.
Starting prices: 4/7 Cam, 6/4 Gay Scott, 4/1 Long Guard, 8/1 Talmash.
Tote paid 17s. for win, 11s. and 11s. for places.

A capital start. Gay Scott took up the running followed by Cam and Long Guard. So they ran, until half way up the straight, when Cam drew away to win in a canter. A good race ensued for second place which Gay Scott obtained after being hard pressed by Long Guard. Talmash was last all the way.

Winner trained by Drury.

Fourth Race.

OPEN STEEPLECHASE HANDICAP. Winner £40, second £10. —Three miles.

Mr. M. C. Blunt's **Cambric** (Johnson) 1
Maj. B. F. Webb's **Tally Ho** (Bumpus) 2
Lt.-Col. G. Moore's **Daroji II** (Owner) 3

Also ran: Batswing, Collar Mare, and Liz.

Won by 3½ lengths, with lengths between second and third.
Time: 6 mins. 10½ secs.
Starting prices: 4/1 Cambric, 4/6 Tally Ho, 5/1 Daroji II, 2/1 Batswing, 10/1 the rest.
Tote paid 52s. for win, 17s., 12s., and 16s. for places.

A good start. Collar Mare started slowly. Daroji II made the running, closely followed by the rest of the field. Very little changes occurred for the first two miles, when Tally Ho took up the running, followed by Cambric and Daroji II. Cambric went to the front coming over the last fence and taking up a challenge from Tally Ho, won comfortably.

Winner trained by Tryon.

Fifth Race.

DIVIDED OPEN HANDICAP (3rd Division). Winner £40, second £10. 5 furlongs.

Capt. A. C. Anstey's **Flying Scotti** (Tryon) 1
Mr. W. G. Sewall's **Cameo Ring** (Walters) 2
Mrs. C. Billiard Leake's **Festina** (Sawyers) 3

Also ran: Clandestine, Scotti Too, Arabesque, Compassion, Little Eva, Butter Scotch, Linesman, and Pussyfoot.

Won by 2 lengths, with neck between second and third.
Time: 1 min. 5 4-5 secs.
Starting prices: 3/1 Flying Scotti, 2/1 Cameo Ring, 10/1 Clandestine.
Tote paid 64s. for win, 32s., 21s., and 90s. places.

The biggest field of the day and an excellent start. All were bunched together for the first furlong, when Festina on the rails held a slight advantage. Half a furlong from home, Flying Scotti drew away and, making the rest of the running, won by two lengths. Cameo Ring came with a rush at the end, to finish a good second.

Winner trained by Tryon.

Sixth Race.

DIVIDED OPEN HANDICAP (2nd Division). Winner £40, second £10. 6 furlongs.

Mrs. Alexander's **Trouble** (Walters) 1
Mr. H. D. Stanning's **Timepiece** (Primble) 2
Mr. F. Greswolde William's **Settler** (Mulholland) .. 3

Also ran: Sinn Feiner, Camisole.

Won by a neck, with three lengths between second and third.
Time: 1 min. 18 2-5 secs.
Starting prices: 3/1 Trouble, 1/1 Timepiece, 1/1 Settler, 20/1 Sinn Feiner, 50/1 Camisole.
Tote paid 25s. for win, 19s. and 16s. places.

The field came away together, Trouble taking up the running. When on the far bend he was passed by Time Piece. Inside the distance, Walters on Trouble issued a very strong challenge, which brought him past the post an excellent winner.

Winner trained by Drury.

Seventh Race.

DIVIDED OPEN HANDICAP (1st Division). Winner £40, second £10. 7 furlongs.

Lady McMillan **Democracy** (A. Tarlton) 1
Mr. F. Greswolde Williams' **Mexican Eagle** (Mulholland) 2
Lady McMillan's **Fayida** (Bramwell) 3

Won by 3 lengths, with 2 lengths between second and third.
Time: 1 min. 32 secs.
Starting prices: 5/4 Democracy, 3/1 Mexican Eagle, 4/1 Fayida.
Tote paid 14s. for win.

Three horses faced the starter. Mexican Eagle jumped off in front of Fayida and Democracy. Coming up the straight Democracy went to the front and won comfortably.

Winner trained by Bramwell.

Eighth Race.

OCTOBER HANDICAP. — For horses 14.3 h.h. and under. Winner £40, second £10. 1 mile.

Major R. F. Webb's **Court Bending** (Forsyth) 1
Capt. A. C. Anstey's **Flying Scotti** (Native) 2
Miss O. Collyer's **Sim Sim** (Native) 3

Also ran: Talfani Hill, Zenia, and Arabesque.

Won by 3 lengths, with one length between second and third.
Time: 1 min. 1 4-5 secs.
Starting prices: 4/2 Court Bending, 4/1 Flying Scotti, 4/1 Sim Sim.
Tote paid 14s. for win, 17s., 30s., and 32s. for places.

This was a very good start. After a furlong had been covered, Court Bending took the lead, and never being seriously challenged, won in a canter.

Winner trained by Forsyth.

ENGLISH AND SCOTTISH FOOTBALL.

League Tables Compiled to Date.

INTERESTING POSITION IN SCOTLAND

The following are the various League tables compiled up to and including matches played on October 4. There are several games missing; 1 from the 2nd Division; 5 from the 3rd Southern; 3 from the 3rd Northern and 1 from the Scottish. These results will be published and included in the tables when received.

ENGLISH LEAGUE.
First Division.

	P.	W.	L.	D.	Goals F.	Goals A.	Pts.
Huddersfield Town	8	4	—	4	11	4	12
Manchester City	8	6	2	—	20	10	12
West Brom. Albion	9	5	2	2	10	6	12
Sunderland	8	5	2	1	15	7	11
The Arsenal	8	5	2	1	12	5	11
Notts County	9	4	2	3	8	5	11
Birmingham	9	5	3	1	8	10	11
Newcastle United	10	3	2	4	16	13	10
Aston Villa	9	2	1	6	17	15	10
West Ham United	9	[illegible]	[illegible]	4	7	[illegible]	10
Tottenham Hotspur	9	[illegible]	[illegible]	[illegible]	10	[illegible]	9
Blackburn Rovers	9	3	3	3	13	14	8
Leeds United	9	3	3	3	9	9	8
Bury	9	2	3	4	12	11	8
Cardiff City	9	3	4	1	10	9	7
Liverpool	7	3	3	1	12	12	7
Bolton Wanderers	9	3	3	1	10	13	7
Everton	8	1	3	3	6	7	5
Burnley	8	1	4	3	7	10	5
Sheffield United	9	1	5	3	8	17	5
Nott'm Forest	9	1	6	2	6	16	4
Preston North End	8	1	5	2	3	16	4

Second Division.

	P.	W.	L.	D.	Goals F.	Goals A.	Pts.
Derby County	8	6	1	2	20	10	14
Manchester United	8	6	1	1	18	3	13
Blackpool	9	5	2	2	27	11	12
Clapton Orient	9	5	3	1	11	7	11
Portsmouth	7	3	—	4	8	2	10
Chelsea	9	3	2	4	12	7	10
Crystal Palace	8	4	2	2	12	8	10
Wolverhampton Wan.	8	4	2	2	14	15	10
Middlesbrough	7	4	2	1	8	3	9
Stoke	9	4	4	1	8	9	9
Bradford City	8	2	2	4	7	6	8
Port Vale United	8	3	3	2	8	8	8
Coventry City	9	3	4	2	12	16	8
Leicester City	8	3	4	1	13	11	7
Southampton	9	2	4	3	6	7	7
The Wednesday	9	3	5	1	7	10	7
Fulham	7	3	3	1	5	10	7
Stockport County	7	3	4	—	5	12	6
Oldham Athletic	8	2	5	1	5	19	5
Barnsley	8	1	5	2	5	12	4
Hull City	8	1	5	2	6	14	4
South Shields	8	0	5	3	7	16	3

Third Division.
SOUTHERN SECTION.

	P.	W.	L.	D.	Goals F.	Goals A.	Pts.
Plymouth Argyle	9	6	1	2	20	5	14
Swindon Town	10	6	3	1	14	10	13
Bristol Rovers	9	5	2	2	15	10	12
Bristol City	10	5	3	2	13	9	12
Watford	9	4	2	3	10	8	11
Northampton	11	4	5	2	18	9	10
Swansea Town	9	4	3	2	15	11	10
Brighton and H. A.	9	4	3	2	18	14	10
Exeter City	10	4	4	2	7	18	10
Norwich City	7	3	2	2	11	8	8
Luton	9	3	3	2	12	16	8
Newport County	10	3	4	3	10	10	9
Charlton Athletic	10	3	4	3	10	14	9
Southend United	10	4	5	1	7	15	9
Millwall	8	3	2	4	10	10	8
B'mouth & Boscombe	7	3	2	2	6	4	8
Reading	7	3	3	1	7	8	7
Brentford	8	3	4	1	9	13	7
Queen's Park Rangers	11	1	6	4	8	9	6
Merthyr Town	8	2	5	1	8	8	5
Gillingham	8	1	4	3	3	8	5
Aberdare Athletic	7	1	5	1	7	7	3

NORTHERN SECTION.

	P.	W.	L.	D.	Goals F.	Goals A.	Pts.
Darlington	7	6	1	—	17	5	12
Southport	9	6	3	—	13	6	12
Lincoln City	8	5	2	1	12	11	11
Barrow	10	5	4	1	14	13	11
Chesterfield	8	4	2	2	10	3	10
New Brighton	8	4	2	2	16	8	10
Rochdale	7	4	1	2	12	11	10
Ashington	10	4	5	1	11	20	9
Walsall	7	3	2	2	7	2	8
Nelson	8	4	4	—	16	9	8
Bradford	8	2	2	4	10	8	8
Doncaster Rovers	9	3	4	2	15	10	8
Wrexham	8	3	3	2	7	10	8
Halifax Town	6	3	2	1	7	5	7
Tranmere Rovers	7	3	3	1	7	9	7
Grimsby Town	8	3	4	1	7	9	7
Wigan Boro'	8	2	3	3	8	10	7
Accrington Stanley	10	3	6	1	9	15	7
Rotherham County	8	2	4	2	7	10	6
Crewe Alexandra	8	1	4	3	7	17	5
Hartlepools United	9	1	5	3	8	17	5
Durham City	7	1	4	2	7	[illegible]	4

Scottish League.

	P.	W.	L.	D.	Goals F.	Goals A.	Pts.
Celtic	9	6	—	3	20	7	15
Rangers	9	7	1	1	22	6	15
Airdrieonians	9	7	1	1	15	6	15
Hibernians	9	7	1	1	18	11	15
Hamilton Academ.	9	6	3	—	16	12	12
Partick Thistle	9	3	2	4	17	12	10
Hearts of Midlothian	11	4	5	2	21	20	10
Dundee	8	3	3	2	16	15	8
Falkirk	6	3	2	2	8	7	8
Raith Rovers	8	3	3	2	10	10	8
Queen's Park	9	2	4	3	11	15	7
Motherwell	9	3	3	3	13	12	9
Aberdeen	9	3	5	1	15	16	7
Ayr United	9	2	4	3	14	12	7
Third Lanark	8	1	3	4	8	14	6
Cowdenbeath	9	2	5	2	12	20	6
Kilmarnock	9	1	4	4	10	16	6
St. Mirren	9	2	5	1	10	18	5
Greenock Morton	9	2	6	1	9	27	5
St. Johnstone	9	1	6	2	11	20	4

[" E. A. Standard Special Cable Service.]

FOOTBALL RESULTS FROM HOME.

English and Scottish Matches.

MORTON GAIN TWO POINTS.

[FROM OUR OWN CORRESPONDENT.]
London, October 4.

The following are the results of matches played in England and Scotland to-day:

ENGLISH LEAGUE.

First Division.

OCTOBER 2.
Nottingham Forest 1, Aston Villa 2.

OCTOBER 4.
The Arsenal 1, Blackburn Rovers 0.
Aston Villa 1, Huddersfield Town 1.
Burnley 0, West Bromwich Albion 1.
Bury 1, Sheffield United 0.
Cardiff City 1, Bolton Wanderers 2.
Everton 0, Liverpool 1.
Leeds United 0, Birmingham 1.
Manchester City 3, West Ham United 1.
Nottingham Forest 1, Newcastle United 1.
Preston North End 0, Tottenham Hotspurs 3.
Sunderland 0, Notts County 1.

Second Division.

OCTOBER 2.
Clapton Orient 1, The Wednesday 0.

OCTOBER 4.
Barnsley 2, Blackpool 4.
Clapton Orient 0, Manchester United 1.
Coventry City 0, Bradford City 0.
Crystal Palace 3, Stockport County 0.
Fulham 0, Portsmouth 0.
Middlesboro 1, Derby County 3.
Oldham Athletic 2, Stoke 0.
Port Vale United 0, South Shields 0.
The Wednesday 1, Leicester City 4.
Southampton 0, Chelsea 0.
Wolverhampton Wanderers 2, Hull City 1.

Third Division.
SOUTHERN SECTION.

OCTOBER 2.
Aberdare Athletic 1, Brighton and Hove Albion 2.

OCTOBER 4.
Aberdare Athletic 0, Millwall 1.
Brighton and Hove Albion 4, Newport County 1.
Bristol City 2, Gillingham 1.
Charlton Athletic 1, Reading 2.
Northampton 1, Swansea Town 3.
Norwich City 3, Brentford 0.
Plymouth Argyle 2, Bournemouth and Boscombe 0.
Queen's Park Rangers 1, Merthyr Town 1.
Southend United 2, Bristol Rovers 1.
Swindon Town 4, Luton Town 1.
Watford 3, Exeter City 0.

NORTHERN SECTION.
OCTOBER 4.
Accrington Stanley 0, Grimsby Town 3.
Bradford 4, Durham City 1.
Chesterfield 4, Hartlepools United 0.
Crewe Alexandra 1, Doncaster Rovers 1.
Halifax Town 1, New Brighton 2.
Lincoln City 2, Barrow 1.
Rotherham County 1, Rochdale 2.
Tranmere Rovers 2, Nelson 0.
Walsall 1, Ashington 0.
Wigan Boro' 1, Southport 0.
Wrexham 0, Darlington 2.

SCOTTISH LEAGUE.
OCTOBER 4.
Aberdeen 1, Airdrieonians 2.
Hamilton Academicals 5, Cowdenbeath 1.
Hearts of Midlothian 2, Motherwell 2.
Kilmarnock 2, Third Lanark 2.
Greenock Morton 2, Falkirk 0.
Queen's Park 0, Partick Thistle 0.
Raith Rovers 2, Ayr United 1.
St. Johnstone 1, Dundee 2.
St. Mirren 2, Hibernians 2.

Home Football.

Two matches in the Third Division Southern Section which were missed out of the cables have now come to hand. The results were:—September 6: Merthyr Town 0, Exeter City 1. September 13: Aberdare Athletic 3, Reading 0.

WEATHER PROBLEM IN RUIRU.

District Short of the Average Rainfall.

POSHO PRICES DROP.

(From our own Correspondent.)
Ruiru, October 8.

It was greatly regretted that A. Cruden was unable to represent Ruiru in the boxing at Parklands Sports Club on Friday last. This was due to an injury to his shoulder which made it quite impossible for him to enter the ring. His place was taken by another Ruiru representative, K. Malcolm Smith. Another representative of Ruiru was L. Borwick, who met Tooley—in place of Barslong. It was a pity that a stronger opponent had not been found for Borwick, as he shaped extraordinarily well, and we in Ruiru look forward to seeing him in the ring again in the near future.

MAIZE CROP.

The natives in the neighbouring reserves have had a successful crop of maize. Although in many other parts of the country the harvest has not come up to expectations, in this district a very good crop has been gathered. Large numbers of native women have each day been bringing the maize down from the reserves for sale.

The price of posho has fallen, which is natural enough, now that the local crop is coming on the market, but it is hoped, and expected, that still lower prices will be accepted in the near future. The cost of labour has been considerably increased during the last few months by reason of the increased price of native food, and it is on this account that many planters have been buying maize recently.

WEATHER.

In most parts of Ruiru there has been rain during the last week. The showers have been entirely local. In some cases nearly an inch fell in a night, while farms a mile or two away recorded practically nothing. On the following nights the positions would be reversed. So long as we all get it nobody minds! One thing that all coffee planters in the district are united on at the moment is that we want more rain! We are considerably below the average for the first nine months of the year, and it is extremely improbable that the short rains, due in another few weeks, will bring it anywhere near our usual yearly amount.

Kenya Natives in Uganda.

The Kenya African team touring Uganda beat the Kampala Europeans by 2 goals to 1 on Saturday last at Kampala.

LAWN TENNIS.

RACKETS, By Prosser, Slazenger, Jefferies, Gray, Davis, Jaques, Sams.
BALLS. By Ayres, Jaques, Cliff, Slazenger.
NETS, TAPE LINES, PRESSES, ALL ACCESSORIES.

RACKETS RESTRUNG BY SKILLED EUROPEANS.

MAY & Co., THE SPORTS HOUSE. **NAIROBI**

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The Most Automobile in the World for the Money.

Miss Collyer, Gilgil, to whom all correspondence in connection with Kennel Notes should be addressed, cannot hold herself responsible for the accuracy of statements made by her as they are, in the main, based on information supplied by her correspondents.

Dear me, [illegible] again. I should most certainly use Antom, it is first-rate stuff, and I am going to try to beg another bottle from them, "Simpson & Whitelaw, the very next time I go to Nairobi. I grieve to have to repeat myself, but these cases of ear trouble invariably come from neglect. The inside of the ears is the one part of the body that a dog cannot clean for himself. If owners would only take the trouble to wipe out the ears thoroughly with a little Xemos, or any other mild and cleansing disinfectant, two or three times a week, I would hear less about sore ears.

Cooling medicine, like small doses of salts taken every day for a week will assist matters if the ears are much inflamed.

I so often see farm dogs one mass of ticks, and looking wretchedly thin. These dogs probably get plenty to eat, but they remain thin because their life blood is being sucked out of them day and night. In health Nature provides us with just sufficient blood to keep our various organs in good working condition, but it does not provide enough to feed 30 or 40 ticks as well. These must lower the vitality considerably and, when vitality is low, the defences are down and the way is left open for enemies to enter unopposed. If all ticks are removed every day, and dogs dosed for worms every two or three months, they keep in good condition no matter how hard they are working.

PORCUPINE.

In reply to another question, I do not think porcupine are at all dangerous or difficult to kill in the open if the dogs know their job. My dogs apparently have cleared the place of these animals. The only time I have had a dog hurt by them, was following them down their very deep holes, and in doing this one of my dogs got a quill deep in underneath the eye and lost the sight. In the open, dogs kill porcupine very quickly and easily. The Ratell is, I know, a different story. They are extremely savage when cornered and if left to the dogs to finish off it often means a long worry. But a tap on the nose with a stick kills them at once.

After writing my last article re dogs and pet animals, a rather amusing matter came into my mind. Many years ago when we used to finish the hunting season with a few days hunting the carted deer, I sometimes went out with a pack called "The Surrey farmers Staghounds." These hounds were kept in the bay of a barn, and in the other bay, just opposite to them, the stags and hinds were also kept.

The hounds and the deer knew each other perfectly and at a meet I have many times seen a deer uncarted and deliberately turn back and trot into the middle of the pack, who took no notice of it at all. When this occurred, the deer had to be got going by the cracking of whips and chased by a couple of men on horses across a field or two. As soon as it was out of sight and the hounds laid on to the line they would hunt it all right. The old Warnham Staghounds with whom I have enjoyed some wonderful gallops, had two noted deer, a hind called "The Belle of Newdigate" and a fine stag known as "Jim Crow." Both these always gave us a 10 mile point, and they were regularly hunted for over 10 seasons. The hounds knew them well and they were never hurt. When these two gallant animals [illegible] with the Warnham Park [illegible] their days in peace and [illegible], I have many times seen them both standing in the shade of some glorious old oaks, ruminating on the splendid gallops they had given us, when "Jim Crow" invariably stopped us by taking a swim out to sea, and "The Belle" used to put finish to the long run by turning into a comfortable cowshed and lying down to rest; till her carriage arrived to cart her back to her stable. Hunting a carted stag was always considered cruel sport by many, but I really do not think it was. At various times I have ridden with "The Warnham" from the age of twelve till I was thirty—and never once have I seen a stag badly hurt.

DISTEMPER.

I have just read Mr. Goldfinch's letter re distemper in answer to some queries about it I wrote a week or two ago in my "Notes." It is not a question of "Miss Collyer trying to start a new disease" amongst dogs, for Influenza has been a recognised canine sickness for a great number of years. The first outbreak in my own kennels occurred about 25 years ago. I had not seen it before and imagined it to be distemper, though many of the old dogs, who were over distemper, got this illness. Being unable to account for this, I called in Mr. Sewell, who diagnosed it as Canine *Influenza*.

The first edition of Mr. A. J. Sewell's book came out in 1907; before that date he had merely rewritten Mayhew's book on dogs. Part of the book that appeared in 1907 I read in manuscript, and Mr. Sewell gave me one of the first copies that appeared in print. Other editions of this book, which I know he either added to or re-wrote in parts, appeared in 1911, 1921 and 1923. In the last edition which I have now, he writes of Canine Influenza as a recognised disease. Symptoms. "Dullness, loss of appetite, rise of temperature, pain in the loins, quick pulse, Generally a cough, and bronchitis or pneumonia may develope. In some cases there is severe diarrhoea, and there may be some discharge from the nose."

Undoubtedly I have seen later editions of *The Field* than Mr. Goldfinch has. And my mention of "a hot line" was a quotation from one of the many long and detailed paragraph on the subject of the Distemper Research Committee. Though I have known Mr. Sewell for 30 years extremely well, and have done much work under him and for him, (the last time I saw him was when he came to bid me good-bye the night before I left for Kenya), never once has he ever said that distemper resembled typhoid, but he has many times remarked that it was allied to typhus.

As far as the mention of a "Carrier" goes I took it that the writer of the notes in *The Field* meant that a dog might bring the disease into the experimental kennels on his coat or feet. It was written apropos the great care that was being taken in the selection of dogs for admission to these kennels.

Again in reference to Mr. Goldfinch's letter where he mentions amongst other animals that might bring the disease on to isolated farm Foxes, I have only been in Kenya solidly for [illegible] years and I have never yet seen a fox. I do not dispute the fact in the least that distemper was known in the country. I only said what I still believe to be correct that more than half the so-called cases of distemper are not distemper but Influenza.

KENYA EXPERIENCES.

I am now daring to go one further, and say that during my short experience and somewhat superficial knowledge of dogs out here, I have never yet seen a case of distemper such as we get in England. Several dogs belonging to people I know in the Colony have had this, let us say, "sick ones" badly, and less than a year later have had the same complaints again, and just as badly the second time as the first. Therefore I am convinced that it was not distemper. Prof. Hobday, Messrs. Sewell, Cowen, Muller, and many other well known dog men, who I have had the pleasure of knowing extremely well, have all assured me that it is the rarest thing for a dog to contract distemper a second time, and the few cases that have been known, have been usually very old dogs enfeebled by some other sickness. Except in the case of the bull dog I mentioned, who was dying of cancer, I have never seen a second attack.

I have just received a letter of six pages from Mr. Magill of Eldoret, and one of four pages from Mr. O'Meara of Lumbwa on the distemper question. Both these letters require careful reading, and I have no room to publish any part of them this week. I will endeavour to deal with them next week. I have also to thank Mrs. Rae of Thika for her letter about some cross-bred puppies which shall be duly advertised, but, as they are at present only five weeks old, there is time enough for them a little later: three quarter-bred Airdale and one-quarter Irish Terrier, both parents splendid guards.

African Footballers Progress.

UNDEFEATED IN THE UGANDA TOUR.

The African football touring team in Uganda played the last match of the tour on Monday when they drew with the old Budo Boys, each side scoring two goals.

They have, therefore, won two games and drawn two. The team now go on to Kisumu where they play two games, one on Thursday and one on Saturday, and will reach Nairobi on Monday morning.

Miss Cara Buxton has presented a cup for competition by African Football Teams in Nakuru and district. This area will probably be extended at some future date.

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CORRESPONDENCE

The Editor does not accept responsibility for the views expressed by his correspondents in these columns, and in all cases the name and address of the writer must accompany a letter, not necessarily for publication, but as a guarantee of good faith. Brevity is also essential to ensure consideration.

KENYA HORTICULTURAL SOCIETY.

To the Editor, "E.A. Standard."

Sir,—I take the liberty, through the medium of your widely read paper, of informing members of the Horticultural Society that another class has been added to the "Art Section" at the Show to be held on December 20 next, viz.:—

"No. 84. Any painting of Horticultural or Botanical interest."

Will those members who have already received their class list please make this addition thereto?

Yours, etc.,
F. ANLEY,
Hon. Sec., K.H.S.

P.O. Box 27, Nairobi,
October 9, 1924.

PARENTS' RESPONSIBILITIES.

To the Editor, "E.A. Standard."

Sir,—I consider the letter of your correspondent Mr. Sparrow deplorable. Much as I deprecate the behaviour of some non-native men to native women, this can hardly be held responsible for the "Black Peril." Invariably the native woman has been a consenting party and there is no question of coercion or immaturity, whereas in "Black Peril" cases the innocent victim is only too often a child of tender years and outrage is invariably accompanied with violence.

The subject is naturally a most distasteful one for a parent to discuss, but as the acts are so dissimilar, surely to even compare them, much less to say that one is revenge for the other is too monstrous.

Yours, etc.,
"INDIGNANT MOTHER."

Naivasha, Sept. 28, 1924.

NATIVE RODEO EXPERTS.

To the Editor, "E.A. Standard."

Sir,—"Latigo," in a very interesting article on the subject of the lasso, the pig, and the donkey as factors in education, appears to be unaware that our natives (particularly in the Nakuru district) have a knowledge of the lasso that would turn "Nowater Slim" and "Skeeter Bill" grass green. These local Rodeo merchants stroll unassumingly along beside their teams and charge nothing for their skilful display. So neat are they with the "double whip" lasso, that they never fail to "get" the ox around the neck, the tail, near fore or off hind, whenever one thinks they merely intend to hit the beast across the back.

In fact one would swear they were about to wallop a beast (the only one in the team that happened to be working) when, with the utmost nonchalance, an unsuspecting passer-by is neatly held by the neck and the artist gracefully retires to escape the inevitable applause.

They have a variety of "stunts," such as playfully flicking one's nose, whipping a pipe from between one's teeth, etc., etc., but one of their star turns is "kamatering" a passing motor-cyclist; when the victim is down and out, it is termed "umakwesha kamata."

A friend of mine tells me that one "Nowater Jeroge" tried to hook him out of a motor car one day, but the scheme failed, and I could have wept when my friend informed me he had sold the poor fellow's lasso to one of his own Rodeo merchants for a rupee. However, it is consoling to think that the new owner will probably be equally efficient in carrying on the good work.

Yours, etc.,
S.W.H.

Nakuru, October 2.

"TREES FOR 6TH AVENUE."

To the Editor, "E.A. Standard."

Sir,—With reference to an article in the *Standard* of 1st instant, re. plenty of trees in Sixth Avenue I am intensely curious to find out, how Nairobi Town Council could spend £250 in planting trees on the above road. The whole length is not a mile.

I ask this, as I suppose I have planted not less, probably more, than 10,000 trees on my shamba between seeds and trees ordered from the Forestry Department, and they have not cost me at the outside limit £15. Allowing ample for cost of Town Council labour, £50 should more than cover all expenses. How do they propose to spend the rest of the £250? They are only planting one road not the whole of Nairobi town.

Then the great question.—Why are the existing trees being removed at all, when they are only now showing some growth and flowering. They were planted in the days of no road hogs, when there were no motors or very few. What chance would small trees have of growing well, covered in dust and heat most of the year.

In conclusion they add insult to injury by "brewing with sympathy" and sarcasm their previous efforts. They wish also to realign Hospital Road, which has quite a fair surface while other town roads are giving "unmixed joy" to the motor trade.

Why does not someone boil the members of the Town Council together and, when simmering has been completed, remove any remains of common sense, to carry on the business.

Yours etc.,
CAR [illegible]

Chania Bridge,
Thika, Oct. 6, 1924.

[The Standard is informed that the sum of £250 is the estimate for the planting of trees not alone in Sixth Avenue but also in other Nairobi streets. This sum also includes the estimated cost of adequate fencing of certain roads and miscellaneous other work. The old trees are being removed as they are not considered suitable for the roadside. Discussion as to what varieties of trees will be planted will take place at an early date.—Ed. E.A.S.]

A FORGOTTEN SCHEME.

To the Editor, "E.A. Standard."

Sir,—I would esteem it a favour if you would be good enough to give this letter publicity in the columns of your valuable paper.

I find it binding upon me to say something relative to the subject "A Forgotten Scheme" dealt with in the leading article in last Saturday's paper. I must first express my gratitude to you for bringing the loom industry before the public as you have done. You are quite right in concluding that many people are wondering what has become of the Salvation Army Weaving Scheme; the silence has been quite a long one and I am bound to agree that the process of getting down to something really tangible has been slow. Like yourself, some people have come to the conclusion that the scheme has died a natural death.

However, I think I am in a position to give you up-to-date information that will allay any fears you and others may have entertained about the weaving scheme having been forgotten.

The position to date is as follows:—

Our application for two sites of land, one near the Railway landies, for a school and meeting house and the other on Race Course Road, actually in the location for the erection of a weaving school, have been sanctioned by the Municipal Council, recommended by the Commissioner of Lands to the Colonial Office in Nairobi, and finally approved by His Excellency the Governor in Council. The Salvation Army will be allowed to acquire these sites at valuation prices—not a gift, as some may think. With regard to the latter site, the Government have agreed to pass over to the Salvation Army two iron sheds that are already standing on the above mentioned plot at a price to be decided by the Government. In these buildings will be housed the spinning and weaving machines. One of the sheds will be set apart for a dormitory for the sleeping and living of the Africans who are to be trained to become instructors in the spinning and weaving industry. The Colonial Secretary told me as late as Sunday last that we can take immediate possession of these buildings.

Whilst Government have not committed themselves, they have promised to give some help when the scheme is inaugurated and proving to be one of utility to the Natives and to the Colony.

I would like it fully understood by the public that to launch a scheme like this will entail for establishment and running cost for the first year something like £1,500. Now as things stand at the present, the bulk of this sum has to be found by the Salvation Army and I have to look to General Booth to send most of it, if not all, from London. The General is most generous, but he can only cut so many slices from the Missionary Grant loaf and, whilst Kenya will have her share, we may not get all we need. It is just possible that some of the rich people in the Colony could send along a substantial donation ear-marked "Weaving Industry."

We are now erecting buildings on the site kindly given to us by Sir Northrup McMillan adjacent to the Wakamba Reserve and it is our intention to commence the weaving in that district.

We have other prospects on hand that have not sufficiently matured to give publicity, but suffice it to say, the Salvation Army intends going ahead and making its influence felt amongst the African peoples of this Colony both from a spiritual and industrial point of view.

Before closing this letter I would like to express my real gratitude to His Excellency the Governor for the concessions he has made to the Salvation Army with regard to the sites and building, to the Hon. Mr. E. B. Denham, Colonial Secretary who has shown a keen and practical interest in this scheme and has done much to get this matter through the various committee stages and finally presented to the Governor of the Colony; and to Col. Watkins, the Chief Commissioner for Native Industries, who has left no stone unturned in his efforts to find us a suitable building in which to commence the weaving; he has kindly taken me round in his own car to inspect buildings and has put up his recommendations to the various Councils.

Mr. Borrow of the Land Office has been most ready to do all in his power to push this scheme through.

I am now waiting my final instructions from London when I shall be able to push ahead, and produce something creditable.

Yours etc.,
ROBERT PEAT,
Brigadier.

Nairobi, Oct. 7, 1924.

[We are glad to have been the means of obtaining a statement on the position although a communique issued when the decisions were made would have maintained the interest of the public.—*Ed. E.A.S.*]

SALVATION ARMY FLAG DAY.

To the Editor, "E.A. Standard."

Sir,—Will you be good enough to give me a small space in your valuable paper for the following:—

The Flag Day results last Saturday were very gratifying, the sum of Shillings 905/85 being raised. This amount will be devoted exclusively to our European Hostels, as funds were urgently needed.

The success of the Flag Day was largely due to the whole-hearted enthusiasm put into the sale of the Flags by the ladies who smiled and approached all comers. One of the ladies, not satisfied with collecting from pedestrians, held up rickshaws and insisted on the occupants purchasing a Flag. Another lady entered one of the Banks and succeeded in selling a number of Flags at 5/- each. It is no wonder their collecting boxes were full and some of them contained just on Shillings 200/- each.

Brigadier Peat wishes to express the grateful thanks, of the Salvation Army, first to the ladies who sold the Flags, and second to the generous Public who gave so well, and third to the Editor who gave the Appeal a good send off.

Yours sincerely,
ROBERT PEAT,
Brigadier.

KENNEL NOTES.

To the Editor, "E.A. Standard."

Sir,—An idea has been brewing in my mind for sometime; may I ask you to be so kind as to give its publication?

When I arranged to write "Kennel Notes" I did not realize all it would lead to, or the amount of private letters I would have to reply to as well. I have considerable correspondence on the subject of sick dogs, and I give advice to the best of my ability.

My services, time, and labour, are freely given, and it pleases me to be of any use, but it has occurred to me that our poverty stricken Kennel Club might benefit a little through my work for dogs in general if those needing such advice as I can provide would enclose Shs. 2/- in payment. The money I make I will hand on to the K.C., for extra prize money or specials.

I do not wish this small charge to prevent people writing to me as they do; I merely wish to put it before them as a suggestion. I claim no rights to charges, but if people are so kind as to consider the knowledge enough to ask advice from, surely it should be worth a small fee.

During the last fort-night, I have answered upwards of 20 private letters on various dog diseases.

Yours etc.,
MARGARET COLLYER.

Gilgil, Oct. 8, 1924.

THE LABOUR PROBLEM.

To the Editor, "E.A. Standard."

Sir,—In spite of the fact that you are not in agreement with the lines of my previous letter on the subject of Native Development and Labour Shortage may I again ask for the courtesy of your columns to amplify that letter.

The figures of employment outside the Reserves given by the Native Affairs Department were for a period prior to the gathering and selling of this season's crop, and it is only now that we can measure what is likely to be the result of the policy of growing native crops for export. The position instead of improving is growing worse as more money accumulates in the Reserves.

"Facts are chiels that winna ding," and it will not help the planters one bit to shut our eyes to the fact of a shortage of labour coinciding with the first-fruits of a policy of increased cultivation in the Reserves.

It seems to me that it is unnatural for anyone, and certainly for an African native, when he has got money above his living requirements to go and hire himself out to a master away from home. Rather will the African buy another wife and cultivate another maize patch.

During the period of acute labour shortage in 1919, a meeting was held at Thika at which Sir Charles Bowring, Mr. John Ainsworth and Mr. Tait met the planters of that district. Mr. Ainsworth was emphatic in his opinion—and in this he was a true prophet—that the only way to force labour out of the Reserve was to create economic needs; in other words to raise the standard of living and comfort of the labour. During the five years that have elapsed since that meeting these needs have been created, especially for the Kikuyus, and up to now the boys have been anxious to work on the plantations to provide for these needs. But only by intercourse with the white people have they been able to realize what these needs have been. And yet it is at this time that a policy is inaugurated which will keep them in the Reserves; and in the Reserves the native very quickly reverts to his former habit of living. Missions touch only a fraction of the people.

The medical policy in the Reserves is admirable; but the result of such a policy in repopulating the uninhabited parts on the Reserve will be of no assistance towards solving the labour problem for another two decades, and what is wanted is labour now.

The cotton policy was bad, but the area where cotton can be grown in the Highlands is of very limited extent, but food stuffs for export can be grown everywhere and to that extent is more against the interests of the planter.

Again, the cotton growing policy is after all a policy which if carried out is to the advantage of our own people at home, and to that extent can be understood, though it is a reversion to a type of Imperialism which received its first blow in 1776—namely that of using a Colony for the benefit of the home country regardless of the interests of the colonists. But what possible advantage can it be to either party to encourage the native to give his labour and spare time to grow maize for the Americans when the planters are willing to pay for that labour?

One cannot imagine the Americans doing that sort of thing and it is, as so often before, left to our own Government to be generous to others at their own countrymen's expense.

Being a planter myself I have naturally stressed the planter's interests but I am certainly not unmindful of those of the native, and I consider it a thoroughly bad thing from their own higher interests to be locked up in the Reserves—at the same time I know of no section of any vigorous people alive to-day which practices a policy of sheer altruism. Altruism when allied to a healthy egoism is the only possible line of conduct in a competitive world, and even if there is a Commission coming out I assume that it will do no harm to let them have the opinion of all parties, especially on the economic side of things.

Lack of co-operation between settlers and natives will be a very bad thing for both.

Yours, etc.,
A. ELLIOT RAE.

Thika, Oct. 10, 1924.

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14-1	Ceylonese	8	4	25-1	Teresina	8	11
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FEDERATION.

To the Editor, "E.A. Standard."

Sir,—In your issue of September 20, there is a long report of The Thika District Association on the subject of "Federation" and a long resolution was passed the 6th clause of which read:

"Federation with Uganda and the Sudan, will be acceptable only after Federation southwards is an accomplished fact."

Kenya has earned for itself a name for getting rather unnecessarily excited on matters political, and have they not taken a rather too serious a view of this matter of Federation?

Federation was first proposed, as far as I know, by Mr. Amery at the East African Dinner in London in 1921, and there has been no suggestion from any one for Unification. But many people have, I think, got mixed between the two.

In South Africa, we have a case of Unification where the assets and liabilities of the four States were all amalgamated and the Provincial Councils of the four Provinces, as they are now called, have become little more than glorified County Councils but there has been no such suggestion regarding Eastern Africa. It is only Federation that has been suggested, and what does that mean. We have the examples of U.S.A., Germany and Australia, to take the best known, before us.

In each of these cases the constitution has no doubt varied slightly but in the main it has included the independence of each individual State in all matters except, foreign policy, military, customs, post and telegraphs, currency, bankruptcy law and debtors law, and one or two other similar minor laws.

Now Thika say they will not be federated with Uganda till Federation Southwards is an accomplished fact. But might I point out to them that in all the above subjects and one more into the bargain, namely Railways; they are already Federated with Uganda—so why all this fuss?

Tanganyika has the same currency, military and postal conditions and an agitation has been on foot from Kenya for some time to unify the Customs and Railways. If these can only be brought about we should have Federation of all three countries but they would be called "Working Agreements." After all what is in a name!

The trouble is that Kenya has set herself the ambitious task of becoming "Self-Governing" and she is very frightened of doing anything that might in any way retard her chances of obtaining her object. In this I thoroughly agree with her, but it has never been suggested that her "Working Agreements" which are in fact, though not in name "Federation," with Uganda were ever any hindrance to her ultimately obtaining Self-Government.

All I suggest is that the present satisfactory form of Federation that exists between Kenya and Uganda should continue and be extended on the same basis to Tanganyika. We can call it Federation if we like, but if that word is offensive to Kenya cut it out.

I do think a meeting of the three Governors with the Kenya Governor as Senior at regular intervals is probably very desirable, but there is neither work nor money for a Governor-General who, with his staff, would cost us at least £50,000 per annum.

If the stay-at-home politicians, who take a delight in prescribing what is good for those of us who come abroad, wish to inflict on us a Governor-General and a Federal Council and further Federal Taxes over and above those we already have, Kenya can rest assured that there will be very strenuous objections from Uganda.

Yours etc.,

D. N. STAFFORD.

Kampala, Sept. 29, 1924.

Chamber of Commerce.

The general meeting of Nairobi Chamber of Commerce will be held on Thursday next at 4 p.m., in the Council Room. The agenda includes discussions on the sugar duty, through freights to Australian ports, and the Shipping Facilities Committee.

UGANDA DOINGS.

Arrival of the East African Commission.

SUGAR FACTORY OPENS.

[From Our Own Correspondent.]

Kampala, Oct. 4.

The Kenya "All Black" football team have given a good account of themselves here.

At Namirembe they played the King's School, Budo, and won by 1 goal to nil.

A match between them and the Old Budo boys was played on Monday last, and resulted, after a tight struggle, in a draw of 2—2. The Old Budo boys' team is that which visited Kenya some little time ago, and is recognised as one of the best teams in the country. For the Kenya team to draw with them is a very creditable performance, and was a surprise to many football experts here. His Excellency the Governor kicked off.

The Kenyaites played the Europeans on Saturday, when the Kampala Sports Ground was packed with football enthusiasts. The game was well-contested and in the end the result was that the visitors won by 2—1.

THE WIZARD MAN.

The name of Mr. C. Pawlett Leitch, of Kampala, will go down to posterity amongst the natives as that of a wizard who put magic on the eyes of the people and called to his aid the evil one!

To say that the natives who attended at Mengo High School to witness his conjuring entertainment were astonished is putting it mildly. Some were almost paralysed with fear.

The entertainment was given in aid of a Fund towards Rebuilding Mengo High School at Budo, and it is satisfactory to state that such a laudable object benefited considerably, for the large schoolroom was packed literally from floor to ceiling with a mixed audience who demonstrated in no uncertain manner their unbounded appreciation of the show.

The entertainment from any standpoint was a treat, and Mr. Leitch has been asked for a repeat evening.

EAST AFRICAN COMMISSION.

The members of the East African Commission arrived at Entebbe from Tanganyika on Monday last. A dinner in their honour was given at Government House, and another dinner will take place there on Thursday.

Mr. Senior, of the Masinda Motor Transport (Uganda Railway) is to be married next month to Miss Beatrice Scott a young Missionary lady. The couple are well-known in Uganda and exceedingly popular.

A daring robbery involving the loss of some 3,000 shillings and about six jorams of silk occurred at Kampala the other day.

The thieves entered the shop of an Indian while he was out and it is said, seeing his wife in an inside room, quietly locked her in and decamped with the money and material.

MOTOR CAR ON FIRE.

A Rover motor car, the property of Mr. King, of the P.W.D., and which has only recently been brought out to Uganda, caught fire owing to a back-fire outside the Post Office, Kampala. Fortunately Mr. Gordon Bogha, who is building the New Post Office saw the fire in time, and with the aid of the labourers on the spot soon extinguished the flames.

Ginning operations are nearly over. Some factories have a little in hand, but the bulk of the cotton crop has been ginned.

A new garage is about to be erected for the Uganda Co. at the back of the Stores, facing the Bombo Road. The most modern machinery is being installed to deal with the Ford service. The building will be one storey, but there will two entrances, an inlet and an outlet one.

It is probable that other depots of a similar nature may be erected in other parts of the country for the same firm.

The natives are responsible for the news that a waterspout or cloud burst occurred near Kampala the other day. It demolished several houses and three natives, two women and a man, were killed. The water, it is said, came up to the middle of the doors, and the natives were terror-stricken.

By the time these lines are in print the big white sugar factory belonging to Mr. Nanji Kalidas will be in full swing. The opening ceremony will be performed by His Excellency the Governor.

Answers to Correspondents.

Anxious Reader, Nairobi. We are unaware of the wave length used by the Johannesburg station.

KENYA MINING LAW CRITICISED.

Memorial by the Country's Prospectors.

THE 1924 DRAFT BAD.

Fatal Handicap to Future of the Industry.

A memorandum signed by practically all those interested in Kenya gold-mining and local mining possibilities in general has been forwarded to the Colonial Secretary drawing His Excellency's attention to certain comments upon the draft of the 1924 Mining Ordinance.

Their first comment is that the Ordinance appears to give no security of any kind to people who have invested or would be willing to invest money in the industry.

All the principal points on which investors would like a guarantee are left out altogether, they complain.

The conditions under which mining can be carried on are liable to regulations alterable at the discretion of the Governor, and although they have great confidence in Sir Robert Coryndon, knowing him to have had previous experience in mining countries, such important matters should not be left to chance in the event of a change.

The memorialists urge that no mining engineer of any repute would recommend the financing of mining ventures in Kenya under these circumstances, the first essential for investment of capital being security of conditions supported by law.

Further, they complain that the drafting of the Ordinance is so loose and the definitions of the terms so bad that no technical man would have anything to do with it.

It is also so full of anomalies owing to its being made up of parts taken from Ordinances governing totally different conditions that they consider it impossible to so amend the Ordinance as to convert it into a useful law. They urge, therefore, that the only way out is to produce an Ordinance entirely new.

For this new Ordinance they suggest the Government should copy the mining law of Southern Rhodesia which they point out was designed for precisely similar conditions and has proved quite satisfactory in practice.

The Rhodesian law is, however, by no means perfect, but they consider it eminently workable and a law in which people at Home have confidence. It might be improved in their opinion if the extra lateral rights were cut out.

They suggest that as mining in Kenya is not yet on a firm footing the Governor be empowered to reduce the royalties and alter working conditions in the Rhodesian pattern to suit Kenya.

The reason given for proposing the adoption of a satisfactory law from another country is that the memorialists do not believe the Legislature can invent a good Ordinance in the absence of technical advisers.

E.E.A.A.A. WEATHER REPORT.

For the week ending October 4, at certain stations in the Colony and Protectorate of Kenya, supplied by courtesy of the Department of Agriculture.

RAINFALL.

	inches.
Athi River	0.08
Eldama Ravine	0.60
Kitui District	0.00
Koru	1.04
Limoru	0.19
Machakos	0.00
Mau Summit	0.67
Nairobi	0.35
Naivasha	0.44
Nakuru	0.41
Ruiru	0.00
Sotik	6.97

TEMPERATURE.

	Mean max.	Mean min.
Limoru	77	48
Machakos	86	65
Nairobi	88	54
Naivasha	68	51
Nakuru	74	56

Church Notices.

Sunday, October 12.
At Magadi Lake.
Service as locally arranged.
Sunday, October 19.
At Mr. E. J. F. Hill's Bungalow, Thika.
4 p.m. Evening Prayer.
BISHOP OF MOMBASA.

NAKURU AND DISTRICT CHAPLAINCY.

SUNDAY, OCTOBER 12.
At All Saints', Naivasha.
7.30 a.m. Holy Communion.
10.30 a.m. Mattins and Holy Communion.
4.45 p.m. Evensong at St. Christopher's, Nakuru.

SUNDAY, OCTOBER 19.
10.30 a.m. Mattins and Holy Communion at Ravine.
3.0 p.m. Evensong at Rongai Bridge.

SUNDAY, OCTOBER 26.
7.30 a.m. Holy Communion at Nakuru.
10.30 a.m. Mattins and Holy Communion at Nakuru.
3.0 p.m. Evensong at Solai.

W. P. LOW.

MISCELLANEOUS.

WILL the Gentleman who went to the Norfolk Hotel at 2 a.m. Thursday morning last and took letter addressed T. Baynes, M.I.C.E., please return same to Norfolk Hotel.

Horrockses Fast Colour Prints

Practical clothes need not be unbecoming. An overall or house-frock of Horrockses Fast Colour Prints looks charming and is every bit as durable as dowdier material. Choose them for kiddies' frocks too.

Look for the name Horrockses *on the Selvedge*

Local Rugby.

Although the season is "officially" over, the die-hards are still going strong. Harlequins are to meet Thika at Ruiru next Saturday, when the latter team hope to avenge their defeat by the Nondescripts of a few weeks ago. In any case the Harlequins should put up a good fight as they have some useful material to select from, and they are keen in notching at least one victory this season.

Strenuous efforts are being made to raise a team to travel to Mombasa on the 24th. The difficulty in raising a Rugger team to go away for a week-end is that all expenses have to be borne by the players themselves but it is hoped that, for the good of the game, a full team will be able to travel to the Coast on this occasion. Will any player who is desirous of going kindly communicate with Mr. Wedderburn, as soon as possible. Accommodation in Mombasa is being arranged by the members of the team there, who will billet the visitors.

CATHOLIC CHURCH.

SERVICES
Sunday, Oct. 12.
Masses at 7.15 and 8.30 a.m.
Benediction at 5.30 p.m.
Week days mass at 6.45 a.m.
October Devotions: Wednesdays and Saturdays, at 5.30 p.m.

CATHOLIC CHURCH, NAKURU.
Priest will visit above church on Sunday, Oct. 19.

"STANDARD" DIARY.

Saturday, Oct. 18:
Polo Club Dance, New Stanley Hotel.
Dance at Kikuyu Hotel.

Thursday, Oct. 30:
"Kilalians," at the Theatre Royal.

Friday Oct. 31:
New Stanley Hotel, 9 p.m. Caledonian Society Ball.
"Kilalians," at Theatre Royal.

Saturday, Nov. 1:
"Kilalians," at Theatre Royal.

Thursday, Nov. 6:
Dance at Lyric Hall in aid of Y.W.C.A. Hostel.

FOR SALE.

FOR SALE, a Choice Farm of 500 acres, 8 miles East of Hoey's Bridge, with approximately 1 mile frontage on Nzoia River. Eminently suited for mixed farming. 100 acres have been under cultivation. Price, Shs. 30/- per acre for quick sale.—Apply Voucher No. 1,510, "E.A. Standard," Nairobi.

NATIVE Mats, Shs. 12/-; Native Baskets and Matungis (Native cooking pots) Shs. 10/- per doz. f.o.r. Kibigori Station. Cash with order.—Devraj Popat and Co., Kibigori.

SITUATIONS VACANT.

WANTED, Stenographer-typist. Knowledge of simple book-keeping—[illegible] H. [illegible] Thackrah, Nakuru.

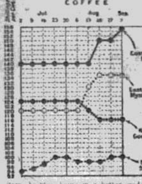
MARKET MOVEMENTS.

How Kenya Products Compare with Competitors.

DIAGRAMMATIC RECORDS.

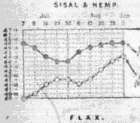
Market movements at the beginning of September are indicated in the following diagrammatic comparisions which are reproduced for the information of E.A. planters through kind permission of The Times.

COFFEE



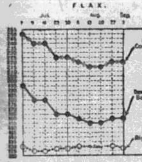
Brazilian coffee is dearer in London, but not so decidedly in sellers' favour as in Brazil, where the chief stocks are held. As regards the State of Sao Paulo, Santos quotes [illegible] per cwt. c.i.f. to London, and [illegible] the type averaging No. 4 and No. 7 respectively of the Brazilian coffee standards. Santos as compared with last year, is much under-supplied, while Rio has a superabundance. But the Santos scarcity is the greater and more important item, besides being in a better grade of coffee. Kenya has recently made 137s. for fine, Colombian, 135s., and this year's Indian is now showing some excellent samples at 125s. upwards. Very fine Costa Rica has reached 160s., and the finest Blue Mountain Jamaica is worth 200s. This Empire product has completely triumphed over its rivals and now easily heads the market, best Costa Rica taking second place. [illegible] recently reached £155.

SISAL & HEMP.



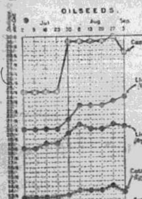
The demand for agave hemp of a high grade is allied with an improved price for sisal, £46 made. The fine Manila G hemp makes £49 and the standard J is up 10s. £44 10s. realized.

FLAX.



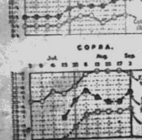
Linen seems bound to be dearer. Novelty fabrics in request bear a good price easily, but a rise in ordinary household and table linen will tend to check sales. The flax out-turn of the year is still imperfectly ascertained, but buyers entertain scarcely any hope of an aggregate production equal to needs. Russian flax is rather cheaper, and some East African is obtainable at reasonable prices.

OILSEEDS.



The market for oil seeds favours sellers who have obtained 23s. 9d. per cwt. for Argentine linseed 1s. 6d. for Toria rapeseed, 13s. 9d. for Egyptian lack cottonseed. For castor seed 28s. 9d. is now accepted.

COPRA.



Ceylon copra at £31 7s. 6d. sells steadily to its own circle of buyers, while more widely operated in type is going to Rotterdam at £1 less. The Marseilles purchases are at £29 10s. per ton.

Forthcoming Races

ENTRIES AND WEIGHTS FOR THE VARIOUS RACES.

The following are the entries and weights for this months' three big races in England.

DUKE OF YORK HANDICAP.

The Duke of York Handicap, a plate of 2,000 sovs., for three-year olds and upwards; second to receive 200 sovs. and third 100 sovs. out of the plate, lowest weight may be 6st. Jubilee Course (one mile and a quarter) (40 entries, 5 sovs. forfeit declared for 12). To be run at Kempton Park on October 11.—

	Yrs.	st.	lb.
Pharos	4	9	0
Inkerman	4	8	12
Verdict	4	8	11
Chosroes	4	8	2
Evander	6	8	7
Harry Off	4	8	6
Baton Rouge	5	8	5
*Marvex	4	8	2
Hurstwood	3	8	0
Live Wire	3	7	13
Bright Knight	3	7	12
Soldumeno	4	7	12
Karl	4	7	10
Soe	4	7	10
Frater	3	7	8
Dally II	5	7	7
Campbell Kid	5	7	6
Blue Lake	3	7	6
Carryduff	4	7	3
Cockpit	3	7	3
Dinkie	4	7	2
Maid of Bath	3	7	0
Brig o' Doon	3	7	0
[illegible]	3	7	0
Bucks Yeoman	3	6	11
Amethystine	3	6	10
Henry the Seventh	3	6	9
Brimstone	3	6	8

THE CESAREWITCH.

The Cesarewitch Stakes, to be run at Newmarket on October 15, a handicap of 25 sovs. each, with 1,000 sovs. added, for three-year-olds and upwards; the lowest weight may be 6st.; the owner of the second horse to receive 300 sovs. and of the third horse 100 sovs. out of the stakes. Cesarewitch Course (two miles and a quarter) (109 entries, 5 sovs. forfeit declared for 32). The highest weight accepting was 9st. 11lb.; the weights have been raised in accordance with Rule 52.

	Yrs.	st.	lb.
Teresina	4	9	0
Rose Prince	5	8	13
Baton Rouge	5	8	12
Keror	5	8	12
Fou du Roi	6	8	10
Eastern Monarch	4	8	10
Lamartine II., by Mon General—La Gopeng	5	8	9
Polyphontes	5	8	9
Abri	5	8	8
Jazz Band	5	8	7
Salmon Trout	3	8	6
Norseman	5	8	5
Hurstwood	3	8	4
Ceylonese	5	8	4
Shippon	a	8	4
[illegible]	4	8	3
Scullion	4	8	2
Cape Horn	3	8	1
Slim Jack	a	8	1
Bolet Satan	5	8	1
Roi Salomon	4	8	0
Santorb	3	8	0
Star Chamber	4	7	12
Harpenden	5	7	11
Carbonaro	4	7	11
Dally II	5	7	11
Leonardo	3	7	10
Arcade	3	7	10
King Coal II., by Bruleur—Kizil Kourn	3	7	9
Bellman	5	7	9
Miwani	6	7	8
Groomsport	5	7	8
Rugeley	4	7	8
Sewing Machine	5	7	8
Cockpit	3	7	7
On lui a sus, by Pommern—Dedegath	3	7	7
Xanadu	4	7	7
Zodiac	3	7	7
Seapino	4	7	7
Sorseti	4	7	7
Spithead	5	7	5
Le Vengeur, by Spearmint—La Dérive	3	7	5
Burslem	3	7	5
Portlight	4	7	4
Flip II., by Consols—Fusée d'Or	3	7	4
Brisl	4	7	3
George Drake	6	7	3
Despote	5	7	3
Tharros	5	7	3
Crewe	3	7	3
Cloudbank	3	7	3
Voltoi	3	7	2
Apron	4	7	1
Invercauld	4	7	0
Zarope	3	7	0
Charley's Mount	3	7	0
Boddam	5	6	13
Rosemead	4	6	12
Labadens	3	6	12
Lord Offaly	5	6	12
Sevenoaks	4	6	11
Vic's Choice	4	6	11
Crubenmore	6	6	9
Border Ranger	4	6	9
Henry the Seventh	3	6	8
Mark Marten	3	6	8
Cottingham	4	6	7
Be a Lad	a	6	5
Wild Scot	3	6	4
Spinney Hill	4	6	3
Ferdia	a	6	3
Perico	a	6	3
Spindrift	3	6	3
Fair Dinkum	3	6	3
Fair Charlotte	3	6	3
Harriali	3	6	3
Vionnet	3	6	3

THE CAMBRIDGESHIRE.

The Cambridgeshire Stakes, to be run at Newmarket on October 29, a handicap of 25 sovs. each, with 1,000 sovs. added, for three-year-olds and upwards; the lowest weight may be 6st.; the owner of the second horse to receive 300 sovs. and of the third 100 sovs. out of the stakes. New Cambridgeshire Course (last mile and a furlong of A.F.) (96 entries, 5 sovs. forfeit declared for 23).

	Yrs.	st.	lb.
Pharos	4	9	1
Twelve Pointer	4	8	12
Verdict	4	8	12
Pondoland	5	8	12
Inkerman	4	8	9
Chosroes	4	8	9
Polyphontes	5	8	9
Ruban	5	8	7
Salmon Trout	3	8	7
Harry Off	4	8	6
Re-Echo	5	8	5
Caravel (inc. 5lb extra)	3	8	5
Evander	5	8	4
Diophon	3	8	4
Mostate	4	8	4
Purple Shade	3	8	3
Bright Knight	3	8	2
*Marvex	4	8	2
Live Wire	3	8	1
Torchbearer II., by Star Hawk—Kittenish	3	8	1
Bath Duth	4	7	13
Lighthouse	4	7	13
Helium II., by Pommern—Bow and Arrow	4	7	12
Dawson City	3	7	11
Woodend	3	7	9
Karl	4	7	9
Jarvie	4	7	9
Dally II	5	7	8
Blue Lake	3	7	8
Frater	3	7	8
Little Marten	5	7	6
Cockpit	3	7	6
Bachelor's Fort	6	7	5
Waygoor	4	7	5
Harpenden	5	7	5
Mignault	3	7	4
[illegible]	4	7	4
Daughter-in-Law	4	7	4
Dinkie	4	7	3
Box Hill	3	7	2
Campbell Kid	5	7	1
Carryduff	4	7	1
Concorde III.	4	7	0
Morestel	4	7	0
Paddy	3	7	0
Illyrian	3	7	0
Blanchefleur II., by Friar Lace—Bel Lecour	3	6	13
Stanhope	3	6	13
Tranquillite	3	6	13
Amethystine	3	6	13
Pasha	3	6	13
Robert Espagne	4	6	13
Rock Fire	5	6	12
Bucks Yeoman	3	6	12
Grand Joy	3	6	11
Page Three	5	6	10
Pobolie, by Negofol—Palaise II.	3	6	10
Brimstone	3	6	10
White Bread	3	6	10
Stone Marten	3	6	9
Invercauld	4	6	8
Helsby	3	6	7
Creolian	3	6	7
Acre	3	6	7
Mark Marten	3	6	7
Mardi Gras	4	6	5
Shining Spear	3	6	5
Ringer Print	3	6	4
Nougat	3	6	2
Thracia	3	6	0
Vionnet	3	6	0
Fair Charlotte	3	6	0

* Entered by telegram, but not confirmed.

NANYUKI NOTES.

Day of Association Meetings.

(From Our Own Correspondent.)

Nanyuki, October 8.

Sunday was a red letter day for the people who delight in "the feast of reason and the flow of soul." Besides the public meeting called to consider the question of federation, the Stockbreeders' Society held their annual general meeting, and the Nanyuki Farmers' Association profited by the presence of sixty or seventy settlers to consider various questions which were due for discussion. Three meetings called for one day meant quite a lot of listening, and the interval for lunch, very well filled by the catering of the hotel, was welcomed whole-heartedly.

RAILWAY PROGRESS.

Previous to the opening of the Farmers' Association meeting, the Hon. R. B. Cole answered several questions relative to the progress of the Nyeri railway. The substance of the answers was that there was no need to worry over the railway so far as the section Thika to Nyeri was concerned. The Governor had definitely stated that construction would not be suspended until the line to Nyeri (or thereabouts) was completed. Traffic to Fort Hall would begin as early as possible in 1925.

THANKS TO P.M.G.

The Association meeting noted appreciably the introduction of the motor mail service to the Nanyuki district and the action of the Post Office in reducing the rates for telegrams and local correspondence (invoices, etc.), and suggested that "the usefulness of the service might be increased without additional expense, if the hour of departure of mails would be altered to 3 or 4 p.m., in order that urgent correspondence could be answered on day of receipt."

CONVENTION.

Owing to the regrettable illness of Major Armstrong and the departure of Col. Gibson, the Association found itself without a delegate to the Convention of Associations. Capt. N. J. Hitchings was appointed to fill the vacancy.

LAND QUESTION.

The meeting was then invited by Mr. W. S. Bastard to discuss the method of disposal of the land of the Colony. Mr. Bastard urged that the methods of secrecy which had prevailed in the past, by which the residents of this Colony were apt to find that large tracts of land had passed into private hands without any opportunity of open competition, should be abandoned in favour of public auctions.

The Hon. R. B. Cole, Capt. Hitchings, and other speakers argued against the proposal. Mr. Cole denied that sales by auction ensured the best possible use of the land. To make sure that land would be utilised to bring in revenue and increase the wealth of the country was an obligation on Government, and sometimes this obligation could be fulfilled more surely by making grants of land to people who were in a position to guarantee development.

Capt. Vaughan Kenealy seconded Mr. Bastard. Other colonies had used the auction system and found it the best in the long run. Mr. Bastard's motion, that as a general rule alienation of land should not take place except by public auction, had his hearty support.

The motion was lost by the casting vote of the chairman, Capt. Hitchings.

The meeting then passed a resolution requesting Government to publish for public information a list of all gifts, concessions or exchanges of land within the last four years.

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Shs. 40/- each at Nairobi.

Flooring, Ceiling, and every size of Commercial Timber.

Sadler Street, NAIROBI. P. O. Box 291. Tel. 113. Tele. "CAPCAL."

Tanganyika Railway.

TENDERS are invited for the supply of 25 tons of fine ground Mealie-Meal for the Tanganyika Railways, to be delivered at the rate of 12 tons per month, commencing on the 1st DECEMBER, 1924.

2. Deliveries to be made either at the Railway Stores, Tanga or loaded into trucks at any Stations on the Tanga Railway. Bags to be supplied by Contractor and included in the price quoted.

3. Tender Forms, and Conditions of Contract, will be furnished on application to the undersigned.

4. Sealed Tenders accompanied by samples plainly marked "Tender for Mealie Meal" should reach the undersigned not later than Noon on OCTOBER 29th, 1924, after which date no Tenders will be accepted.

5. The Railway does not bind itself to accept the lowest or any Tender.

THE RAILWAY STORES, TANGA, 22nd September, 1924.

M. ELLIOT, DISTRICT STOREKEEPER, TANGANYIKA RAILWAYS.

OVERSEAS MAILS

This notice is based upon the latest advice from the Shipping Agents. It is possible, however, that circumstances may require alteration of the steamer programme and the vessels may leave earlier or later than anticipated, and the information given below is published subject to this reservation.

Mails will be closed at the Nairobi Post Office as noted below:

ARRIVALS.

STEAMER.	FROM	Due at Mombasa	Mails arrive in Nairobi.
Karoa.	Bombay		Oct. 11
Llanstephan Castle	Europe.	Oct. 12	.. 13
Merauko	South.	.. 17	.. 18
Dumbea.	Marseilles.	.. 19	.. 20
Gen. Duchesne	Madagascar.	.. 19	.. 20
Khandalla.	South.	.. 22	.. 24
Karapara	Bombay	.. 25	.. 27

DEPARTURES.

STEAMER.	FOR	Mails close at Nairobi G.P.O.	Date of despatch from Mombasa.
Karoa.	South.		Oct. 11
Llanstephan Castle	South.		.. 13
Dumbea.	Madagascar.	.. 17	.. 19
Gen. Duchesne	Marseilles.	.. 17	.. 19
Merauko	Europe.	.. 19	.. 20
Khandalla.	Bombay	.. 21	.. 23
Karagola.	South.	.. 24	.. 26

"Llanstephan Castle" carrying 300 bags of mail and 300 bags of parcels.

SHOOTING AFFAIR IN NAIROBI.

Injured Man Found in Hotel.

TRANS NZOIA RESIDENT

A shooting accident occurred at about mid-day on Thursday, when a European named P. H. Bridges was discovered in a room in the New Stanley Hotel suffering from severe gunshot wounds to his head.

It appears that a boy entered the room and found Bridges in a heap on the floor. Assistance was called and the man was found to be still conscious though apparently suffering from severe injuries to the brain.

At a late hour on Thursday afternoon, he was still alive, though it was stated there was little hope for his recovery.

It is understood that he is a resident of the Trans Nzoia district and that his health had not been good for some time, in fact he was only very recently discharged from hospital.

It is also understood that he bought a revolver in Nairobi two days ago of the same calibre as that found in his room. The weapon recovered by the police contained one live cartridge and an empty shell was found on the floor.

He has been removed to hospital.

At the time of going to press last evening Bridges was still alive though unconscious.

New Postal Times.

During the Postal Union Statistical period from 15th inst. to November 11, mails for down-country stations and overseas will be closed at the General Post Office, Nairobi, half an hour earlier than at present. The times of posting will then be as follows:—Letter Box closes at G.P.O., 12.30 p.m.; Registered letters close 12 noon; Late fee for ordinary letters 12.50 p.m., and late fee for registered letters 12.30 p.m.

LAND BUYERS IN THE ARUSHA AREA.

Recent Purchases by Visitors.

THE NAIROBI ROAD.

[FROM OUR OWN CORRESPONDENT.]
Arusha, Oct. 1.

There have been great rejoicings amongst local motor car owners on hearing that the Kenya P.W.D. are fixing up their portion of the main Arusha-Nairobi road. They appear to have already done a fair amount, and with the recent "increase" of money voted, intend working as far as the border at Namanga.

Major Browne, the Senior Commissioner, has already completed extensive improvements near Arusha and his Assistant Officers, Messrs Magoro and Fairchild are at present encamped at various points along the road towards Longido, actively engaged on the new deviations which when finished will bring Nairobi within a comfortable day's run from here. The deviation from Magiya (?) to Kingori is open to motors and is proving a great boon—avoiding as it does, the heavy climb and very stony sections on the old road to Moshi.

Sir Milsom Rees the well-known surgeon, and has son recently visited the district and was so favourably impressed that he has purchased two large plantations at Nduruma, and intends planting up on a big scale. Captain and Mrs. W. Sargeaunt are also amongst recent buyers, having acquired portions of an estate at Leganga.

That the district is awakening a lot of outside interest is proved by the number of visitors and prospective buyers during the last few months. Many of them bemoan the fact that they did not come along long ago and obtain cheap land at the Enemy Property Sales.

Great activity is taking place on newly acquired shambas, and long strings of recruited labourers coming in from the central districts. Difficulty has been experienced, till recently in getting adequate supplies of labour and there has been tendency to raise wages all round.

It is reported that the Railway extension to Sanya River will be operating by Xmas but I have heard so many rumours recently that this arouses very little interest. One cannot see that any particular advantage will be extended to the district. Possibly the Powers-that-be have no intention of leaving railhead there but will push on direct to Arusha—the only possible solution of our transport difficulties.

It now appears certain that some members of the E. A. Commission will visit Arusha on their way home. Surely a splendid opportunity for the local "politicians" to get something off their chests.

Cotton at Mbugwe has proved a great success. The growers are erecting a fair sized ginnery there so it seems probable the already large acreage will be considerably increased next year. The various experimental patches at Arusha have, in most cases proved a complete failure—most disappointing as the early growth was considerably above expectations!

These Luscious Prunes.

CLARKS BORDEAUX
"The Superlative Quality"
Obtainable Loose
AT
R. B. DUNCAN'S
The High Class Grocers
NAIROBI.

NEW RAILWAY CONTROL

NEW RAILWAY CONTROL SCHEME.

Railway Advisory Council and Harbour Advisory Board.

PEOPLE'S REPRESENTATIVES INSIST ON POWER OF RESUMING CONTROL.

General Manager Agreeable.

SELECT COMMITTEE TO MEET UGANDA REPRESENTATIVES FOR JOINT DEBATE.

Legislative Council Debate.

The new railway proposals are published for information. They were debated in the Legislative Council on Wednesday but no decision was taken.

They provide for the appointment of a High Commissioner of Transport for Kenya and Uganda who shall be the Governor of Kenya.

The control, working and management of railways, harbours, ports and steamer services will be vested in him.

The name of the services will now be "The Kenya and Uganda Railways."

The General Manager's powers will be conferred on him by the High Commissioner, who will also appoint all other railway officials.

A Kenya and Uganda Railways Advisory Council will be constituted with a maximum of four officials and four non-officials, appointed for two years. The new proposals allow for fees being paid to the Council members. Their duties cover generally advice on administration and working of the service.

There shall also be constituted a Port Advisory Board for Mombasa with representatives of the shipping interests on it.

There shall also be established a Railway and Harbour Fund into which all revenue will be paid.

Estimates, regulations etc., will be submitted to the Legislative Councils of Kenya and Uganda but the sanction of the Secretary of State is above the power of the Legislatures.

The services will be administered so as to provide cheap transport for agriculture and industry but any loss in working will be borne by both countries as well as loss from any new lines built against the advice of the High Commissioner.

A special issue of the *Official Gazette* was published on Monday. It contains the new proposals relative to the future control of the Uganda Railway and allied services.

The text of the special issue is:

The Hon. General Manager, Uganda Railway, to move at the meeting of Legislative Council on Wednesday, October 8th:—

That this Honourable Council approves the proposals for the Regulation, Control and Management of Railways, Ports, Harbours and Lake Services as set out in the following memorandum:—

1. There shall be established the office of High Commissioner for Transport for the Colony and Protectorate of Kenya and the Protectorate of Uganda. The High Commissioner for Transport shall be a Corporation sole under that name with perpetual succession and an official seal and may sue and be sued under the above name.

2. The person holding the office of High Commissioner for Transport shall, unless it is otherwise directed by one of His Majesty's Principal Secretaries of State, be the Officer administering the Government of Kenya.

3. The control, working and management of all railways, ports, harbours and steamer services which are now, or hereafter may be declared by the High Commissioner for Transport with the approval of the Secretary of State to be owned, controlled, worked or managed by the Government of Kenya or by the Government of Uganda shall vest in the High Commissioner for Transport.

4. The High Commissioner shall have all the powers necessary for and incidental to the control, working and management of the Services, and for the control, working and management of any railway, port, harbour or steamer service, the ownership or control of which he may hereafter acquire by construction, purchase or agreement and the control, working and management of any other service which may be conferred upon him by the legislature of Kenya or Uganda: and any such railway, port, harbour, or steamer service or other service shall as from the date on which it is so acquired or conferred be included in the Services in the last preceding article mentioned.

5. The services shall be known by the name of the Kenya and Uganda Railways.

6. (1) The High Commissioner may appoint a General Manager who shall have such of the authority and powers of the High Commissioner as may be delegated to him by the High Commissioner or may be conferred upon him by any Ordinance of Kenya or Uganda. In any act done by the General Manager in pursuance of his duties, it shall be presumed that he was duly authorised thereto.

(2) The High Commissioner may in addition to the General Manager appoint such servants as may be necessary for the efficient working of the Services.

(3) Persons so appointed shall be servants of the High Commissioner but shall be and remain in the service of the Crown and shall be deemed to be in the Public Service of Kenya and Uganda.

7. All persons who at the date of this Order in Council are employed in the Services shall as from the date hereof be deemed to be appointed servants of the High Commissioner upon the terms and conditions of their existing employment so far as is consistent with the provisions of this Order, and without prejudice to the continuity of their existing right and obligations.

8. The High Commissioner may make, or revoke regulations with regard to all or any of the following matters:

(a) The appointment, discharge and discipline of servants, the minimum and maximum rates and pay, incremental scales, grading and classification of emoluments, leave of absence, and all other conditions of service in any department, office or branch of the Services.

(b) The security to be given by servants and the amount thereof.

(c) The grant of pensions or gratuities to servants holding pensionable posts in the Services, the establishment of sick funds, pension and superannuation funds, the scale of contributions and benefits and the methods of administering such funds.

(d) The circumstances in which and the persons to whom appeals by servants in relation to their employment shall lie and the manner in which such appeals shall be made; and generally for the better carrying out of the objects and purposes of this Article.

9. There shall be constituted a Kenya and Uganda Railways Advisory Council which shall consist of:—

(a) Not more than two official members representing the Colony and Protectorate of Kenya.

(b) Not more than two official members representing the Protectorate of Uganda.

(c) Not more than two unofficial members representing the Colony and Protectorate of Kenya.

(d) Not more than two unofficial members representing the Protectorate of Uganda.

The members representing the Colony and Protectorate of Kenya shall be appointed by the Governor of Kenya, and the members representing the Protectorate of Uganda shall be appointed by the Governor of Uganda.

10. The names of all members appointed to the Council shall be forthwith notified in the *Official Gazettes* of Kenya and Uganda, and any number of a Gazette containing a notice of any such appointment shall be deemed sufficient evidence thereof for all purposes.

11. Each official member shall hold office during the pleasure of the Governor by whom he is appointed, and each unofficial member shall hold office for a period of two years from appointment, but may be re-appointed.

12. The senior official member representing the Colony and Protectorate of Kenya shall be Chairman of the Council.

13. If any member of the Council shall be prevented by absence, or other cause, from acting, the Governor by whom he is appointed may appoint some other person to act and vote in his place until he shall return, or be able to resume his functions.

14. The High Commissioner may make, vary or revoke regulations prescribing:—

(a) The fees and expenses which may be paid or allowed to members of the Council.

(b) The quorum necessary to constitute a meeting.

(c) The intervals at which meetings shall be held, the manner in which the business of the Council shall be conducted, the method of voting, and the form in which the minutes shall be kept, and generally such matters as may be necessary for the effective carrying out of the objects and purposes of Articles 9, 10, 11, 12 and 13.

15. (1) The High Commissioner may consult the Council upon all matters concerning the administration and working of the Services.

(2) The following matters shall be submitted to the Council for advice:—

(a) Any substantial alteration in the tariffs of rates, fares and charges of the Services.

(b) The estimates of revenue and expenditure which are from time to time to be submitted to the High Commissioner.

(c) All Government Bills relating to the Services prior to submission to the Legislative Council of Kenya or Uganda as the case may be.

(d) The expenditure of any sum exceeding £1,000 in respect of any one railway or harbour work or service, other than a work or service expressly authorised in sanctioned estimates.

(e) Alterations in the scales of salaries, wages or hours of employment, or other important conditions of employment.

(f) Substantial reductions of staff.

(g) The abolition of any office in the Services carrying a salary of £1,000 per annum or over.

(h) Substantial changes in the organisation of the Services.

(i) All questions of general policy in connection with the administration, control, working or management of the Services.

16. The minutes of the Council shall be submitted to the High Commissioner through the General Manager. The High Commissioner shall as soon as may be after the receipt of any minute, and after considering any matter in connection therewith which may be represented to him by the General Manager, either approve the minute or refer it back to the Council for further consideration or reserve the matter for submission to the Secretary of State. The approval by the High Commissioner of any minute of the Council shall be sufficient authority for the General Manager to act thereon.

PORT ADVISORY BOARD.

17. (1) There shall be constituted for the ports of the Island of Mombasa a Port Advisory Board which shall consist of:—

(a) The Port Captain.

(b) A senior official of the Services.

(c) Two official members representing shipping interests, and

(e) If the High Commissioner so directs, two members representing the lighterage interests.

(2) All appointments to the Board shall be made by the High Commissioner and shall be held during his pleasure.

(3) The Chairman of the Board shall be appointed by the members. If at any meeting the chairman is not present such other member as may be chosen by those present shall preside.

(4) The Secretary of the Board shall be an official of the Services.

18. The officers for the time being performing the duties of General Manager of the Kenya and Uganda Railways and Commissioner of Customs of Kenya and Uganda shall be entitled to attend the meetings of the Board.

19. The High Commissioner may make regulations prescribing:

(a) The duties of the Board and the matters which shall be submitted to the Board for advice.

(b) The manner in which the meetings of the Board shall be convened and when meetings shall be held.

(c) The quorum necessary to constitute a meeting.

(d) And generally as to all such matters as may be necessary for the effective carrying out of the objects and purposes of the Board.

A JOINT FUND.

20. There shall be formed a Railway and Harbour Fund, into which shall be paid all revenues derived from the administration of the Services.

Estimates of receipts and of expenditure on revenue and net revenue accounts and from betterment and renewal funds or other funds established by contributions from revenue shall be prepared by the General Manager before the commencement of the financial year in which the expenditure is to be incurred, and supplementary and additional estimates may be prepared from time to time as may be necessary. Such estimates shall be submitted to the Council for consideration, and shall thereafter be transmitted with the recommendations of the Council to the High Commissioner for approval and transmission to the Secretary of State for his sanction.

As soon as may be after approval by the High Commissioner and before sanction by the Secretary of State, such estimates shall be submitted to the Legislative Councils of Kenya and Uganda, which may by resolution approve or disapprove of the estimates or propose modifications. The resolutions of the Legislative Councils shall be submitted for the consideration of the Secretary of State. Sanction of the estimates by the Secretary of State shall be sufficient authority for the expenditure specified therein.

21. No money shall be withdrawn from the Railway and Harbour Fund except as approved on estimates submitted to the Secretary of State for sanction as provided in Article 20, but the High Commissioner may authorise the withdrawal of such moneys as may be necessary for the services pending such sanction. Subject to such regulations as may be prescribed by the High Commissioner, the General Manager may authorise expenditure in excess of the provision under the individual heads of the estimates, and provided such excess expenditure is covered by savings under other heads.

FIRST PRINCIPLES.

22. The Services shall be administered with due regard to agricultural and industrial development in Kenya and Uganda by means of cheap transport. So far as may be, subject to such provisions as may be considered necessary to meet contingencies, the total earnings shall be not more than sufficient to meet—

(a) The necessary outlays for working and maintenance;

(b) Contributions to reserve funds for renewals, betterments, stores or other purposes; and

(c) Interest and sinking fund charges due to capital not being contributed out of railway or harbour revenue.

23. The High Commissioner shall not be required either by the Government of Kenya or by the Government of Uganda to provide any transport facilities either gratuitously or at a rate of charge which is insufficient to meet the costs involved in the provision of such services or facilities, unless the Government concerned undertakes to pay the amount of loss incurred by reason of the provision of such services and facilities.

24. If the working of the Services results in a loss for any financial year, the Council shall consider whether, and in what proportions, such loss shall be made good by the Colony and Protectorate of Kenya, and the Protectorate of Uganda, and shall make recommendations accordingly to the High Commissioner. After consulting the Governments of Kenya and Uganda, the High Commissioner of Kenya shall submit the proposals of the Council to the Secretary of State, who shall decide what portions of deficit shall fall to be made good by each Government and votes accordingly shall be submitted to Legislative Council.

NEW LINES.

25. No loan shall be raised for the construction of new railways or for additions to the capital assets of the services except by the Government of Kenya or the Government of Uganda, or by both Governments jointly in such proportions as the Secretary of State may determine; and any loan so raised shall be authorised and appropriated by Ordinance.

26. If any railway is constructed by either the Government of Kenya or the Government of Uganda, or both against the advice of the High Commissioner, the High Commissioner may declare that such railway shall be included in the services and in such case the loss, if any, upon the working of such railway, shall be made good to the Railway and Harbour Fund by the Government or Governments concerned.

27. Accounts relating to the services shall be kept as directed by the High Commissioner. Such accounts shall be subject to audit under the direction of the Director of Colonial Audit, and shall be published annually.

28. The High Commissioner shall forward to the Secretary of State all regulations made by him under this Order, and any such regulations made by him under this Secretary of State.

29. Nothing in this Order shall limit the right of the legislatures of Kenya and Uganda to pass laws, not being inconsistent with the provisions to this Order relating to the Services.

30. The provisions of this Order may, provided that the approval of the Secretary of State has been previously obtained, be varied or added to by Proclamation made jointly by the Governors of Kenya and Uganda and published in the *Official Gazettes* of Kenya and Uganda.

The Debate.

The Legislative Council met in special session on Wednesday to discuss, principally the motion by the General Manager of Railways on the subject of the future control of the services. His Excellency the Governor presided and there were present the Colonial Secretary, Attorney-General, Treasurer, P.M.O., General Manager of Railways, D.P.W., Senior Provincial Commissioner, Director of Education, Postmaster General, C.V.O., O.C. Troops, Conservator of Forests, Acting Solicitor General, Rev. Dr. Arthur, Lord Delamere, Mr. P. H. Clark, Mr. Conway Harvey, Capt. H. E. Schwartze, Mr. Warren Wright, Capt. M. S. H. Montague and Hon. R. B. Cole.

Introducing his motion the General Manager said:

YOUR EXCELLENCY,

I beg to move the Resolution standing in my name.

In moving this resolution I would explain that early in 1923 I recommended for the consideration of the Government of Kenya the principles now embodied in the draft subjoined to the resolution.

The original intention was to submit to the Legislatures of Kenya and Uganda an inclusive and uniform Railway Control and Regulation Bill, but the Secretary of State was advised that the more appropriate manner of dealing with the main principles would be by an Order-in-Council as now proposed.

Such an Order, if recommended by this Council, and thereafter approved and issued, would have to be supplemented by local legislation in both Kenya and Uganda. Such local legislation would transfer to and confer on the new organization, to be created by the Order-in-Council, comprehensive powers for inspecting and opening railways; for maintaining and working railways, steamships and other services; for the conveyance of passengers and goods, etc., etc., and would, at the same time, define the responsibility of the Administration as a common carrier, prescribe the procedure in cases of accidents, prescribe punishments for offences by the public and the Administration's staff, and generally regulate the position as between the Governments and the public of Kenya and Uganda and the Railway Administration.

The draft of the proposed Order-in-Council now submitted to this Honourable Council for consideration is of the utmost importance to this Colony. It deserves, and I trust will receive, the most careful scrutiny and consideration by this Council and by the public of the Colony and Protectorate. The system suggested is not quite new. Advantage has been taken of experience elsewhere. In framing the proposals regard has been had to the system of joint railway administration which was in operation in the Transvaal and Free State under Crown Colony Government, to the joint railway administration continued in these Colonies after they were granted Responsible Government, and to the principles embodied in the Act of Union on the Union of the South African Colonies and the consequent amalgamation of all the Government Railways into one system. The South African system, while no doubt, capable of improvement and which it will, no doubt, be subject to change as time goes on, has on the whole been very successful.

The central feature of the proposals is that the control, management, and working of all railways, ports, harbours, and steamer services included in what is known as the Uganda Railway Administration shall be removed from the direct control of the Kenya Government and vested in a High Commissioner for Transport, to be administered by him on defined principles on behalf of both Kenya and Uganda.

There is no question of transferring ownership. Ownership remains precisely as at present. What would be vested in the High Commissioner would be the control, management, and working.

In South Africa the ports harbours and railways are formally vested in the Governor-in-Council. If at any time there should be a Union or Federation of East African Colonies some similar system would, no doubt, be devised here, but in the meantime we are dealing with the railways in Colonies with separate Governments, and while endeavouring to formulate an improved system of joint working, must not prejudice the future by interfering with ownership.

The Uganda Railway and its lake steamers serve mainly the Colony and Protectorate of Kenya and the Protectorate of Uganda. It cannot be repeated too often and emphasized too strongly that in the absence of navigable rivers efficient railway and lake steamer transport and port facilities are vital to the development and well-being of East Africa, and it is essential that the control of these services should be placed on a sound footing. The whole future of both Kenya and Uganda depends upon the railways. Any form of control which might at any time have the effect of subordinating the railway and lake services common to both Kenya and Uganda to the local interests of either Kenya or Uganda, any form of control which is apt to be swayed by political influences from either territory cannot, in the nature of things, be permanently acceptable to both territories and must in the long run be harmful to both. In my opinion the best way of consolidating all interests and meeting the business requirements of both Kenya and Uganda is so to regulate the administration of the port and railway as to make it in the nature of a Trust on behalf of both territories.

It is important also to remove the railway management, not altogether—for that is impossible—but as far as practicable, from Civil Service influences and methods. A railway is a commercial undertaking and can be administered satisfactorily only by the adoption of business principles. The application of rigid civil service conditions to a railway must affect efficiency. The proposal therefore, is that not only shall the administration of the railway be removed from direct control by the local Government and vested in a High Commissioner but that to that High Commissioner shall be given wide administrative powers and staff control, and the authority to delegate to the General Manager wide powers of management, which would necessarily differ materially from the powers of Heads of other Government Departments.

But both High Commissioner and General Manager must be assisted, advised, and can be checked, by a suitably constituted Council on which the Governments and the public of both territories can be fully represented.

It is provided that the High Commissioner, whose office, I would emphasise is to be created solely for joint transport administration purposes, shall be the Officer Administering the Government of Kenya.

The Council will be fully representative of both Kenya and Uganda, and it is made quite explicit that not only may the High Commissioner consult this Council upon any matter concerning the administration of the services, but all matters of importance must be submitted to it for advice before any action can be taken. For example, such matters as substantial alterations in goods rates and passenger fares, estimates of revenue and expenditure, all Government legislation affecting the railways, all large improvement schemes, all important changes in conditions of employment, all abolitions of important offices, and all questions of general policy must go to the Council.

The wording of the Order is such that the most important administrative policy must inevitably be considered by the Council.

The Council is to consist of not more than two official members representing each territory and not more than two unofficial members representing each territory, the senior official representative of Kenya being the chairman.

The reason why the number of members representing each territory was left optional up to a maximum of two was that it was felt it might be difficult for Uganda to arrange the appointment of two unofficial representatives. I sincerely trust, however, that it will be possible to arrange for two representatives of the public in each country, because I consider that both the producing and the mercantile interests should be represented. On so important a public service as the railway regard must be had to the views of all sections of the community, and two public representatives from each Colony is not an excessive number.

Who the official representatives would be is, of course, a matter for the respective Governments to decide separately. My own opinion is that the Colonial Secretary or Chief Secretary and the Director of Agriculture of each Colony would ordinarily be the most useful officials, and their presence on the Council would secure such co-ordination with the Governments as may be necessary in matters of policy.

The General Manager who will be an official of the High Commissioner, will not be a member. The present system whereby the General Manager presides over a non-statutory Inter-Colonial Advisory Council does not meet requirements. The Council should submit its advice to a high central authority and not only to the General Manager. The General Manager should be made responsible for seeing that all matters requiring the attention of the Council are submitted to it, and he should co-ordinate the railway knowledge and advice for the Council.

It is provided that the port control as well as the railway control will be vested in the High Commissioner, and that the Railway and Port Administrations shall be one service. I consider that the general control of all ports, like all railways, should be vested in the senior representative of the Crown and the executive control in the General Manager of Railways and Harbours. That to my mind, is the only sound policy under existing conditions in East Africa.

In view of the feeling which seems to be developing on this point let me say here that control of the port by the Railway Administration would not necessarily mean that the railway would itself do the work of handling goods from the ship's side into the wharf sheds. Who is to do that work is a matter for consideration. I have suggested to the Government the appointment of a Commission of Enquiry to look into this subsidiary question. I advise the Colony not to allow the wharf handling question to be mixed up with the main question of port control, and, so far as the important matter of port control is concerned, to take advantage of South Africa's experience instead of repeating South Africa's mistakes in past years with Harbour Executive Boards. Meanwhile there is no reason for irritation about the handling work.

There must be a Port Advisory Board—let us hope a Board which would try and take an impartial view—representatives from which should receive the most careful consideration, and it is suggested in the draft for an Order-in-Council that that Board should contain representatives of shipping and lighterage interests, and of commercial, industrial or agricultural interests.

Now, Your Excellency, I will deal with some of the important financial provisions.

Probably the most important principles laid down are those of separation between the revenue and expenditure of the Government and the revenue and expenditure of the railway, port and lake marine services, and the definition of the object to be aimed at in the administration of the Railway.

The Order proposes to confirm the establishment of the existing separate Railway and Habour Funds, and provides that the railway and ancillary services must be administered with due regard to agricultural and industrial developments in Kenya and Uganda by means of cheap transport.

This is a principle which has been adopted by the Union of South Africa in connection with its railways. The basis of it is that the State must not rely on its Railway for a portion of its general income, but that the object to be aimed at is the working of the cheapest possible transport for the communities served, in order thereby to facilitate the development of the country.

Provisions must be made for renewals, betterments, and interest and sinking fund charges, but if thereafter a profit remains rates must be reduced instead of the profit being diverted for other Government purposes.

There may be some hesitation on this important point. There may be doubt whether under certain conditions which might arise it would not be better to use railway profits for other than railway purposes, which would mean, of course, keeping up rates. It is the case that in many Colonies, as in this Colony in the past, railway revenue has been relied upon to balance Government budgets and to meet Government capital expenditure. It is significant that some Colonies that have broken away from this system have done so only after sad experience of its consequences, and that in others public pressure is being applied in the direction of complete separation between Government and Railway finance.

The Colony must decide, but I could never advise a compromise on this principle. In my opinion indirect taxation through railway rates is unsound, and a system which inevitably tends to an alternation of raids by the users of the railways on the tax payers in general and by the tax payers in general on the users of the railways is wrong in principle.

To my mind there can be no middle course. Either we must work on the well-defined principle that the Railway has the control of its own Funds, can make sufficient provision for renewals, betterments, and eventualities, and thereafter, if any money is left over, must reduce rates; or we leave the railway policy wholly subordinate to the exigencies of the general financial position of the Colony or Colonies.

It has been suggested that under my management there has been a tendency for the Uganda Railway to set aside too much from revenue. My reply to that is while the Railway Budget was incorporated in the Kenya Government Budget very little provision was made for renewals, and I consider it wise to catch up arrears in this respect. It is generally overlooked that there have in fact been many substantial rate reductions, but I have tried to adopt a policy aiming at financial soundness rather than at spectacular and popular rate reductions on a large scale which might have to be paid for very dearly in the future.

Hereafter, if the proposals now submitted are agreed to, the careful watching of the balance provision for renewals and betterments on the one hand and reduction of rates on the other, after interest charges are met, will be one of the most important functions of an Inter-Colonial Railway Council with Government and public representation.

Then, Sir, there is a further provision that if the Government of Kenya or the Government of Uganda require the railway to provide non-paying facilities the Government requesting such facilities must make good the loss. This is necessary to secure that the interests of one territory shall not suffer unduly because of the local requirements of the other, and it is also necessary to secure that Governments shall not give way too easily to political pressure. While, however, this safeguard is included there is nothing in the Order to prevent the provision of additional facilities at the risk of the railway so far as earnings and expenditure are concerned, when the High Commissioner, as advised by his Railway Council, considers the provision of such facilities against the common railway pool justifiable and in accord with the defined objects of the Railway Administration.

An important and difficult matter which has received much consideration is the manner in which estimates of revenue and expenditure should be dealt with. I think the provision made will meet the case.

It is essential to safeguard the right of public criticism, and it is provided that the estimates of revenue and expenditure be put before the Legislative Councils of both Kenya and Uganda for scrutiny and discussion, and that such Councils may by resolution approve or propose modifications. This should give as much opportunity as exists at present for criticism by members of Legislative Councils.

While still requiring sanction by the Secretary of State, as at present, the estimates of the separate Railway Administration applicable to the lines in the two territories would no longer be dealt with in Appropriation Bills in one Colony only as at present.

There is also a clause dealing with the question of probable loss on working. My own opinion is that if the railway is run on business lines, and care taken to ensure that fair provision is made for renewals and betterments, then there should always be sufficient reserves funds, to tide over any temporary loss, i.e., any loss which must remain until either reductions in expenditure or increases in revenue can rectify the position. In order, however, to complete the draft, Order-in-Council provision has been made to cover circumstances under which, and the manner in which, it can be determined whether and to what extent the two territories concerned should make good any loss.

Another important matter is the question of the raising of loans for the construction of new railways or additions to the capital assets of the services. It is prescribed that new construction must be authorised by the Government of the Colony in which it is to take place, that loans must be raised by the two Governments separately or jointly, and that loan expenditure must be in terms of appropriation by Ordinance. The sanction of the Legislatures is necessary before construction can take place. It is intended that this provision in the Order-in-Council shall be followed up in local legislation by further provision to the effect that the power of the Government to decide whether a new line is to be built must not be exercised until the advice of the Inter-Colonial Railway Council has been obtained and laid on the Table of the Legislative Council, even if such advice is not accepted.

It is, however, necessary to ensure that neither Government shall both decide to build a railway against the advice of the High Commissioner, and cause such railway to be worked separately to the detriment of the joint Railway Administration, and power is, therefore, given to the High Commissioner to declare that any railway so built shall be included in the services for working purposes and the loss debited against the Government which built the line against the advice of the High Commissioner.

Changes in the system proposed may become necessary as we gain experience, and it will be observed that the provisions of the Order-in-Council may with the consent of the Secretary of State, be varied or added to by proclamation made jointly by the Governors of Kenya and Uganda.

An Order-in-Council is, of course, subject to review at any time, and an Order applying to two Colonies must necessarily come under review when there is an important change in the Constitution of one or both of the Colonies affected. There is an important precedent in the manner in which the Order-in-Council applicable to the railways of the Transvaal and Orange River Colonies was dealt with in connection with the grant of Responsible Government, but if it is desired to insert an explicit clause on this point I certainly shall not object.

I think I have traversed the main provisions of the draft for an Order-in-Council. As I have already stated supplementary legislation will be necessary in both Kenya and Uganda, and the Order will not come into operation until such legislation has been passed. I do not think that there will be any difficulty in connection with the local legislation, provided the principles now submitted are accepted.

The wording of the draft published is as suggested after discussion with the Colonial Office. A few amendments not affecting the main principles have been considered and I understand that these will be put forward by the Government for consideration by a Select Committee which it is the intention to ask for.

In conclusion I would like to repeat that the basic principles of the scheme submitted are, in my opinion, sound. To my knowledge no alternative principles which would be in the interests of and acceptable to both Colonies have been put forward, but it is essential that both Colonies should examine the proposals carefully, because it is for the public of both territories to decide whether they are prepared to make this change with or without modifications. My own opinion is that a change from the present methods of control is not only desirable but essential if inter-Colonial difficulties in regard to railway administration are to be avoided.

NO NEED FOR HURRY.

His Excellency said there was no need to emphasise the importance of the motion or the necessity for full consideration by the public and the Governments in both dependencies. The General Manager had made certain points clear but he, His Excellency, thought it would be advisable not to debate the motion at great length that day as it was long and technical. That would allow Hon. Members on both sides of the House to consider points on which they required information. The best course would be to refer the motion to a Select Committee and proposals had been made to the Government of Uganda to take the same course and they had agreed. The Committee would arrive in Nairobi about October 31, and he thought it highly desirable that the committees should hold a joint meeting. In the meantime the Committee of the Kenya Council would have gone into the matter. He thought it would probably be found, on further consideration, that the memorandum hung well together as a whole and that it would be difficult to make radical alterations in one part without upsetting the sense of the remainder. So far as the Kenya Government was concerned there was no hurry and he would like the public to take whatever time for consideration they thought necessary.

Lord Delamere.

Lord Delamere rose on behalf of the unofficial members, and said:

Your Excellency,—

May I be allowed first of all to congratulate the Rt. Hon. the Secretary of State for the Colonies and his advisers on taking the step of putting this matter of the Railway Control before this Hon'ble Council in the form of a motion before using the Order in Council dealing with Railway and Harbour Control. It is pleasant to find this very proper procedure being adopted and I am sure that Hon'ble Members on this side of the House would not wish me to allow it to pass without reference.

It is evident that An Order in Council is required in order to constitute a state of affairs which affects both Kenya and Uganda, if the policy of unification of Control of the Railways in these countries is to be carried out, and it now rests with this Hon'ble House to say, from the point of view of Kenya, whether it approves of such amalgamation of control and of the terms laid down in this Draft Order in Council which lies before Hon'ble Members.

I am glad to say that all the elected members who were able to be present yesterday at a meeting, and those here to-day, have unanimously authorised me to accept on their behalf, the general principles of control laid down in this resolution, provided that proper safeguards are introduced to make it quite definitely certain that the approval of this policy to be adopted can under certain conditions be withdrawn so that this Colony can, under certain circumstances, or at stated periods, resume control of its railways and ports—I will return to this later—Your Excellency, what we are discussing here to-day is the question as to whether Kenya should run its railways as a separate unit or whether Kenya should agree that the whole railway system which finds its outlet to the sea at Kilindini should be worked together with the Port and the Marine Services on the great Lakes as one Railway system, under one Management. If it is once agreed that the Railway, whether in Kenya or Uganda, shall be operated under one Management, then an Order in Council on some such lines as those indicated becomes necessary in order to lay down the position of the Railway in respect to the different countries through which it passes and in which it operates. It is evident that if the working of Railways, Ports, etc., in the two countries is to be carried on economically and efficiently that the present state of affairs has got to be altered. A present if any disagreement arises between the two Governments on any Railway question, it often means long and complicated negotiations with the Secretary of State as final arbiter. Anyone must see how detrimental this is to the running of a business concern like a Railway.

Surely no one can deny the desirability of running the Railways in Kenya and the extension of the same railways in Uganda or indeed in Tanganyika, as far as the Kilimanjaro and Tanga areas are concerned, under one Management.

It is really all one Railway and should be run as one, provided that the question of control can be satisfactorily decided and provisions made for modification or withdrawal at stated intervals or under certain circumstances.

I cannot believe that anyone can wish to see two or three separate managements on this one railway system. It must mean delays, arguments as to inter-state rates, and all other conceivable details, loss of rolling stock by the efficient to the inefficient and friction and loss of efficiency.

So we come to the point where it is admitted that the Railways of these countries should be run as one unit. That means unification of management. That is easy. It also means unification of control, because a dual or triple control with a single management is an unworkable absurdity. This Draft Order in Council, which is before this Hon'ble House to-day, vests the Railways and Harbours of Kenya and Uganda and their control, working and management, and the references derived from them, in a High Commissioner for Transport, an office which is created by this Order in Council, and it is laid down that this High Commissioner shall be the Officer administering the Government of Kenya.

This vesting of the Railways and Ports, their revenues and control in one person, a corporation sole, is the method adopted in the Union of South Africa, where they are vested under the Act of Union, the Constitution of the Union of South Africa, in the Governor-General in Council. In clause 125 of the Act of Union it states: "All ports, harbours and Railways belonging to the several Colonies at the establishment of the Union shall from the date thereof vest in the Governor-General in Council." and in clause 117: "All revenues from whatever source arising over which the several Colonies have at the establishment of the Union power of appropriation shall vest in the Governor General in Council."

So that the High Commissioner for Transport in this Draft Order in Council is on the same footing as the Governor-General in South Africa.

The railways and Harbours are of course controlled and run in practice by Railway and Harbour Boards, but I am not going into the details of the working of the Order in Council at present, but confining myself here to the constitutional side.

The difference between the position in South Africa and that laid down in this Order in Council is that in the South the ultimate control still rests with Parliament.

The Act of Union vests assets and control in the Governor-General in Council. The Governor-General's Council is the Ministry of the Dominion. It is inconceivable that the Governor-General would run counter to their advice on any question dealing with railways, and if such a case occurred, the last clause, 152, in the Act of Union lays down: "Parliament may by law repeal or alter any of the provisions of this Act," by a simple majority apparently. The only exceptions are provisions of the Act of Union where a definite period is prescribed which cannot be repealed or altered during that period. Also the two clauses dealing with the Constitution of the House of Assembly and the clause laying down the quality of the Dutch and English languages, which can only be altered or repealed by a two-thirds majority.

So that Parliament in South Africa can constitutionally regain its control of its Railways and Ports by the alteration of the Act of Union, and in fact always controls it through the Governor-General's Council. This vesting of the Railways and Ports in the Governor General in Council in South Africa was really done for administrative purposes because it was found that direct Parliamentary control was not a satisfactory method of running railways and ports for several reasons. It introduced a rather complicated machine between the voter in the constituencies and the Railway administration in order to avoid political pressure being directly applied to the Minister for Railways by the House of Assembly on the initiative of the member for an interested constituency to build railways which were unlikely to pay and to reduce rates uneconomically. It presents a barrier to legitimate railway profits—which should be applied to economise upkeep and betterment—being taken over for other than railway purposes or from being doled out, owing to Parliamentary pressure in uneconomic salaries and wages. It gives the railway administration a stronger position in labour disputes.

But really it only takes the business of running the railways and ports out of the immediate control of Parliament and places it in the hands of the Cabinet advising the Governor General.

The railway laws of the Act of Union are simply a self-denying Ordinance passed by Parliament itself which is capable of repeal and alteration by the Parliament of the Union if it so chooses.

The very wording of Clause 117 of the Act of Union implies the continued control of Parliament.

It says: "There shall be formed a Railway and Harbour fund into which shall be paid all revenues raised or received by the Governor General in council from the administration of the Railways, Ports and Harbours *and such fund shall be appropriated by Parliament to the purposes of the Railways, Ports and Harbours in the manner prescribed by this Act.*" That does not imply the loss of ultimate control by Parliament.

Now, Sir, we have seen that the method adopted in the Union of South Africa makes it more difficult for the interested parties, through Parliament, to effect the economic management and working of the railway administration, but leaves it free to Legislature to re-open the whole question by getting the agreement of majority of Parliament to alter a seriously considered part of the Constitution. And, Sir, we desire that this Order in Council should be so amended that no possible doubt can exist of the constitutional position of Kenya with regard to the ultimate ownership and control of the Legislature of Kenya on behalf of the Colony over the Railways and harbours within its borders so that this Colony may be free when a change of constitution takes place to reconsider its desires with regard to its railways and harbours. And in so far as it is advisable that this control should not be forgotten, on the same principle that a gate is closed once a year on a right of way, we desire that this Order be so amended that either it or the local legislation which gives it force, shall automatically lapse and have to be renewed at stated intervals by this Honourable House. I am not going to move an amendment now on a question of such grave importance which requires the most careful detailed examination and advice if necessary by Counsel, but the lines on which we wish amendment are that at stated intervals or in case of any alteration in the Constitution, the control and ownership of its Railways and Harbours should automatically revert to the Colony and its Legislature so that reconsideration can be given to the policy laid down in this Order in Council.

We believe that the arguments are rather in favour that a rather complicated machinery should be placed between the voter in the constituencies and the Railway administration although we cannot admit that anything but the best interests of the Colony as a whole has inspired the building of a single

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trol of Railway in this Colony at present but it has undoubtedly been found in other countries that temporary caprice or interested through perhaps quite legitimate pressure, has created great difficulties for the Railway Administration and the country's finances.

But we are determined not to vote for any resolution unless it absolutely safeguards the ultimate control of Kenya over its own assets and the working of its Railways and Harbours if it desires to exercise it.

I am quite sure the intentions of the Order are the same as ours. It is of the greatest importance that in Section Number 2 the Officer administering the Government of Kenya has been placed in the position of High Commissioner of Transport and I hope the Secretary of State for the Colonies will agree to the omission of the qualification in this Section because any other officer being placed in that position would prejudice the question of Federation beforehand and not leave it to be decided on its merits.

So much, Sir, for the main constitutional issue, the difficulties of which I am quite sure the Honourable the General Manager and the Honourable Members on the other side will be the first to recognise. As I say, I will not introduce any amendment now as Your Excellency has arranged that this debate shall be adjourned in order that the Resolution proposed may receive adequate consideration. But there are one or two points I would like to bring forward about individual Sections in the Bill dealing with main principles.

With regard to Section 1 it was of the greatest possible assistance to elected members yesterday to hear the evidence of Captain Rainey who had long experience of the working of Durban Port both before and after it had been handed over to the Railway Administration of the Union. He was able to assure members that the present working is efficient, that ships get quick discharge and thate he has no reason to regret the old administration. There is no doubt that the Port is better under the Railway for which it is an outlet provided discharge of ships is promptly effected. In this case the Railway are likely to be more efficient managers. The interest on Port loans and the financing of Port development can be much better borne by the Railway administration than by the Government of the Colony.

We are sure that private interests will find continuity of control under an efficient Administration to their advantage on the whole after the vacillations of the past. But in the case of the Port as with the Railways it is vital that ultimate control should revert at intervals or on any constitutional change to the Colony as represented by its Legislature. The whole must include the port and the Government of a country cannot permanently divest itself of the main assets and the right of their management and control in what is really a Department for every sort of reason.

If the Manager of [illegible] future date is incapable or the general policy of the Railway [illegible] to the best interests of the Colony or if the finances are unsatisfactory or any flaw is found in the present Order in Council there must be some method of alteration by the Legislature of this Colony. Under this draft Order in Council the only way out is through the last Clause, 30, which gives powers to the Governors of Kenya and Uganda jointly to vary or add to this Order in Council. I submit, Sir, with great respect, that this is not the proper way to deal with the assets of Colonies at present controlled by Legislatures and that it is vital that this question of ultimate control by the Legislature be reaffirmed in this Order in Council which sets forth the Constitutional position of the Railway in respect to the Colony.

Section 24, which deals with the subject of payment of loss by both countries in the event of the railway not paying its way, is one reason why ultimate control in case of mismanagement must be in the hands of each Colony, but, as I have said before, I must consider that Section 30 is no adequate safeguard from a constitutional standpoint.

This does not affect the issue vitally as long as Government hold a majority in the Legislative Council, because in any case under these conditions the country lies helpless in such matters under the control of the Governor and the Secretary of State for the Colonies. But it is vital that as soon as a Crown Colony like Kenya gets an unofficial majority on the Legislative Council, that in practice, and in the ultimate issue, those powers should be paramount, and safeguards have got to be introduced into the Order in Council which will prevent that Order from permanently taking away from the the local Government the ownership and control of its greatest assets. For economic and political reasons, it appears desirable that there should be rather complicated machinery between the voter and the Railway management to prevent local interests or temporary caprice from damaging the economic working of the Railways and Ports. But it is equally necessary that the considered opinion of the Government of the country, backed by a general majority, should always be in a position to override a Railway Administration which after all is only one part of the rest of the country. In fact that the whole must contain a part and control it.

Lord Delamere, continuing, said he thought there was very little between the points of view expressed. The only thing was that the Colony considered that the railway and ports, as assets, must be vested ultimately in the legislature of the country. He was quite willing to agree that for the purpose of efficient running, etc., it was necessary that they be vested in the High Commissioner, but there must be some method, as in the Act of Union, whereby Kenya or Uganda could, if necessary, resume control—perhaps in rather a difficult way, as these things should not be made too easy —and then start afresh if necessary. He favoured the suggestion that the whole matter should go before a special committee.

Mr. Warren Wright (The Coast) agreed that the general principles were sound, but added that there was a feeling of doubt at the Coast regarding the nature of the proposals, which had not been disclosed. He took exception to the remark by the General Manager, which expressed a certain amount of doubt as to whether they could get an impartial board at Mombasa. He said that the Coast would require to know something about the proposed Commission before agreeing to its appointment on general terms.

Mr. P. H. Clark (Mombasa) associated himself with the protest of the Coast representative.

The Hon. R. B. Cole (West Kenya) expressed fear lest the underlying principle of the future policy would not provide for the building of development branch lines because there was no prospect of a profit at the beginning and that such strategical branches for opening up the country might have to give way when a branch line in Uganda [illegible] the latter could show a profit to begin with. He wanted an assurance that such a position would not arise out of the new scheme.

Lord Delamere, referring to a previous speech in the last session of the Council, said he understood that up-country people were somewhat upset by the belief, based on the report of the last session, that the part of the Nyeri line, beyond the Tana River, was still under consideration. The point was that he had asked whether anything had been done regarding proposed lines to Machakos, Kericho, etc. In reply, and in a reference to the Nyeri line, the General Manager said that the survey of the section beyond the Tana River was still under consideration because it was not certain whether it would be wise to spend a good deal of money to get a decent grade or to take a worse grade and spend a good deal less. He never understood for a moment that the question of the Nyeri line was under consideration.

The General Manager, replying to the debate, referred to Lord Delamere's remarks regarding the position in South Africa. There was one aspect of railway control there, he said, to which he would like to refer, because it was really fundamental. The Act of Union stated that the railways shall be vested in the Governor-General in Council. It also stated "subject to the authority of the Governor-General in Council the control and management of the railways, ports, and harbours of the Union shall be exercised through a Board consisting of not more than three commissioners who shall be appointed by the Governor-General in Council, and a Minister of State, who shall be chairman. Each commissioner shall hold office for a period of five years." Following that up was an Act of Parliament which enacted that the Minister shall consult the Board on all things connected with the Railway. It was also provided that the Board would submit reports to Parliament. If any Minister departed from the advice of the Board, as contained in the minutes, he must record in writing his reasons for the action and special attention was given to the matter in the next report by the Board. He wanted to make it clear that the Board who reported to Parliament were in South Africa the real railway authority through which the Governor General in Council exercised his control.

In his opinion there could be no objection whatever to a time limit; it should be carefully worded so that it did not prevent alteration between the periods fixed by that time limit. An Order in Council was always subject to amendment and it was always open to the Legislative Council to make representations to secure amendment. He would like to go even further than Lord Delamere and suggest that the whole system should come up for review at certain periods. He repeated his remark regarding the Port Advisory Board and emphasised that he had not intended to cast any aspersions on past or future Boards although he added that throughout the world it was very difficult to get a Port Board that was not dominated by certain interests. Especially in a small place like Mombasa the shipping, lighterage and wharfage interests were very naturally very powerful and very often represented by very able people. What he intended was that in Kenya they should try to get a Board that would take an impartial view. With regard to handling of cargo he did not think he could have been fairer than to have suggested referring the matter to a Commission which should be constituted in such a way that it was representative of all interests not only of shipping and producers but also of the Railway which was very vitally concerned and so constituted also that it could conduct a fair enquiry. The drafting of the port regulations would be a very difficult matter and as the system in South Africa was different from here it would perhaps be better to get an adviser from South Africa to do the work as being impartial.

He also stated that there was nothing to prevent the Legislative Council either of Kenya or Uganda passing a Bill for the construction of a branch line and appropriating money for the purpose. Nor was there anything in the proposals to prevent the construction of development lines and in dealing with the sum of the railway to agriculture and industry would be the duty of the Railway Council to take a very broad view. There would have to be a certain amount of compromise between the two colonies.

With regard to the Nyeri line he explained that the consulting engineers had approved of the plans and specifications of the section to the Tana River but had not yet approved of the line in the direction of Nyeri. They had asked for further surveys to be undertaken to see whether a better line could be obtained and to see whether the ultimate aim beyond Nyeri had been safeguarded. They hoped to get a cheaper line than was originally anticipated. But the Consulting Engineers had nothing to do with the completion of the line; that was a matter for the Colonial Office and for the Legislative Council. The railway authorities were proceeding on the assumption that the line was to be carried to Nyeri or the vicinity of Nyeri, that Government was committed to that and that loan funds were being provided. That had nothing to do with the Consulting Engineers.

Reverting to the new proposals, the General Manager said that under the new scheme the High Commissioner would be in a position of trust but he was also the Governor of Kenya and if any question of importance arose in which difficulties affecting the Government of Kenya were included, the High Commissioner, being in a position of trust, would be thought, take very great care to consult all interests and to give every chance before he did anything.

The following Select Committee was appointed:

Colonial Secretary (Chairman), Attorney General, Treasurer, General Manager of Railways, Director of Agriculture and all elected members.

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MAKINDU SECTION.

Tenders are invited for the supply to the Uganda Railway of up to 150,000 cubic feet per mensem of wood fuel for Locomotives.

2. The fuel is required for the Makindu Section and should be supplied from private land between Magadi Junction and Makindu. The exact area to be specified.

3. The successful Tenderer will be required to enter into a Contract the terms of which can be obtained on application to the Acting Chief Storekeeper, Uganda Railway, P.O. Box 40, Nairobi.

4. Tenders must state price per 100 Cubic feet of wood cut to specification and stacked in the Railway Depots to be indicated and in the quantities as required by the Administartion.

5. Tenders to specify the date by which delivery of fuel would commence.

6. Sealed tenders marked "Tenders for Wood Fuel" should reach the Ag. Chief Storekeeper's Office, Uganda Railway, Nairobi, P.O. Box 40, by 21st October. Late tenders will not be considered.

7. The lowest or any tender not necessarily accepted.

C. L. FELLING,
GENERAL MANAGER,
Uganda Railway.

Nairobi, 7th October, 1924.

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CORRESPONDENCE

The Editor does not accept responsibility for the views expressed by his correspondents in these columns, and in all cases the name and address of the writer must accompany a letter, not necessarily for publication, but as a guarantee of good faith. Brevity is also essential to ensure consideration.

THE LABOUR PROBLEM.

To the Editor, "E.A. Standard."

Sir,—I do not think that it is necessary to await the publication of the report of the Economic Committee on the Labour question before venturing to state that the matter of both the present and the future supply of labour in this Colony is a very serious one indeed.

I note that twenty seven per cent. of the registered native male population are out at work to-day in the employment of white men and of Asiatics. This percentage is not sufficient to meet the present labour demand and I doubt if fifty per cent. will prove sufficient to satisfy the requirements in five years' time. I can only see one solution, one real solution —if a real solution there be at all —one possible solution of this difficult problem. The native population must be increased.

I think I am perfectly correct in stating that three native children out of every four die in infancy. This is a deplorable fact, quite apart from the labour question, and one which, from an altruistic point of view, requires altering. This fantastic death rate is almost solely due to malnutrition and to insanitary surroundings. Medical education can be made to change this incredible state of affairs. Money is required to supply the educating staff in the shape of white nurses and to provide the elementary drugs. Government finds it difficult to balance its Budget and money is not available.

As an insurance against the future I make bold enough to suggest that you start a fund to raise annually twenty thousand pounds which can be handed to Government for the purpose in question. It would be foolish at this juncture to enter details as to how the money is to be spent. First let the money be raised. There must surely be a couple of thousand planters, farmers, commercial men and bankers in Kenya Colony who could spare a ten-pound note apiece every year. Without labour we are all of us undone, the doctors as well as the maize growers, the importers as well as the financial magnates.

I repeat—we must increase the native population; therein lies our only hope for the future. We must start operations at once—this year. If we can make three children out of four live we increase the population in an amazing manner. Why should three children out of four not live? It chiefly requires medical education —I might say it only requires the above. Twenty to thirty properly equipped white nurses stationed in the reserves would work wonders. Perhaps a greater number could be provided.

Will not ever man with a stake, and perhaps his future in this Colony, contribute every year ten pounds to safeguarding his very livelihood?

If you approve of my suggestion to start a fund immediately, please put me down on the list for two hundred shillings.

I am,
Yours, etc.,
GILBERT NUGENT.

Kiambu,
Oct. 6, 1924.

[We invite the criticism of our readers on this suggestion. £20,000 is a large sum of money each year, but it would be a most helpful contribution. We have already stated our own view that increased population is the best solution.—Ed., E.A.S.]

ST. DUNSTANS DANCE.

To the Editor, "E.A. Standard."

Sir,—In connection with the St. Dunstan's Dance, Messrs. Springett have kindly returned the cheque for Shgs. 13/- (for clearing and forwarding printed matter). The taxi fare for the transport of the musicians (Shgs. 10/-) was also omitted from the account published; they (the musicians) of course, charged no fee for playing that evening, and I also forgot to mention that two of the prizes were given by Messrs. Howse and McGeorge and the others collected for privately.

A draft for £53/5/3 has been forwarded to St. Dunstan's free of commission charges by the Standard Bank of South Africa.

Yours, etc.,
IRENE MASSIAH.

Nairobi, October 7, 1924.

Mrs. R. F. Mayer.

The many friends in Kenya of Mrs. R. F. Mayer will be relieved to learn that according to a cable received on Tuesday she has been operated upon successfully and is doing well. The operation was carried out by Sir Berkeley Moynihan, Professor of Clinical Surgery, Leeds University.

Railway Receipts.

The following approximate statement of public coaching and goods traffic of the Uganda Railway (including Branch Lines and Marine Services) for the month of September, shows a total of £126,294, as compared with £87,432 for the corresponding month of last year—an increase of £38,962.

East African Dies.

The death as occurred in England of Mr. John Gerald Ferguson who was, between 1915 and 1919 general manager of the East African and Uganda Coffee Curing Company's works at Mile 13. Before he came to Kenya he spent many years in the work of coffee curing in India. He was a man of about 50 years of age and leaves a son and daughter. Mr. Ferguson did not long survive his wife, who died in 1923. He will be remembered by many Nairobi people and coffee planters in the Colony.

DEPARTMENT OF AGRICULTURE.

Return of maize graded during week ended Oct. 3, 1924.

Grades 1	2	3	4	5	6	7	8 Free of Weevils	8 Slightly Weevily	Total Graded Bags	Rejections Wet	Musty	Weevily	Other Causes	Total Rejected Bags	Total Received Bags
	[illegible]			[illegible]	[illegible]	[illegible]	99	...	13915	[illegible]	179	3		1787	[illegible]

Particulars of rejected wet maize.

Station From	No. of Bags Wet.	Average, Moisture Content Per cent.
Fort Ternan	275.	16.4%.
Thika	815.	17.2%.
Miwani	47.	No test made.
Kisumu.	25.	No test made.
Moshi.	132.	17.0%.
Kibigori.	272.	15.6%.

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ELECTION FORECASTED FOR NOVEMBER.

Political Activity in Britain.

RURAL AREAS FIRST.

Before the political crisis arose in the House of Commons last week there were many signs of party activity in Britain. A recent message to the South African Press, states:—

The Labour campaign in the provinces is the most extensive ever organised by the party.

An attempt will be made to cover the whole of Britain, but special attention will be devoted to rural areas, as it is realised that a good footing must be gained in the counties—where Labour is at present weak—if the party is ever to get a clear majority in Parliament.

Another feature of the campaign is the attention devoted to the Russian Treaty, and in this connection literature will be broadcast throughout the country.

The Unionists also are intensifying their efforts, and a campaign in the provinces will also be opened in the rural areas, aided by Empire films, wireless broadcasters for entertainment, lectures, speeches, gramophones, etc.

Meetings will be addressed by Mr. Baldwin and other ex-Cabinet Ministers during October.

It is stated that political agents have been warned to prepare for a general election in November. Criticisms of the Anglo-Russian Treaty will be a prominent feature of the campaign, but the chief feature will be the concentration on the question of Empire development, and in this connection a number of notabilities from the Dominions have promised help.

Country Roads.

The Hon. Secretary of the R.E.A.A.A. has received telegraphic advices that the road between Kisumu and Busia on the Uganda Border is impassable owing to repairs to a bridge which will not be completed till about 14th instant. Motorists who are bound for Uganda are therefore asked to take the Moumias—Malakai—Tororo road instead.

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P.O. Box 255. NAIROBI.

UGANDA RAILWAY.

TENDERS FOR THE SUPPLY OF WOOD FUEL.

NAIROBI SECTION.

Tenders are invited for the supply to the Uganda Railway of up to 100,000 cubic feet per mensem of wood fuel for Locomotives.

2. The fuel is required for the Nairobi Section and should be supplied from private land between Nairobi and Kijabe. The exact area to be specified.

3. The successful Tenderer will be required to enter into a Contract, the terms of which can be obtained on application to the Acting Chief Storekeeper, Uganda Railway, P.O. 40, Nairobi.

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5. Tenders to specify the dates by which they would commence delivery of the fuel.

6. Sealed tenders marked "Tenders for Wood Fuel" should reach the Ag. Chief Storekeeper's Office, Uganda Railway, Nairobi, P.O. Box 40, by 14th October. Late Tenders will not be considered.

7. The lowest or any Tender not necessarily accepted.

C. L. N. FELLING,

General Manager,
Uganda Railway.

Nairobi, 26th September, 1924.

MANCHESTER INTERESTS & FORCED COTTON.

Europeans in Kenya "Frightened."

REPLY TO ALLEGATIONS.

The Empire Cotton Growing Association has taken notice of the statements made in Kenya that "beneficent compulsion was being applied to natives in the Colony (perhaps by chiefs) to encourage them to grow cotton. But the Empire Association is strangely ill-informed as the following statement shows:

An allegation having been made that native chiefs in East African colonies used forced labour for cotton-growing, Mr. W. H. Himbury general manager of the Cotton Growing Association, states, according to the Manchester City News, that no case of force has come to the notice of his association, and that missionaries and other societies keep a watchful eye on the interests of the natives.

"Cotton-growing in East Africa," he adds, "is a native industry, and the European settlers in Kenya are frightened that if the natives are encouraged to produce their own crops there will be a shortage of labour for the plantations and works controlled by Europeans. Consequently a great fuss is made over the slightest case of cruelty, in order to discourage the industry.

The Cotton-Growing Association has no plantations under its control. We have found the policy of buying the cotton from native producers successful in every way. No case of undue pressure being exercised by native chiefs has been brought to our notice, and we are satisfied to leave all these matters in the hands of the British Government officials, who have the interests of the natives very much at heart."

THE E.A. COMMISSION ON TOUR.

Northern Rhodesia at the Week-end.

COTTON AGAIN.

The first news of the work of the E. A. Commission comes from Bulawayo. The correspondent of *The Times*, there states on September 9:

The East African Commission returned here to-day after a week-end visit to Livingstone and left later for Beira en route to Nyasaland.

Mr. Ormsby-Gore, referring to the economic development of Northern Rhodesia, said that there was a greater atmosphere of hope than he expected to find, and this was due, on the agricultural side, to the results of cotton growing experiments. Apart from difficulties which he hoped would be only temporary, far too much of Northern Rhodesia still remained with the ugly label "fly country." Science could render few greater services to Africa than further investigations into the problem of the tsetse fly.

As to the question of seaports for Rhodesia—Walfish Bay and Lobito Bay having been mentioned—Mr. Ormsby-Gore said it was his firm opinion that for some years to come Beira would remain the principal port.

Coming Out.

The Essex County Chronicle announces: "The Rev. Charles Steer, M.C., M.A., vicar of Hornchurch, and Rural Dean of Chafford, is about to relinquish the living in order to take up church work in East Africa, and will leave Hornchurch soon after Christmas. On the outbreak of war he joined the R.A.M.C. in East Africa, and afterwards became a Chaplain of the Forces. At the end of May, 1918, while serving in France, he was taken prisoner, and was detained for some time in Germany, but was kindly treated. He returned to France for a time, and then became Vicar of Hornchurch, succeeding the late Rev. Herbert Dale. Mrs. Steer is the elder daughter of the Rev. Dr. R. H. Whitcombe, Bishop of Colchester, who was vicar of Romford while Mr. Steer was a curate there.

SOFTENS CORNS & CALLOUSES LIKE WATER SOFTENS SOAP.

"Refreshing to the feet as mountain air to the lungs. Aches, swellings, soreness, tenderness, excessive perspiration, etc., soon had to go," says former sufferer from foot misery, who repeats a famous Harley st. specialist's advice.

After caustic liquids, cutting, plasters, and other temporary expedients had produced great pain but no relief, I consulted a well-known specialist. He explained that callouses and corns are simply hardened, partly dead skin formed by shoe pressure, clogged pores, and poor circulation due to feet being the farthest extremities to which the heart must pump blood. Such growths are without nerves or blood vessels themselves, but they cause the acute misery by pressing on and irritating the extremely sensitive nerve tissues beneath. To refresh the feet, remove callouses and take corns out, roots and all, it is only necessary to rest them in hot saltrated water. This has no effect whatever on the structure of normal, healthy skin, but it immediately dissolves out the waxy substances from clogged pores, also the oil from hardened skin, and leaves the latter almost as soft as a piece of water-soaked soap. In fact, I was told by the specialist who prescribed saltrated water that its action on corns and callouses is quite similar to the effect of water on a piece of soap. To prepare the saltrated water, which is both medicated and oxygenated, simply dissolve in about a gallon of water a handful of the refined Reudel Bath Saltrates, which is obtainable at little cost from any chemist, this being the registered name by which medical men and chiropodists prescribe the compound.

COST OF LIVING

Why not Buy Your Liquors By the Case.

WE WILL SUPPLY YOU FOR CASH.

		Shgs.	
Johnnie Walkers Red Label Whisky ...	... at	138-00	per case.
Nicholson's Gin	... "	125-00	do.
Normandin's Special Brandy ...	,	125-00	do.
"G. B." Port Red Seal	... "	78-00	do.
"C. B." Claret Fronsac	... "	65-00	do.

We invite enquiries for all liquors. Our prices for all wines and spirits are the lowest in Kenya.

Boustead & Clarke, Ltd.

COURT CHAMBERS,
Nairobi.

COST OF LIVING

Why not Buy Cheaply for Cash

WE CAN SUPPLY TINNED PROVISIONS AT LESS THAN WHOLESALE PRICES.

A Few of Our Prices are:		Shgs.	
Lipton's Baking Powder 5 oz tins...		6-00	per doz.
Bengers Food	No. 1 small tins	20-00	do.
Bengers Food	No. 2 large tins	40-00	do.
Chutney C. & B.	½ pint bots	...20-00	do
Chutney Heinz Tomato large bots		...27-50	do.
Toilet Soaps	From Shgs. 3-00 per doz		tabs.

We invite enquiries for all kinds tinned provisions and guarantee our prices are the lowest in Kenya.

Boustead & Clarke, Ltd.

COURT CHAMBERS,
Nairobi.

LABOUR'S SIX MONTHS' WORK.

A Detailed List of Actual Business Done.

THE HOUSING SCHEME.

No Real Scheme for Relief of Unemployment.

WHAT THE OPPOSITION CONTRIBUTED.

[FROM OUR OWN CORRESPONDENT.]

London, Sept. 4.

It being the holidays, the various Propagandist Sections of the Political Parties are endeavouring to make the best—or worst—of what has been done by the Labour Government in its six months of Office. As the casual student will hardly gather from Labour's friends or Labour's foes a very clear indication as to what was done in the way of actual business, I append the following statement, which I hope is businesslike and which, being a record of fact, ought to be impartial. Its merit, at all events, is that it sets out quite clearly the main outlines of legislation and not merely of legislative promises or failures.

HOUSING (FINANCIAL PROVISIONS) BILL.

This, the star measure of the Session, is the Government's contribution to the Housing Question. It is exceedingly complicated, but, in its broad lines, it takes the regulations as to the size and number of houses per acre of the Conservative proposals of 1923, but greatly increases the subsidy. Under the old proposals, the provision is £9 per year for forty years, or if in the agricultural districts, £12 10s. a year for forty years. The original intention was that all houses should be built by Local Authorities, and that these only should benefit by the subsidy; the measure has been remodelled largely now to admit of subsidies for private enterprise. The Bill assumes that 2,500,000 houses will be built in fifteen years, at a cost to the Exchequer spread over the period from 1914 to 1980, and reaching its maximum from the period 1940 to 1964 when the annual cost will be £23,156,000. At that time the annual cost to the rates will be £11,250,000. Everything turns on whether the men and materials will be available though nobody anticipates they will. The Government has threatened to pass a Bill controlling the production of all building materials, but has not yet forced it to the front. It has not yet succeeded in making any really satisfactory arrangement for the increase of available workers.

UNEMPLOYMENT INSURANCE ACTS.

There have been three this Session, the main features of which have been (1) increase in the benefits; (2) abolition of the "Gap" system, so as to make benefit continuous; (3) unrestricted payment of uncovenanted benefit, which means that a man can receive full benefit not for what he has paid into the fund, but for what he hopes to pay in; (4) modification of the regulations which have hitherto debarred people distantly affected by a strike from receiving unemployment benefit. Generally speaking all these changes mean extra payment of £20,000,000 in unemployment benefit—not on work.

UNEMPLOYMENT.

This exhausts all the main legislation of the Labour Party. It produced no Bill on unemployment, because it never has had any real scheme for its relief. Despite all its professions the Cabinet has failed lamentably in this respect, though it has greatly annoyed the Liberals by annexing their scheme for the organisation and extension of electrical power. The actual sums devoted by the State to the relief of unemployment are very small—it is impossible to state any concrete figure, but apparently about £100,000 have been devoted to drainage and afforestation. It is true that on July 30, Mr. Snowden was put up to make a statement on Government policy, but his remarks were very vague, and all dealt with policy in the future. Thus he announced:

Roads £5,000,000 for main road reconstruction; £13,500,000 for further road reconstruction; of this sum the Government contributes £10,400,000.

Electricity: Next year a beginning is to be made with the standardisation of frequency of current at a cost of £10,000,000.

Severn Barrage: To be revived: preliminary inquiries to cost £95,000.

Sugar Beet: Subsidy to sugar beet growers.

Municipal Works: £3,900,000.

Drainage: Negotiations for drainage of basin of Great Ouse.

Railway: Collectively to spend £55,000.

As regards the roads all the money comes from the Road Board and therefore it is normal expenditure. The electricity outlay is "in the air." The Severn Barrage is purely speculative. Sugar beet is a novelty for Labour—they opposed a subsidy to the farmers, but gave it to sugar beet, and even to refining which competes against firms already established and will thus lessen *their* employment. Municipal works and railway works have nothing to do with the Government, while the drainage outlay is too nebulous to deal with. Hence new real Labour relief proposals are practically non-existent.

IRELAND, RUSSIA, AND GERMANY.

We have the proposed legislation to force Ulster to appoint a Boundary Commissioner for what is virtually the partition of the country and not merely the rectification of the frontier, and the Agreement with Russia which is so nebulous and vague that criticism is almost impossible except that we are asked to guarantee a loan (amount unspecified) if Russia observes a measure of common honesty in her dealings with British creditors. This document will have to obtain Parliamentary sanction. The negotiations over the Dawes Report followed their normal course, and a satisfactory conclusion has now been arrived at. The Dawes Report was the result of the policy of the Conservative Government, and Labour is merely carrying it into effect.

No reference need be made to Labour pledges since they have almost all been discarded and openly abandoned.

PENSIONS (INCREASE) ACT.

This is substantially the old Conservative Measure of 1923, though it is not clear how it differs from the original proposal of the last Government, since these were never published. The proposals which have become law are not generous. In the case of the humblest pensioners, they add 20 per cent, only to the 50 per cent increase in pensions enjoyed under the Act of 1920. Other pensioners get less, and those above the same limit as in the Act of 1920 get nothing. The limit above which any increase does not operate is £100.

THE FINANCE ACT.

This Act gave effect to Budget proposals, certain of which in the shape of relief of taxation, did not need legislative sanction, while others did. The main feature of the Budget and the Finance Act were the reduction in the duties on tea, sugar and dried fruits, the abandonment in the duties on mineral waters, some very slight modification of the Entertainments Tax, and the dropping of the McKenna Duties, the Inhabited House Duty and the Corporation Profits Tax. In the Finance Act itself as introduced, there were few changes, though the Government was obliged to accept the decision of the House that the Entertainment Tax should not be charged on Agricultural Shows, Horticultural Shows, Educational Functions and the like. The Government also allowed Part II of the Safeguarding of Industries Act to lapse—it protected piano making, gas mantle making, and similar industries.

OLD-AGE PENSIONS.

Under this Measure, which is intended to meet the criticism that the present scheme discourages thrift, means derived from any source other than earnings, are excluded from calculation in so far as they do not exceed £39 in the case of a single person or £78 in the case of a married couple. It is not a generous concession and of course in no way meets the needs of the case.

AGRICULTURAL WAGES.

This Act creates local Agricultural Wages Committees which, with a neutral Chairman, have the power to fix wages for the district. The Minister will have the power to suggest reconsideration of awards with which he may not agree. The Conservatives successfully opposed the establishment of a Whitehall Central Board with wide powers of interference, and restricted its activities to appeals or deadlocks only.

TRADE FACILITIES.

This Act continues the policy of the last Conservative Government by increasing and extending the sum of money devoted to this purpose.

NATIONAL HEALTH INSURANCE.

This Act settles the question of the doctors' remuneration, and places the finance of the Act on a more satisfactory basis for the time being.

LONDON TRAFFIC BILL.

This was more or less a Unionist Measure, and gives the Minister of Transport considerable powers of control in the London area. It was passed after a good deal of opposition and a good deal of change, but whether it will be of much real value is another matter.

Under the Pensions Measure which is intended to meet the criticism that the present scheme discourages thrift, means derived from any source other than earnings are excluded from calculation in so far as they do not exceed £39 in the case of a single person or £78 per annum in the case of a married couple.

The Housing (Financial Provisions) Bill, the star measure of the session, is the Government's con-

Holeproof Hosiery

BOTH Men and Women who select their wearing apparel with due consideration for Style, Quality and Comfort naturally choose Holeproof Hosiery. For Holeproof is elegant in appearance, fits perfectly and gives extra long wear.

In Pure Silk, Silk Faced, Fiber Silk, and Lusterized Lisle in the season's popular colours, at the leading shops everywhere.

SOLE REPRESENTATIVES FOR BRITISH EAST AFRICA:
KETTLES-ROY Ltd., NAIROBI.

Ask your Grocer to shew you

the New Pourer-Package

CEREBOS SALT

tribution to the housing question. It is exceedingly complicated, but, in its broad lines, it takes the regulations as to the size and number of houses per acre of the Conservative proposals of 1923, but greatly increases the subsidy.

Under the old proposals £6 a year was to be paid for twenty years; under the new proposals the provision is £9 per year for forty years, or if in the agricultural districts, £12 10s. a year for forty years.

A VAST SCHEME.

The original intention was that all houses should be built by local authorities, and that these only should benefit by the subsidy; the measure has been remodelled largely now to admit of subsidies for private enterprise.

The Bill assumes that 2,500,000 houses will be built in fifteen years, at a cost to the Exchequer spread over the period from 1924 to 1980, and reaching its maximum from the period 1940 to 1964, when the annual cost will be £23,156,000. At that time the annual cost to the rates will be £11,250,000.

Everything turns on whether the men and materials will be available. The Government has threatened to pass a Bill controlling the production of building material.

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Other pensioners get less, and those above the same limit as in the Act of 1920 get nothing. The limit above which any increase does not operate is £100.

UNEMPLOYMENT INSURANCE.

There have been three of these Acts this last session, the main features of which have been (1) increase in the benefits; (2) abolition of the "gap system", so as to make benefit continuous; (3) unrestricted payment of uncovenanted benefit, which means that a man can receive full benefit not for what he has paid into the Fund, but for what he hopes to pay in; (4) modification of the regulation which has hitherto debarred people distantly affected by a strike from receiving unemployment benefit. Generally speaking all these changes mean extra payment of £20,000,000 in Unemployment Benefit.

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The Conservatives successfully opposed the establishment of a Whitehall [illegible] board with wide powers of interference and the establishment of a minimum wage of 30/- demanded by Liberals.

The Nat[illegible] Insurance Act settles [illegible] of the

doctors' remuneration, and places the finance of the Act on a more satisfactory basis for the time being.

The Trade Facilities Act continues the policy of the last Government by increasing and extending the sum of money devoted to this purpose.

TRAFFIC BILL.

This gives the Minister of Transport considerable powers of control in the London area. It was passed after a good deal of opposition and a good deal of change.

Of similar measures the Government has passed the County Courts Act, which establishes the County Court officials as permanent civil servants.

It has passed the Diseases of Animals Act, which devoted a large sum of money to compensate farmers whose animals had been slaughtered in connection with the outbreak of foot and mouth disease.

It has passed the Prevention of Evictions Act, somewhat limiting the powers of landlords to secure possession of houses. The Labour Bill itself on this theme proposed that landlords should not be allowed to dispossess unemployed tenants, but the House declined to accept it, and the Measure passed is really sponsored by Mr. Ernest Simon, a Manchester Liberal Member.

A small Measure has also been carried regularising the superannuation of school teachers, as well as one or two small Departmental Acts having no public significance.

OFFICIAL BILLS.

In addition there have been two or three Official Bills brought into the House, of which the two chief are Mr. Henderson's Factories' Bill, legalising an industrial eight-hours day, and quietly making other drastic changes, and Mr. Wheatley's Building Materials (Charges and Supply).

There is no need to touch on the unofficial legislation procession, because very little has been passed. Parties have made a point of objecting to each other's Bills good or bad

Deserting Labour.

29 LUMBWA SENT TO PRISON FOR 10 DAYS.

The 29 Lumbwa natives who were charged before the Resident Magistrate last week with deserting from the Mamengelen estate of the B.E.A. Fibre and Industrial Co. Ltd., appeared before the Magistrate on Monday and were sent to prison for ten days' rigorous imprisonment each.

On the first day the Magistrate ordered them to return to work but they refused to do so and were accordingly sentenced for desertion and for refusing to obey the order of the Court. The Magistrate also decided that the contracts (which were made under the disallowed Masters and Servants Ordinance) and were for 240 days) were valid.

The natives, when asked yesterday why they left the work, said that it was too hard.

They have been ordered to return to the estate on completion of the sentence.

Price of Oxen.

At a recent sale of oxen at Kitale, the following prices were realised: Oxen, trained, unbranded, Shs. 135 to Shs. 150; untrained, Shs. 70 to Shs. 80; cows, branded, with calf at foot, Shs. 140 to Shs. 170; cows, dipped, Shs. 60 to Shs. 162-50; heifers, Shs. 65 to Shs. 130.

Kikuyu Settlers.

A committee meeting of the Kikuyu District Settlers's Association will be held at the New Stanley Hotel, Nairobi on Monday, Oct. 13 at 10.30 a.m. to be followed at 11 a.m. by a general meeting of the Association, when the important subjects of standardisation of wages and Federation will be discussed.

"These Boots were re-soled and heeled 6 months ago at the CASH BOOT STORES (Mackinnon's Buildings, P.O. Box 133) and they are still in excellent condition."—Speaks well for their English Leather.

TRY IT IN YOUR BATH

By Appointment To H.M. The King.

SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND DOMESTIC PURPOSES

Of all Grocers, Chemists, etc.

The public are cautioned against the imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

To Coffee Planters.

Why have mealie Bug on your plantation?

Try VERMIKOL.

Boustead & Clarke Ltd.,

COURT CHAMBERS,

NAIROBI.

ARCHIBALD HOGG,

HARDINGE STREET, NAIROBI.

(Since 1906).

Dealer in Arms and Ammunition, Commission Agent.

ARMS & AMMUNITION.—All classes of Arms and Ammunition bought and sold. 600 RIFLES, SHOTGUNS, REVOLVERS and AUTOMATIC PISTOLS to choose from and all good value for the money. The largest and best selection in Africa, at and under competitive prices. Repairs executed. Shotguns of all Bores, new and second hand. New B.S.A. Double Barrell 12 Bore Shotguns and .22 No. 2 Airguns. New .256 Portuguese Mauser Rifles, Shs. 100, hard-nose German Ammunition for same, Shs. 30 and Shs. 20 per 100. This is the best all-round gun for the Settler on the market. It is an exceptionally hard hitter. "Lite-Sites" for night shooting Shs. 60/- each, with attachment for rifle, spare batteries and bulbs always in stock. Deferred payments for firearms can be arranged with approved customers.

Lion, Leopard and other Game. Curios and Trophies. Sjamboks, Hartley's "Challenge," "Lead Seal" and "No. 19" Tobacco, "Invicta" Rhodesian Mixture, English Mixtures, Scott's Nos. 1 & 2 Burmah Cheeroots, Brumfitt's Briar Pipes, Shs. 10/-, other Briars guaranteed sound Shs. 2/50 and Shs. 4/-, Field Glasses, Telescopes, Self-Filling Fountain Pens with 14 carat gold nib Shs. 5/50 post free, (usual price Shs. 15/-); "Terston Magazine" Eversharp Pencils, Shs. 3/-, Rolled Gold Wrist Lever Watches, Champion Dip Testing Sets and Chemicals, Waterproof Capes Shs. 7/50, Hogg's "Fife" Sportman's and Country Gentleman's Boot, the best boot produced in Scotland, Nos. 8, 8½, 9 and 9½, Shs. 52/50; Steel and Leather Travelling Trunks, "James" Bicycles for Gents, Ladies and Boys, one speed Shs. 300/-; three speed Shs. 350/-, less 5 per cent. for cash. "Ajax" Roadster Bicycles with Dunlop tyres and metal gear cases Shs. 200 and 250. Deferred payments for bicycles can be arranged with approved Customers.

Wholesale Selling Agent for F. A. Hartley & Son, for Kenya, Uganda and Tanganyika Territory. Lead Seal and Challenge Brands in ¼, ½ and 1 lb. Bags; Lead Seal in ¼ and ½ lb. tins, No. 19 and No. 19 Mild in ¼ lb. tins.

Prices and Terms on Application.

UGANDA RAILWAY.

TENDERS FOR THE SUPPLY OF WOOD FUEL.

THIKA—NYERI EXTENSION.

Tenders are invited for the supply to the Uganda Railway of up to 40,000 cubic feet per mensem of wood fuel for Locomotives.

2. The fuel is required for the Thika-Nyeri Extension and should be supplied from private land near Thika. The exact area to be specified.

3. The successful Tenderer will be required to enter into a Contract, the terms of which can be obtained on application to the Acting Chief Storekeeper, Uganda Railway, P.O. Box 40, Nairobi.

4. Tenders must state price per 100 cubic feet of wood cut to specification and stacked at Thika Station and in the quantities as required by the Administration.

5. Tenders to specify the date by which they would commence delivery of the fuel.

6. Sealed tenders marked "Tenders for Wood Fuel" should reach the Ag. Chief Storekeeper's Office, Uganda Railway, Nairobi, P.O. Box 40, by 14th October. Late Tenders will not be considered.

7. The lowest or any Tender not necessarily accepted.

C. L. N. FELLING,
General Manager,
Uganda Railway.

Nairobi, 29th September, 1924.

"MINNEHAHA" SPRINGS,

SODA WATER.
GINGER ALE. GINGER BEER.
LEMONADE. ICE CREAM SODA.
TONIC WATER. LITHIA WATER.
ALL DERIVED FROM PURE SPRING WATER.
KORU, KENYA.
Distributing Agents:—DAN ZIGER and ALLEN, NAIROBI.
Box 551. Phone 98.

A LETTER FROM WEMBLEY.

No "Salesmanship" in the Kenya Exhibition Court.

SNAKE-SKIN SHOES £250!

Suggestions for Improvement if There Is to be a "Wembley, 1925."

BLASE BOY SCOUTS.

[FROM OUR OWN CORRESPONDENT.]

London, Sept. 4.

If there is to be any Exhibition next year, someone with a sense of showmanship should be added to the Controlling Authorities. At present there is a lamentable lack of this in many of the more important sections.

The Exhibition ought to have some cultural and educational value and there are quite enough people going to it at the present time if everything is to be seen in comfort but there is another aspect of the whole matter which must be taken into consideration if there is to be any continuance of the Exhibition next year—it is the question of sales. Very few sections sell anything unless it is food and yet there is a very considerable demand by the public for various articles exhibited and people cannot understand why there is any refusal of permission to buy.

I was in the East African section yesterday when an American lady came in who was very perturbed at the fact that there was no counter for what she called "salesmanship" which being interpreted meant that she expected to find someone ready to take orders and was very much pained at finding that this was not so. It is true that Tanganyika does sell some of its exhibits but I think it is about the only one and most of the other [illegible] sections do not sell at all. If there is an Exhibition next year there ought to be a policy of selling as much as possible. The promoters of the different sections should first consider what articles are to attract the public and then they should ask themselves whether they can obtain stocks of the articles from their different Dominions or Colonies. If they can they should then accumulate such stock in London and continually renew the exhibits at Wembley when they happen to be sold. There is always a steady demand for articles like baskets, porcelain, anything made of wood, and the smaller articles of household furniture. I should think the Rubber Growers Association and the other firms manufacturing Rubber articles, must have done very good business since undoubtedly they have been selling on an organised scale. I see no reason why everything should not be sold except some models, and in that case the prices must be marked on the articles which is very rarely so now.

EXPENSIVE SLIPPERS.

I noticed in the Kenya section that a pair of ladies' slippers made out of snake skin are priced at £250. I am an amateur at this sort of business but it seems to me to be a bit high and if you are to have prices you must have them within reasonable and within reach of the public purse. Otherwise sales will be small but as it is there is an immense unsatisfied demand. [illegible] are the best [illegible] a [illegible] Dominion [illegible] have. I have had an [illegible] [illegible] of the working of the [illegible] in these glass by [illegible] to say that it does [illegible] connected with it [illegible] may [illegible] by the people connected with Kenya but to the [illegible] which faced the [illegible] in the earlier stages of [illegible] work. These have all long been surmounted and now the Section is one of the most popular and certainly one of the best attended. This is due partly to the system of grouping exhibits and partly also to the fact that they are not under glass as is the case with the big Dominions. People do undoubtedly like to "paw" the exhibits even though they are requested not to do so. What one notices is undoubtedly the attention paid not merely to the big exhibits but to the small. Thus the native wooden bicycle sent by Sir Hector Duff has a crowd of small boys before it all day long. The said small boy are asked not to touch it but the way the wheels go round shows that it is still adding to its mileage although it is stationary. Naturally there are no new exhibits though here and there they are touching up those which exist.

MAIZE AND PAISLEY.

The big model in relief of Kenya has always been one of the most popular features—it now has a yellow silk cord across to show the Equator. I had a chat with Mr. Holm who had been to Scotland in connection with the work of the Section. When at Paisley he found that Kenya Maize was very well spoken of and it is extensively used in the factories which take starch and similar commodities. There is one long stream of callers at the Exhibition daily. Many are potential settlers and some are potential traders though of course in the latter respect it is essential to remember that trade already flows in certain channels and it is not easy to alter them. Kenya too, does not possess commodities which are not being handled at the present time by somebody or other. There is, though, no doubt that the general excellence of the articles shown is widely appreciated and there has been an immense boom in respect of coffee.

Messrs. James Lyle & Co., who sell coffee and give away 2 oz. free samples have disposed of immense quantities, but I must as well candidly admit there is considerable disappointment that the original idea of the Kenya Cafe was not carried out. If the Exhibition goes on in 1925 there must be a small Kenya Cafe where the coffee can be properly made and sold to visitors. This could easily be done if a small wing was added on to the existing building. It would be a great mistake to allow the Exhibition Refreshment Contractors to sell it. Coffee requires to be well made to be appreciated although there are people here who say that the British public does not know how to make coffee and does not really appreciate good coffee. This is quite a mistake. Coffee drinking is largely on the increase though the article usually sold here is poor.

Mr. Holm has done very excellent work and the Colony should be very grateful to him. He was just the sort of Head of Section which was necessary—a gentleman with thorough knowledge of the Colony's potentialities, with a good grasp of organisation and able to handle every and any enquirers. By the way the Kenya Boy Scouts owe a great deal to him and to other East Africans. Owing to private funds put up by East Africans these boys have had a thoroughly good time—they have not only seen Eton, Windsor, Oxford and everything in London there is to see but also the Docks and outlying parts of the city which very few visitors do ever see. They now probably know more about the Metropolis than many of us. They have earned golden opinions and their behaviour has been most exemplary, though I was told the other day they are getting a little blase now with the very hard work of sightseeing.

RECENT VISITORS.

There have been a large number of visitors in the last few days including Archbishop Baskerville and the Rev. and Mrs. H. S. Dillistone, C.M.S., Uganda. I notice that Bishop Biermans of Gayaza has also recorded his name in the Uganda Book. Lady Northey and Mrs. H. D. Martin signed their names in the Kenya book on August 19, and there are various entries of people not connected with Kenya who show they take an interest in its life and work.

Apart from Kenya the other Sections in East Africa seem to be doing well. I fancy however Uganda has not yet got its coloured postcards. By the way if the Exhibition continues next year Uganda should introduce a few models. They would very much help to brighten up what scientifically is an exceedingly creditable show. Nyasaland is showing some excellent Tobacco Culture models while the Sudan has still further improved its big model of the Sennar Dam. This is a small Section but quite one of the best and I venture to compliment, as I think I have already done, all those connected with it. I gather that Tanganyika is also thriving but it is known as the "bazaar" of the Section and I think myself the models are too crowded. I do not know what official decision will be reached with regard to participation next year should the Exhibition continue, but it would be a sad loss in that case if East Africa dropped out.

Wasting the Nation.

The British Board of Trade Journal of Statistics on Emigration for the past three years shows that emigrants to the Dominions last year numbered 75,456, compared with 51,000 in 1921. Of this number Canada took 45,804, compared with 24,645 in 1921. New Zealand and South Africa both show record reductions, the latter taking only 2,730, as against 4,977 in 1921. "The Times," analysing the figures draws attention to the serious implications that over 14,000 skilled workers emigrated to the United States last year as compared with barely 8,000 in 1921, which is 5,000 more than the corresponding workers going to the Dominions. The paper declares that a similar state of affairs exists regarding the building trade, and describes it as a tragedy that so many skilled workers are lost, not only to Britain, but to the Empire.

KEATING'S POWDER KILLS

BUGS FLEAS MOTHS BEETLES

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Manufacturers of

Water Turbines, Governors and Centrifugal Pumps.

PELTON WHEEL.

Pioneers

It has been remarked that he was a brave man who first ate an oyster. The same spirit of enquiry must have animated the first tea-drinker, far back in the mists of time.

Whoever he was, we owe him a debt of gratitude, as we do also to the inventor of the vacuum tin, which keeps Brooke Bond tea fresh and fragrant in any weather.

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A tried and trusted family medicine, prescribed by medical men for the common ailments of everyday life, such as

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Feed them well at low cost!

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CORRESPONDENCE

The Editor does not accept responsibility for the views expressed by his correspondents in these columns, and in all cases the name and address of the writer must accompany a letter, not necessarily for publication, but as a guarantee of good faith. Brevity is also essential to ensure consideration.

PARENTS' RESPONSIBILITIES

To the Editor, "E.A. Standard."

Sir,—With reference to Mrs. Orr's letter in the *Standard* regarding the cost of passage for nurses coming out from England, I have lately heard from several people that the third class accommodation on most of the big liners is now excellent. One lady, just returned, tells me she was most comfortable going home third class on a Union Castle boat—only eight passengers and not half so crowded as the first. She came back the same class. There seems no reason, therefore, why girls coming out as nurses should not travel third, which reduces cost of passage from £52 or thereabouts to about £34.

Yours, etc.,
HILDA M. PIERSON.

Narro Moro Estate.
West Kenya.
Sept. 29, 1924.

THE LABOUR PROBLEM

To the Editor, "E.A. Standard."

Dear Mr. Editor,—I do want to talk to you about something. I love cosy chats with you, because you know all about things, and can tell me why this is and that isn't, and besides, being a man with so much superior knowledge you can, and I am sure will, be so helpful to a simple little woman, who can't be expected to be able to solve problems, can she?

Now I'm going to tell you all about it. I've got a nice little farm, in such a pretty place, and some dear little fowls and turkeys and some ngombes, of course, and as well, as I used to sing in dear old England "every prospect pleases, and only man is vile" and he wouldn't be so vile, if only he wasn't made to be, which brings me to my grievance, or very nearly so.

You see, Mr. Editor, it is like this. I have a nice big patch of coffee, only the weeds grow so fast and you want such a lot of boys to keep pulling them up and cutting them down, and I can't get boys, although I pay quite good wages and give them nice little shambas for themselves, and oh, Mr. Editor, I wonder why it is?

I am not the only one—oh! dear me no; we all seem to be rowing in the same boat, or are in much the same case, and it is a pretty bad one I can tell you. I used to be able to get no end of boys, now I never have one come and ask for work. Now why is it?

Do you know Mr. Editor a little bird whispered to me, and it was not such a whisper either, cotton! cotton!! cotton!!! Now I wonder what that had to do with it? It seems so funny, because one of my boys has a "bibi" and he wanted to go and see her. When he came back he said his bibi had been naughty and had not grown enough cotton, to please someone, so they gave my boy a beating. Now wasn't that a shame? How did that someone think he would make that bibi grow more cotton if he beat my boy? Please tell me Mr. Editor.

Oh, you can't think how depressed I feel sometimes when I see the weeds all round my coffee, and you don't know how I long for a nice Harris tweed coat (with about 6 feet of masculine gender inside it) so that I could have a good cry, but then I am only a woman, and don't know enough big swear words to relieve my feelings, or I shouldn't feel like that should I?

But what are we going to do Mr. Editor? Won't the Government or someone import a big batch of Japanese coolies to work for us, now that some one has taken away all our native labour? You will be sure to know, Mr. Editor, so please tell me I am sure I have lived up to the French motto long ... [illegible] but the help doesn't come.

Yours distractedly,
DESERTED.

Songhor, October 2, 1924.

[Even our vast knowledge cannot help us in solving the labour difficulty in Kenya, but we do wish that the Economic and Finance Committee would hurry up with their report so that we could see what ideas there are on the subject. In the meantime we will strive desperately to attain six feet and the Harris is already on order! We are famed for our sympathetic nature.—Ed. *E.A.S.*]

EAST AFRICAN PRODUCE PRICES.

Coffee, Flax Tow and Linseed Firm.

MAIZE LESS ACTIVE

The following cabled Market Report from Messrs. African & Colonial Co., Ltd., dated October 2nd has been received by Messrs. Tyson Bros., Nairobi:

KENYA COFFEE.

The market continues very firm:—

Graded A size, medium to good 140/- to 145/- per cwt.

Graded B size, medium to good 120/- to 135/- per cwt.

Graded C size, medium to good 120/- to 126/- per cwt.

Graded A size, good to fine 140/- to 150/- per cwt.

Graded B size, good to fine 130/- to 140/- per cwt.

Graded C size, good to fine 125/- to 135/- per cwt.

FLAX.

The market continues quiet but firm. Stocks are small and for East African dew retted Flax, grades 4/5 (Nakuru and Njoro Districts), £105 to £115 per ton on "in store London" terms would still be paid, and higher prices would be paid for better grades. Business, however, is still on a small scale.

TOW.

There is still a good demand for all qualities, particularly for spot lots, and East African Tow may be taken as worth round about £50 or £55 per ton on "in store London" terms, according to quality.

LINSEED.

The market continues firm, and for parcels of 50 or 100 tons East African Linseed, packed in sound double gunnies. Oct/Nov. shipment to London, £20 per ton could be obtained to-day.

CASTOR-SEED.

Also a firm market. For good clean East African, £27 per ton for Oct./Nov shipment to Hull or Antwerp.

SISAL.

There has been a marked advance during the week, and we sold yesterday No. 1 British at £51 per ton, and No. 2 at £49 per ton c.i.f. for immediate shipment. We could obtain these prices today for Oct./Nov. shipment to U.K./Continent.

MAIZE.

There is no change to report on the week, and No. 2 Flat White African is to-day worth 47/- per quarter, c.i.f. U.K./Continental Ports for Oct./Nov. shipment. The market is not so acuve.

E. A. W. I. Library.

It does not appear to be generally known that the E.A.W.I. Library is now housed, by kind permission of Mr. Galton-Fenzi, in the comfortable rest rooms of the R.E.A.A.A. 6th Avenue (next to the Post Office). A member of the Library sub-committee is in attendance each day, Saturday and Sunday excepted, from 9 a.m. to 12 noon. It is hoped members of the League and non-members also, will support the Library which is continually being enlarged, and which contains interesting and up-to-date literature. Country members should write to the Honorary Secretary E.A.W.I. Box 308. Nairobi.

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Best Quality.

Price Lists Post Free.

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If you could see the germs in your throat

—if your eyes could magnify like microscopes, a glance in the mirror would show you these germs actually growing in your throat, and poisoning its tender tissues.

You would realise then how germs make your throat sore, and constantly threaten you with infectious diseases like Diphtheria, Scarlet Fever, Measles, etc.

And you could watch the destruction of these germ-growths as Formamint Tablets dissolve in your saliva, bathing the whole mouth and throat in a powerful antiseptic which thoroughly disinfects them. You would realise, again, how Formamint cures Sore Throat—soothes the pain—reduces the swelling and inflammation—heals and sterilises the lacerated membranes.

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Try it! Buy a bottle at your chemist's to-day—but get genuine Formamint, and remember that it prevents infectious diseases, besides curing Sore Throat.

Manufactured by A. Wulfing & Company.

E.A. COMMISSIONERS AT ZANZIBAR.

Uniformity of Island Opinions.

GUIDE FOR DOWNING-ST.

Referring to the visit of Mr. F. C. Linfield, M.P., and Mr. J. A. Calder of the Colonial Office (members of the E. A. Commission) to Zanzibar, the News Supplement of the Island Gazette says:

The Commissioners visited Dunga and Chwaka and on their return to Zanzibar in the cool of the evening, they were conducted through the bazaars and the European quarter of the town. The Commissioners, received deputations from the Chamber of Commerce, the Arab Association and the Indian National Association.

Mr. Linfield, replying, expressed on Mr. Calder's and on his own behalf, their great pleasure at having had the opportunity of visiting Zanzibar and said that he had been specially asked by Mr. Ormsby-Gore, Chairman of the Commission to express his regret at his inability to accompany them. After reminding the deputations that the Commissioners had been chosen by the Secretary of State to represent all political parties, he went on to say, with regard to the subjects referred to in the addresses, that he was particularly pleased to notice the uniformity in the opinions held by the several deputations. While it was obviously not possible, in the short time at their disposal, to enter into a detailed discussion on the various points raised, he was able to assure the deputations that their wishes would receive the very fullest consideration. From what he had gathered as to his views, he felt certain that the Resident was in general agreement with many of their sentiments and there was no doubt that the recommendations which had been made would serve as a guide to the Secretary of State for some time to come.

The Commissioners were also conducted by the Resident over the Harbour Works, the Health Office, the Hospitals, the new school buildings and the Peace Memorial Hall. The Commissioners and the Resident were entertained to luncheon by His Highness the Sultan at Kibwani. In the afternoon a visit was made to Mkokotoni, the new bridge at Kipange, the Government plantation at Selem and the Dairies at Mji Mpia being inspected on the way back.

THE POINTS AT ISSUE

Zanzibar Voice, the Indian newspaper, summarises the memoranda submitted as follows:—

There should not be any federation even of customs tariff with the mainland so far as Zanzibar is concerned, provided that there may be a free interchange of local produce among the adjoining provinces. On the currency question the Arabs are decided that there should be no change. The Indians state that there should be no change and if at all any change is contemplated, steps should be taken to consult the public first. The Chamber of Commerce is not yet decided on the question.

All the three institutions are unanimous in submitting that the post of the High Commissionership should be abolished and the Arab and the Indian Associations have requested to extend the present Protectorate Council making it a legislative body.

Among other questions of importance discussed by the deputations are necessity to reduce the present growth of official administrative staff, modification of the harbour works, advancement of education, and hospital for Indians and Arabs and steps to increase transport means and reduce the present indebtedness of the grower class, foster further cultivation in the Protectorate, maintaining free entry of labour from the mainland into Zanzibar, reducing present duty on cloves and providing for more duly qualified magistrates for the various districts in Pemba.

KENYA & UGANDA TRADE.

Heavy Weekly Imports of Made Materials.

Following are the principal Coast imports, according to the Customs Shipping Return for the week ended September 4:

Beer 50 cases; Blankets 7 bales; cotton piece goods, 698 bales etc.; grain, 154 bags; gunny bags, 465; Industrial and agricultural machinery 181; Iron and steel manufactures 2,947 cases etc.; Motor vehicles and parts 100; Railway material 1,768 cases etc.; Rice 998 bags; Soap, 1,708 cases; Sugar 96 bags; Tea 1,405; Wheat 28 bags; Wheat flour 539 bags.

EXPORTS

The country's main Exports were for the same period:

Beans 336 bags to France, 112 to Italy, 563 to Holland, and 58 to South Africa, Carbonate of soda 1,250 bags to South Africa and 2,000 to India; Chillies 375 bags to America, 19 to Italy, 89 to Australia, and 300 to France; Copra 800 bags to France; Castor seeds 135 bags to France and 227 to Italy; Coffee 64 bags to Italy, 152 to Egypt, 697 to Massowah, 7 to Italian East Africa, 11 to Portuguese Possessions, 560 to Aden, 56 to India, 46 to Zanzibar, and 271 to South Africa; Linseed 132 bags to Italy; Cotton 10 bales to Italy and 4,463 to India; Cottonseed 9,498 bags to Britain; Groundnuts 800 bags to France; Maize 3,000 bags to Suez; Simsim 160 bags to Suez, 892 to Italy, 625 to Egypt and 327 to France; Hides 32 bales to France, 313 to Italy and 13 to India; Potatoes 275 bags to India; 60 to Aden, 55 to Zanzibar, 182 to Portuguese Possessions, 430 to South Africa, and 15 to Italian East Africa; Tobacco 2 cases to Italian E. A.; Sisal 100 bales to South Africa.

EFFECTS OF THE SHIPPING COMBINE.

London Meeting of "E.A. Producers."

The Times of September 11 contains the following report of, and comment on, a meeting of E.A. producers on 10th ultimo:

"A meeting of East African producers to consider shipping developments was duly held in London, and it is understood that a joint meeting on the subject at an early date is proposed between the East African Section of the London Chamber of Commerce and the corresponding sections of the Manchester and Liverpool Chambers of commerce. No definite decision has yet been taken respecting new rates of freight for produce from East Africa to Europe, and it is possible that, in view of certain contracts which are believed to exist, new rates, when agreed, will not take effect for some little time yet.

INCREASED FACILITIES.

"In some responsible merchant quarters there was a tendency to admit that higher rates of freight were probably inevitable, but the hope was expressed that, as a result of the agreement between the British and Continental lines, there would be no reduction of existing shipping facilities, but that, on the contrary, an increase in the number of sailings might be expected. It may well be that, with rates of freight forced down by the Continental lines to levels that, by general admission, could not be continued indefinitely, there was no inducement to the British companies to increase the number of sailings.

"It is credibly reported that the British managers showed no concern whatever when they heard of British shippers taking advantage of the low Continental rates. The managers knew that these rates would only be offered for a time, and they may have argued that it was better that the losses involved in their acceptance should fall on Continental shipping, which was being heavily subsidized, than on British shipping.

"As to more frequent services, it is known to be the policy of the British lines, assuming freight rates are adequate, to provide all the tonnage that can be needed, and, in fact, always to be rather ahead of the requirements, so that there should be no risk of a check to trade through lack of sufficient tonnage."

Backache and Rheumatism

Pains that rack the back, the joints, the limbs, the muscles, and almost every part of the body, are usually due to rheumatism. And, in most cases, the rheumatism is caused by an excess of uric acid left in the blood by weak kidneys.

Excess uric acid forms into jagged crystals, which are deposited in the muscles, joints, along the arterial walls, and in the sheaths of nerves. The movement of a nerve or muscle containing uric acid crystals causes intense pain, and in time starts inflamed swellings.

The moment you feel any rheumatic pains, any uneasiness in the back, any signs of urinary disorder, begin with Doan's Backache Kidney Pills. This medicine aids the kidneys to filter from the blood those poisons which cause rheumatism, sciatica, dropsical swellings, nervousness and backache.

All dealers, or 2/9 a bottle, (6 bottles, 13/9) from Foster-McClellan Co., 8 Wells Street, Oxford St., London, W1, England.

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P.O. Box 19 KAMPALA Tel: CULTIVATOR.

WE HAVE JUST RECEIVED A SPLENDID SELECTION OF NEW GOODS FOR OUR LADIES DEPT., WHICH WE FEEL SURE WILL BE OF SPECIAL INTEREST TO OUR EAST AFRICAN CLIENTS.

The following are examples:—

KNITTING WOOL. "POPULAR" 4-ply in Emerald, Grey, Navy, Rust Saxe, Shs. 8/- per lb.

WHITE SILK, GENUINE AMERICAN HOLEPROOF STOCKINGS Sizes 8½ and 9 only Shs. 11/- per pair.

BLACK SILK, GENUINE AMERICAN HOLEPROOF STOCKINGS All sizes. Special at Shs. 8/50 per pair.

HOLEPROOF COTTON STOCKINGS IN WHITE, TAN, BLACK and GREY, Shs. 5/50 per pair.

SWISS EMBROIDERIES EDGING and INSERTIONS TO MATCH from 1" to 9" -/35 Cents to Shs. 2/- per yard.

TORCHON LACES IN IMMENSE VARIETY, from 1½" to 4" wide in pretty designs. Price -/75 Cents to Shs. 2/- per yard.

SILK GEORGETTES in very attractive colours for evening wear in 38" wide at Shs. 8/50 per yard.

ALSO COLOURED NETS with EMBOSSED PATTERNS, Black and Gold, Saxe and Gold, Jade and Gold, White and Gold Shs. 6/50 and 7/50 per yard.

LET US SEND YOU PATTERNS.

GENTS DEPARTMENT.

A FEW VERY SPECIAL LINES FROM THIS DEPARTMENT.

COTTON TWILL TENNIS SHIRTS, in very strong material, Sizes 3, 4 and 5 only at Shs. 9/50 each.

TENNIS SOCKS, in Cream Cotton, best quality. Shs. 1/90 per pair or 6 pairs at Shs. 10/50

WORSTED SOCKS, suitable for Shamba wear in Dark colours. Shs. 1/60 per pair or Shs. 18/- dozen pairs.

A VERY SPECIAL BLANKET LINE.

ALL WOOL BLANKET, Fawn colour with White striped ends. Size 68" x 88" really worth Shs. 40/-.

THESE WE ARE OFFERING AT SHS. 30/-.

Coleman Quick-Lite Lamps and Lanterns

MORE LIGHT THAN 20 OIL LAMPS OR LANTERNS.

The Quick-lite Lamp gives the most brilliant light you ever used. No eye-straining glare or injurious flicker. The Lamp is ideal for general home use, especially for reading and sewing, because the pure white light is a *natural* light easy on the eyes.

The lantern won't blow out in wildest gale. Has unbreakable mica globe. Bug-proof. Safe to carry anywhere. Built to stand the hard knocks of after dark outdoor work.

OBTAINABLE FROM

Lamberts, Ltd., Nairobi.	Whiteaway, Laidlaw & Co., Mombasa.	Mengo Planters, Ltd., Kampala.
R. W. H. Leach, Songhor.	J. L. Riddoch, Kisumu.	The Pioneer Garage & Auctioneers, Eldoret and Kitale.
J. H. Farley, Jinja.	Emslie's Stores, Tanga.	Stewarts Stores, Dar-es-Salaam.

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Telegrams: "NAVIGATION."

OUR WOMEN'S PAGE

Served with the Soup

Soup, however good, is usually improved if an attractive little "extra" is served with it.

Here are a few suggestions for these "extras."

Toast carefully some slices of bread about ¼ inch thick, cut into small dices and serve separately in a glass dish or on a soup plate.

Fried Croutons:

Remove the crusts from some slices of bread, fry the crumb a clear, golden brown in very hot fat, and cut down dice. Serve separately.

Cheese

Grate some cheese, and sprinkle a little in each plate, or hand in a dish.

Rice

Boil rice as for curry, and put some in each plate, or serve separately.

Forcemeat Balls

These are made with sausage or veal forcemeat, dipped in egg and breadcrumbs and lightly fried. Serve in a small dish.

Diminutive Dumplings

These are no larger than marbles and are made of suet crust! Boil them in the soup for twenty minutes.

Poached Eggs.

When the soup has been poured into the plates, slip a poached egg, almost hard, into each one. This is a useful idea when a rather more substantial course is required at the last moment.

A Day Without Scandal

(By Stella Harley).

The worst of scandalmongering is that it comes back on you like a boomerang. Have you not noticed what an uglifying effect wholesale scandalmongering produces in its participants? If women only realised how much of feminine charm they lose when their eyes are narrowed and their lips set in lines of malicious criticism, they would change their tactics!

At our open-air Club the other day we made a pact that we would say only nice things about each other. Every time we were tempted, from force of unhappy habit, to say something "catty," we remembered!—and changed it into a legitimate compliment. For compliments must be true, of course, if they are to have value. Fortunately, there are very few women who are altogether outside the realm of tribute. And numbers of them acquire graces if you give them half a chance! Even the scandalmonger will cease from troubling if you insist that she is a nice woman, and quite above saying malicious things!

As an aid to beauty, concentration on good points instead of bad is without parallel. After a day of deliberate stroking instead of scratchings, watch the feminine faces! How pleasant a contrast are the smiling lips and eyes, the tranquil serenity, to the peevish or malevolent glances that set their seal on a feminine community at war with itself!

Life would be so much jollier if we made the best of each other instead of the worst. The spirit of kindness will accentuate all natural loveliness, and lend its own invincible beauty to the plainest face.

Fashion decrees that the high-crowned ribbon cloche shall be one of the smartest millinery notes. This engaging model is fashioned from tartan ribbon and lined with bottle green.

Our Paris Letter

(From Pauline Courlander.)

The Paris season is finished. The real leaders of fashion and producers of frocks transfer their energies to more breezy places as soon as the Grande Semaine is over.

What fashions are left in Paris are mostly for morning and evening wear. Afternoon frocks are not a feature of the moment for there are no afternoon receptions or private views; but there are walks in the Bois and dinners in entrancing open-air restaurants, or luxurious ones in town, where one can keep cool with the aid of a tulle or organdi frock and iced salads and coupe Jaques.

MORNING FROCKS.

The morning frocks are almost a uniform. There is the short, skimpy skirt and the sleeveless or sleeved bodice, a cloche or helmet hat that extinguishes all but the mouth and chin of the wearer, short gloves and court shoes with buckles. If a wrap is required there is the cape or long black coat. Most of the frocks are of printed shantung, kasha or foulard.

Older women who have no desire to parody youth wear the same kind of frock with long sleeves and longer skirts, and, perhaps, one of the many scarves which are so tempting that most of us possess three or four. The black satin ones lined with white silk or with some pale colour, and fringed or embroidered at the ends, are especially commendable. Some of the little figured silk frocks have scarves of the same silks lined with plain georgette or crepe de chine in a suitable shade.

FOR THE EVENING.

Evening frocks leave a wider margin for imagination and picturesque effects. In them you may be slim to an incredible degree, or slim to the hip only, and from there billowing and ballooning like the early Victorian beauties. Most of the evening gowns are sleeveless, but with quite substantial shoulder pieces and rounded necks. The bodice that covered the human form only to the arms and was apparently held on by one, or at most two, precarious shoulder straps, is out of favour for the moment, and, on the whole, evening gowns are moderately long.

A delicious picture frock made by one of our great ones is of pale lemon mousselline de soie; a plain, straight bodice, rather above hip length, and a full, long skirt composed of horizontal alternating bands of the mousseline de soie and cream tulle outlined with single rows of pearls. The only trimming on the bodice is a double row of pearls.

USEFUL TOILETTES

A lovely little white organdi frock has the full skirt sprinkled over with large medallions embroidered in red silk outlined with black, and round the decollectage is a row of tightly packed red muslin flowers. This kind of frock is well worth considering by those who are in search of something they can wear for dance teas and informal dinner parties at home or at a restaurant.

Sour Milk as a Refreshing Drink

A most refreshing drink can be made with sour milk. Put one quart of the milk with two tablespoonsful of white sugar into a saucepan and bring to the boil. Stir in a wine glassful of Port wine. Pour into a basin. When cool, the curd will have sunk to the bottom, and the liquid should be strained off through muslin, and, if possible, placed on ice for an hour.

Invalids usually appreciate this drink, which is an excellent tonic. Without the port wine it is splendid for hot, thirsty children. The sweet curd which is left over is delicious on bread, or served with stewed fruit.

Mother Talks.

(3). KEEPING FAITH.

(By Philippa Kendrick)

One of the rubrics of motherhood should be the determination to keep faith with a child. Yet sometimes the best of mothers fail in this all important respect, and, all unwittingly, develop in the child-character disregard for truth and the pledged word. They indulge in much pernicious fibbing to save momentary tears. They promise all sorts of things they know they will not or cannot fulfil. Promise only what you can perform, and make the performance a scrupulous duty as well as the pleasure it ought to be.

THE CHILDREN'S HOUR.

If circumstances decree that you must break your word, do not deceive the little one with a specious "Presently, darling; Mother will play with you in a minute or two" if you know you cannot do anything of the kind. If it is imperative that the promised outing be postponed, or if the 'good night' story must be eliminated from the 'bye-byes' ritual, tell him in simple language just why. Give him truthful reasons; do not put him off with prevarications. In every mother's day there should be time for one little hour devoted to the children, in all normal circumstances. When this hour is regularly given, they will soon learn to appreciate that only a very big reason prevents mother from giving them her daily hour of companionship.

SAY "NO" AND MEAN "NO."

One of the hardest tasks that confronts the loving mother is that of learning to say "No," especially in the case of an only child. She must be influenced and strengthened by thoughts of the future. When once you have just said "No" to your baby, never swerve or falter. Once he realises you mean what you say, he will learn to respect your firmness and abide unquestioningly by your decision.

DISCOURAGING SELFISHNESS.

It is just as important that the child should be taught to keep faith with mother as that mother should keep faith with the child. When mother is resting or reading, having devoted herself to the nursery according to programme, the children must learn that mother also has a right to her recreation. They must not be encouraged to be selfish by a weak maternal giving way to exorbitant demands. Try to instil in them as early as possible the lessons of generosity, sympathy and understanding, as well as the sacredness of a promise. When mother promises to play, she plays; when the children promise not to disturb mother's rest-time, they, too, must keep their promise, except in cases of urgent need. They will soon learn to distinguish between legitimate appeals and selfishness demands.

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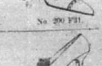
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