

EAST AFR. PROT.
57757

354
C. O.
57757
REC
REG: I REC 16

Field Conf
138

1916

25 Oct.

previous Paper.
55335

Wireless Tel Stations, Jubaland
H. F. Dool.

Comms recent tel. Comm. & recommends that work of erection be carried out by H. F. Ridley, Asst. Supt. Engr. with local staff in preference to Contractors. States further as to proposed reduction of weight of various parts of the plant in view of transport difficulties.

Copy above to Gov Comd
discd w/ Mr 17 11/20
17 Jan 17 228 17

W. Butler. Also CA/57870

Genl. Horbin's minute of 17.9.14
on Gov's 4539/14 says: -
I had a consultation with Mr
Preece & described to him the
country & the difficulties of transport
in B. E. A. " It is not likely that
he ventured on an estimate of the
maximum weight (in one piece) that
could be moved, & I do not think
the local Govt. can escape the
responsibility of seeing that what they
order or force carried out on a
practicable basis. The point seems to
have occurred to Mr H. Pelfield but
he considered it unnecessary to
write it (para 17)

subsequent Paper.

A
57870

The CP have had the telegram, & I
do not think there can be any objection
to their having a copy of this copy
unfiled.

I send it to them & ask them
to obtain the status of the (C.F.) on
any points not covered by their
letter 52352. Say that they
will be w/f 2 as soon as left.

Ridley arrives. — & asks
to bring up accordingly.

G.C.B. 4.12.16

Garb.

5.12.16

at once.

notes

C.O.
57757
RECEIVED
1 DEC 16

EAST AFRICA PROTECTORATE
NO. 138.

GOVERNMENT HOUSE,
NAIROBI
BRITISH EAST AFRICA.

CONFIDENTIAL.

October 25th, 1916.

Say
46488
48286

I have the honour to refer to my telegrams Nos. 360 of September 28th and 370 of October 4th on the subject of the proposed wireless stations in Jubaland and the Northern Frontier District.

2. The Postmaster General has recommended that the work of erecting the five stations should be entrusted to Captain H.J.W. Ridley, Assistant Telegraph Engineer, who is a wireless expert and was especially mentioned by the Consulting Engineers, Messrs. Gordon, Cardew and Snell, in the last paragraph of their report addressed to the Crown Agents on November 5th 1914, enclosed in Mr. Harcourt's Confidential Despatch of the 25th idem.

W.C.A.
44237/4
+ *S.A.*
45654/14

The Postmaster General points out that in view

THE RIGHT HONOURABLE
ANDREW BONAR LAW, F.C.S., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, LONDON, S. W.

view of the special transport difficulties attending the erection of these stations it would be much more economical to employ Government servants for the work than to hand over the construction to contractors whose staff would be idle whenever a failure of transport or of labour supply occurred. Such men would presumably object to be employed on work other than that which they had contracted to perform, while on the other hand the services of Government Officers could in case of any failure of connecting links, be utilized on any work that was necessary, such as assisting to remedy transport or labour deficiencies.

3. There appears to be no necessity to engage at once wireless assistants for construction work. They cannot be profitably employed until the buildings are ready and the wireless apparatus is on the spot. The building materials must first be transported to the sites of the several stations, and the stations built, and it will probably be several months before the buildings are ready for the plant.

4. My second telegram was forwarded as

a result of a meeting of the senior Telegraph Engineers, the Officer-in-Charge of the Northern Frontier District, and the Postmaster General which meeting was convened for the purpose of considering the questions of these wireless stations generally but more especially to consider the possibility of reducing the weight of the various parts of the plant in view of the difficulties of transport. As the result, it was decided that the Marconi pattern tubular masts were quite unsuited for transport to the inland stations, the separate sections of which masts weigh over 300 lbs. each. This is much too heavy for camel or human transport or handling. Captain Ridley pointed out that steel lattice towers would be much more suitable not only on account of the reduced weight per mast but also because the separate pieces of material could be easily reduced to manageable dimensions. Messrs. Stewart and Lloyd make a speciality of these towers and doubtless the Consulting Electrical Engineers could decide upon a suitable pattern for the four inland stations. It is thought advisable to retain one set of tubular masts for the coast station at Kisumu as the Chief Telegraph Engineer is of opinion that it would

would be difficult to protect efficiently the large surface of comparatively light metal of the lattice towers from the corrosive action of the sea air. Captain Ridley would, however, prefer lattice towers for Rismayu, and I would suggest that the point might be referred to the Consulting Engineers.

The substitution of lattice towers for tubular masts will also result in considerable saving in concrete foundations, which are very costly in the case of the heavy Marconi tubular masts.

5. Captain Ridley strongly advises the adoption of vertical direct coupled oil engines as against the belt driven engine shown in the plan 2856, vide the Consulting Engineers' letter E. 201/193 dated November 16th enclosed in Mr. Harcourt's Confidential despatch dated the 25th of November 1914. A Hot-wire Ammeter, aerial type, is also required for each of the five stations.

46488
6. I hoped that before sending this despatch I should have received a reply to my telegram of the 28th of September in which I inquired the weight of the heaviest piece of plant. I am unaware whether the material has as yet been despatched, but I trust that

my

48286

my second telegram reached you in time to defer the shipment. I cannot believe that Major General Hoskins, who was intimately acquainted with the difficulties of transport in the Northern Frontier District and Jubaland, would not have impressed upon the Consulting Engineers the necessity for arranging that the plant should be divided into sections which could be handled with comparative ease, and it was assumed that the report enclosed in Mr. Marcourt's Confidential despatch of the 25th of November 1914 had been drawn up with a full knowledge of the conditions. I did not therefore consider it necessary to consult my technical advisers on this specific point and the unsuitability of the specification has only just come to light.

Ed
 45656
 14

Captain Ridley is shortly proceeding to England on leave and will be prepared to furnish any information which may be considered useful. In the meantime I will endeavour to arrange for the erection of the buildings as speedily as possible.

I have the honour to be,

Sir,

Your humble, obedient servant,

A. Conway Bevilacqua

GOVERNOR.

57757
16

C. D.
A. 7 DEC
1916

8 Dec 1916

ansd to 20914

DRAFT.

our Agents

Gentlemen,
I enclose herewith
to you the acc. copy of a copy
desp. from the Gov. of the I. P.,

MINUTE.

with the subject of the proposed
wireless stations in Ireland
and the Northern Frontier District
and to request that you will
obtain the observations of the
Consulting Engineer on any
points not raised by their
letter of the 25th of Oct. a

- Mr. Jewell 8/12/16
- Mr. Bottomley 6.12.16 f.
- Mr.
- Mr. Grindle.
- Mr. Lambert.
- Mr. Bond.
- Sir G. Fildes.
- Mr. Steel-Maitland.
- Mr. Bonar Law.

Copy for Capt. A. G. 79 238417

sent to P.F. 25 Oct 1916 19

Ediefton 57870

Copy of which was enclosed

in your letter of the 1st of

November (20/11/1911)

(52352)

2. You will be informed

as soon as Capt. H. J. W.

Ridley, Asst. Telegraph Engineer,

arrives in this country.