

EAST AFR. PROT.

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1918

27 Sept

Subsequent Paper

MR A. A. C. JEFFERY

APPLICATION FOR MILITARY PASSION

Submit copies for examination. Please do not withdraw

Mr Robinson

Mr Gove / 59541

Introducing Mr. Gove, the new head of the
Liberia Division. He has been appointed to
the post of Director of the newly established
SACO (SACO) and will be in charge of the
SACO (SACO) until it is in full operation.
He will be in charge of the SACO (SACO)
until it is in full operation.

Next subsequent Paper,

Gove / 59541

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EAST AFRICA PROTECTORATE.

NO. 590

GOVERNMENT HOUSE,

NAIROBI,

BRITISH EAST AFRICA.

27th September, 1918.

Sir,



I have the honour to submit for consideration correspondence relating to an application on behalf of MR. A. A. C. Jeffery, late Pier Master at Kilindini, Uganda Railway Service, for a military pension in respect of disability alleged to have been contracted during that period of his service when the Uganda Railway was a military unit of the Protectorate Forces.

2. I enclose copy of Military Command Order No. 1080 of 7th December 1915, in which it is stated that "the personnel of the Uganda Railway will be granted military rank for purposes of pension, discipline, etc. so long as the Uganda Railway remains under military control".

3. Mr.Jeffery held military rank from the 11th December 1915 to 31st December 1916, after which

THE RIGHT HONOURABLE

WALTER LONG, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET.

LONDON, S.W.

which latter date the Uganda Railway ceased to be a military unit. He was granted civil leave to South Africa in August 1917, and shortly afterwards was removed to a Mental Hospital, where he remains.

I have the honor to be,

Sir,

Your humble, obedient servant,

GOVERNOR'S DEPUTY.

Reactions

B.P.

Dear Comptroller

Comptroller, Nairobi

PIER MASTER

H.

Can you enquire whether Mr. [redacted] Pier Master, Kilindini, and now of Nairobi, has a Military pension.

Formerly employed in the [redacted] Pier Master and during this period he was at Mombasa in 1915, and served in East Africa, afterwards serving as Commissary on a steamer in connection with correspondence with Captain J. Cadell, Brigade Major, who advised him to go to the South Africa, 1915, to the address of Mr. [redacted] Pier Master, Kilindini, as follows:-

Reference is made by Captain from Asst. [redacted] Ferry asking for the General Officer Commanding, Mombasa being granted a commission during his service.

I would like to inform you that the [redacted] general officer's pension and gratuity etc., to 1916, will be paid by the Government in the event of anything happening to him.

Subsequently transferred to the [redacted]

Subsequently transferred to the [redacted]
Assistant Commissary from April 1916, to December 31st, 1916.

It was laid down in Command Order No. 1080 of 7th December 1915, that personnel of the Uganda Railway were given Military rank for purposes of pension, discipline etc., etc.

Mr. [redacted] Ferry as Pier Master had responsible and onerous duties to perform during the whole of 1916.
The work on the Wharf was exceptionally heavy owing to the

Copied

very large quantities of supplies arriving for the troops.
Mr. Jeffery carried out his duties which entailed a
lot of overtime in a most conscientious manner and thereby
undoubtedly undermined his health.

5. In July, 1917, the Medical Officer, Mombasa, recommended
that he should be given leave on the following reasons:-

"Captain A.A.G. Jeffery, Pier Master, Kilindini,
Uganda Railway, has served over three years continuously
at Kisumu and Kilindini. He is now urgently in need
of rest and change to a more temperate climate as he is
suffering from enteritis and from the effects of
prolonged residence in a tropical climate."

"I strongly recommend that he be allowed three months
leave at once to South Africa to recuperate his
health."

He was granted leave to South Africa the beginning of
August, 1917.

On October 16th a cablegram advised from Mombasa that
Mr. Jeffery was seriously ill. At the end of October
18th he was posted to the Mental Hospital, Nairobi,
and has been there ever since.

5. Although it is stated in the cablegram that
prolonged residence in a tropical climate is
the strain he had to bear, the cause of his
deterioration undoubtedly goes back to the time
it is possible to obtain a permanent wife. I
mention. The case is certainly deserving of

the Major's full sympathy.

Sir,

Very obediently yours,

Chaplain A. J. C. G.

Major General Sir R. H. Wilson,
G.O.C. East Africa.

No. 2/224.
S.M.O's Office,
Mombasa, 13th August, 1918.

531

The Asst. Traffic Manager,
Uganda Railway, Kilindini.

Reference your enquiry concerning the cause of the
illness of Mr. A.A.C. Jeffery which has led to his retirement
on account of ill health.

I have known Mr. Jeffery before the war when stationed
at Kisumu and during 1915 and 1916 at Kilindini and can certify
that his mental break down is largely attributable to the extra
strain incurred by his military duties.

If he had not been called upon to undertake so much
extra work I have no reason to suppose that his mind would have
given way.

Sd/- C. L. CHEVALLIER,
Senior Medical Officer, (Civil).

Extract from Command Order No. 10, dated 1st December, 1915.

London - Organisation of the Uganda Railway

In continuation of Command Order No. 5/15, dated 16th November, 1915, and with the approval of His Excellency the Governor and Commander-in-Chief, the personnel of the Uganda Railway will be granted military rank for purposes of promotion, of supply, etc., so long as the Uganda Railway remains under military control, according to the grades laid down in the Railway Manual (B.R.), India, 1914, modified to suit local conditions.

Grading below mentioned will be carried out and published under the orders of the Director of Railways, Indian Expeditionary Force "B".

The grant of military rank will confer no authority in the field, other than in connection with the technical working of the Railway and the Railway personnel concerned.

Pay and emoluments of the Uganda Railway employees, irrespective of military rank conferred, will remain as hitherto.

Rations will not be admissible.

The necessary military uniforms will be issued as required by the Deputy Director of Supply and Transport, or demand by the Director of Railways, Indian Expeditionary Force "B".

shipping by the British India Steam Navigation Company, and I am therefore unaware what powers they may possess as to fixing of freights, but in any case alteration of rates must be under the supervision of the Ministry of Shipping, and I trust you will be able to represent to the latter the case for the East Africa Protectorate.

I have the honour to be,

Sir,

Your humble, obedient servant,

GOVERNOR'S DEPUTY.

INCLOSURE

Copy?

B.M.C. 59/01 27.9. 1918

No. 105.

B. I. S. N. Co. LIMITED.

Dear Sirs

We are at present engaged in the carriage of goods from
Mombasa to the interior of East Africa and have
arranged with the "Khosrou" to charge us 10/- per ton
for carriage from Mombasa to Nairobi and 1/- per ton
for carriage from Nairobi to the interior. We have
asked the steamer owners to charge us 10/- per ton
but they have refused to do so and we have not
been able to get any answer to our question.

We have been advised by the "Khosrou" that the
Company's rates are 10/- per ton and 1/- per ton
and accordingly replied that if we adhered to these rates
the rates then quoted of 10/- and 1/- per ton would be the
Company's steamer and 10/- per ton for outside steamer
as it was managed by us in behalf of the Company.

The result is that we have been compelled to enter
into a contract with the "Khosrou" which remains in
force until 31st of next month to ship their goods to
East Africa at the rates specified in that Agreement. Had
we chosen not to adhere to this contract our rates would
have been brought to the level of those charged by the
"Akbar" and "Khosrou" and other outside steamers under our
management. This explains the enormous difference

in

in the freight rates charged by the "Pundua" and "Tareba" and those obtained by the "Akbar" and "Khosrou" and other outside steamers.

The rates charged by outside steamers do not appear to us to be in any way excessive when compared with those obtaining on other lines. As you will see the rates by all steamers are supervised by the Ministry of Shipping.

We may here inform you that as soon as the present contract expires rates by B.I. steamers will be the same as those now being charged by outside steamers.

Yours etc.,

Sd/- Mackinnon, Mackenzie & Co.

Agents.

from the Shipping Company.

To the effect that

it is under the management of Mr. Dowling Street,

15 December, 1918.

DRAFT.

The Secretary,

MINISTRY OF SHIPPING.

MINUTE.

Mr. BOTTOMLEY.

Mr.

Mr.

Mr. G. M. MacLay.

Mr. Lickert.

Sir H. Read.

Sir G. Müller.

Mr. Hawkin.

Mr. Long.

Sir,

I am etc. to transmit to you to be
laid before the Shipping Controller, the
accompanying copy of a despatch and
enclosures, which has been received from the
D.A.G. of the E.A.P. regarding the variation
in the freight rates for food stuffs imported
from India into that Protectorate.

2. Mr. Long would be glad if Sir Joseph
MacLay would take the matter into his con-
sideration, and inform him whether it is
possible to make any arrangement which will
secure reasonable and uniform rates.

I am, etc.,

O.A.G. E.M. NO. 591
23 Sept.

W. J. Brown