

1927

X. 10429

KENYA
Uganda

1927 2

X. 10429

NEW STEAMER FOR LAKE ALBERT.

Previous

9 Nov. 6003 Age
24
(S.S. Samuel Under)

R 24 25
R Whitcombe 26/10
+ EA

Subsequent

Jan 10/29/24 Age
15/29/28

2ba	9/8
2ad	3/8
Room 24	4/8
Room 3	9/8
Room	11/8
6003	10/8
Room 29	10/8
2bu	20/8
Room 29 907	26/8
Wiffies	
Room 4	6/9
Room 3	7/9
Room	11/10
Wiffies 507	2/10
Wiffies	26.10.

PURCHASED BY THE
 COLLECTOR
 C. O. 1003
 1927

1 H.C.R. TRANSPORT. TEL. ----- 30th July 1927
States that it is essential to decide soon whether
to order another steamer for Lake Albert but
would like to know first what are the intentions
of the Egyptian Government regarding barrage on
L. Albert.

3

The dam, I think, concerns the strength of
the two steams.

Just call 70, ref. 102th $\frac{X2}{2775/26}$

that the H.C. has called the steamer

in connection with the proposed

for the purpose of the steamer to

be built and not the barrages

to be built by the Egyptian Govt.

to be built

It is not clear if he has any papers

showing that the Lake Victoria steamer

is certain to be built and that the

main reason can be regarded as

a suitable one.

I have
not been able
to have any
report on this thing. The reply
not left. 17/8/27
H.C.

W. S. M. M. M.

3. 8. 27

notice

1/2
3

To 7. 0 / cons. 9 AUG 1927

Foreign Office

12 Aug, 1927

Two copy despatch addressed to Mr. G. H. at Cairo
asking inquiry regarding the dam north of Lake Albert.

70.

X. 10620/27

At the end of 1923 it was decided to
re-name the Victoria Bridge Service
because found to £100,000 (see 57461/23).
On 1.1.24 the Board took over the
Albert Service and the £. M. Service
which were subsequently to be
set aside to be used for the
Victoria Bridge Service fund, &
the Victoria Service fund.

(The Victoria Service fund is to
be used for the Victoria Bridge
Service)

[The Victoria Service fund
is to be used for the Victoria
Bridge Service.]

Previously, the Victoria had contributed
towards the Albert Service
other funds and
Service fund (Victoria Service
Fund) to £100,000 (see 57461/23).

Send to H.C. copy of an account and
report to A & B as early
as possible about Albert Service.
May that the Victoria Service fund
should be regarded as available for

X. 10620/27

3/4

for the replacement of records on
all former ledgers and that,
in the provision of a new volume
for L. Albert in anticipation of
the birth of the Victoria
Service may be regarded as a
replacement, the cost can properly
be met from the Victoria

Victoria Service
18.8.27

No. 2. H. C. Transport (see 57461/23) 28 AUG 1927

5
Victoria Office 28 Aug 1927

Two copy desk and telegram from H.C. at
Victoria containing inquiry regarding the proposed
erection of a dam north of Lake Albert.

No. 5 now under construction
and attached to
X. 10293/27 Uganda
(AOS.H.)

(Construction of Dam)

Mr. Tappin

First paragraph as a draft
version.
And see road of. line. (Confidential)
copy of No. 5 & enclosed to H.C.
It will be necessary to show another
copy of the plan for H.C.

27.8.27

C. C. C. C.

26.8.27

- 4/6. See to H. B. ¹⁰⁴⁵⁰Transport - 27/9/27
 7. To H. B. for trans. - copy (copy 5) - 27/9/27
 8. To Gen. M. G. for copy (copy 2 - 3 + 5) 12 OCT 1927
 on 14293/27

9. This date 27 Sept. 1927
 Walker 154

This copy memorandum by Mr. Felling dealing with the Lark Services generally. States that Marine Insurance Fund balance is now higher than necessary and provision has been made for payment of £40,000 for the new steamer. Further comment to follow regarding the insurance fund.

Not approved of the cost being met from the Marine Insurance Fund, which involves not accounts of 27 Sept. whereas the Insurance Fund accounts to about £40,000. It is necessary to insurance and the proposed to pay the £40,000 from the Insurance Fund. Agree

W. Allen
 24/10/27
 at once R.W.

10. To Mr. 1044 / 9 and 1/2 29 OCT 1927

Mr. Whitcombe 26/10/27

Mr. Allen 26/10/27

Mr.

Mr. Bottomley

Mr. B. J. Harding

Sir J. Shackleton

Sir O. Grindley

Sir O. Dams

Sir S. Wilson

Mr. Ormsby-Gore

Lord Leam

Mr. Amey

X 10429

27 Kenya Uganda

C. D.
27401
0046

29 Oct, 1927

Sir,

I have etc etc ack.

DRAFT

Transport
Kenya Uganda
No 104
High Comm

The terms of your despatch
104 of the 27th of Sept 27

to inform you that I
agree to the cost of the
proposed new steamer
for service on Lake Albert
being met from the
main

Marine Insurance Fund.

I have etc.

(for the Secretary of State)
(Signed) W. ORMSBY GORE

9. b



HIGH COMMISSIONER FOR TRANSPORT.

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

No. 134

RECEIVED
17 OCT 1927
COL. OFFICE

24th September 1927.

10474

Sir,

29 OCT 1927

I have the honour to acknowledge the receipt of your letter of the 27th August 1927, in relation to the proposed construction of a road from the station in Lake Albert, and to admit to you a copy of a memorandum by Mr. J. H. P. of the 27th July 1927, dealing with the question of future requirements for the various general.

the purchase of this ... the estimated balance of the Marine Reserve, ... and Insurance Funds at the end of 1927 ... respectively £59,914, £25,822 and £135,974. The insurance fund has accumulated considerably since the separation in 1923 of the Insurance and the Renewal and Betterment Funds and the balance available is now higher than is likely to be required for insurance purposes.

3. The question of allocation was recently placed before Railway Council who have recommended that

THE RIGHT HONOURABLE
LIEUTENANT COLONEL L. C. M. S. AMERY, F.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

that the cost of the vessel should be met from the Marine Insurance Fund and provision has accordingly been made in the Estimates for 1928 for payment of £40,000 from that Fund. (See 1928 Draft Estimates, p.101).

4. After such payment there would remain in the Insurance Fund at the end of 1928 a sum of about £100,000 which should provide adequate security for the future and I trust that the proposal to make use of the accumulated balances of this fund will meet with your approval.

5. In this connection I would mention that I propose to ask the views of Railway Council on the advisability of maintaining the Insurance fund in its present form. The abolition of this Fund and the division of balances on hand between Renewals and Betterment Funds would not appear to jeopardize the position in any way, provided that adequate balances were maintained in the Renewals Fund to meet unforeseen contingencies. The question, however, has not yet received full consideration and I propose to address a further communication to you on this matter.

I have the honour to be,

Sir,

Your most obedient,

Humble servant,

C. H. Walker
for HIGH COMMISSIONER.

8

KENYA AND UGANDA RAILWAY

TELEGRAPHIC CODES:
RAILWAYS, NAIROBI.

P. O. Box No. 181.

TELEPHONE NO. 17.

General Manager's Office.

NAIROBI, 27th July, 1927.
KENYA COLONY.

E.F. 4366

ACTING
THE HIGH COMMISSIONER FOR TRANSPORT.

Subject: STEAMER SERVICE - LAKE ALBERT.

High Commissioner's
Decision.

MINUTE

The Acting High Commissioner will be aware that in recent Uganda Government despatches numerous tentative suggestions have been advanced concerning the probable obsolescence of the Lake Victoria services, future main and branch line development in Uganda, through routes to the Congo, rail connections between Lira and the Nile, etc., etc., but I cannot find in all the correspondence consistency, realisation of physical facts, clearness of vision as to future development in Uganda, or any definite policy, except, perhaps, a tendency to contend that Kampala must be the radial centre in all future transport development in Uganda.

2. Apart from the natural tendency of the established, but still inexperienced, commercial community, to try and safeguard itself, there is uncertainty on every side. The reason for this uncertainty is, I think, obvious. It is impossible for anyone at this stage to visualise and express convincingly what the future lines of development may be. A single discovery in the Congo or somewhere in Uganda may change all plans. Kampala should certainly be connected by rail, but, for the rest, we must just move step by step.

3. Meanwhile, however, it is essential for me to decide what to do about certain of the lake services.

4. So far as Lake Victoria is concerned, we have already laid aside two steamers. They will probably be needed again for next season, and one will, in any case, be required indefinitely as a stand-by when passenger steamers are put into dock for re-conditioning; but it is clear that, with rail connection to Jinja available by the end of the year, the time may soon come when Kisumu and Jinja wharves, and the fleet of steamers, tugs and lighters on Lake Victoria, will not be fully occupied.

General Manager

KENYA AND UGANDA RAILWAY

9

TELEGRAPHIC ADDRESS:
RAILWAYS, NAIROBI.

P. O. Box No. 181.
TELEPHONE No. 17.

General Manager's Office,

NAIROBI,

KENYA COLONY.

192

THE HIGH COMMISSIONER FOR TRANSPORT.

SUBJECT _____

2.

HIGH COMMISSIONER'S
DECISION.

MINUTE.

5. In connection with Lake Victoria, therefore, we must consider commencing the development of new areas within the next nine or twelve months. The first question that suggests itself is whether we shall be allowed to and can economically, enter the Speke Gulf in opposition to the dhow trade, as soon as we can set aside a tug and lighters for the purpose, or whether we must leave the Speke Gulf to the dhow trade, based on Mwanza with its new rail connection with Tabora.

6. It must be understood that the Busse Islands service is not paying, and it is very unlikely that any other tug and lighter service round Lake Victoria, additional to the present service, will pay for many years to come.

7. On Lake Kioga we are managing to keep the lake passages fairly clear of sudd, and I think the steamers (only one of which is a new boat) and the lighters at present available will be fully occupied for many years to come, although there will be no need to think of additional craft - unless the line is stopped at Soroti indefinitely, owing to a decision to make Kampala the centre of further railway development on the west of the lake, even to the extent of taking the line to the Nile north-west from Kampala instead of through Lira.

8. The problem on Lake Albert is more difficult and more urgent.

9. As far as I know now, we cannot transfer steamers from Lake Victoria to Lake Albert, because the draughts differ, and even if a boat could be found on Victoria which would be suitable for Albert, the cost of breaking up and re-building an old boat would be prohibitive. On Lake Albert itself we have only one steamer, viz. the "Samuel Baker". This steamer is now almost 20 years old and cannot last much longer. Some years ago, when under the control of the Uganda Marine, it was

used
General Manager.

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CO 533

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KENYA AND UGANDA RAILWAY

10

TELEGRAPHIC ADDRESS:
RAILWAYS, NAIROBI.

P. O. Box No. 181.

TELEPHONE No. 12.

General Manager's Office,

NAIROBI

KENYA COLONY.

192

THE HIGH COMMISSIONER FOR TRANSPORT.

SUBJECT _____

3.

HIGH COMMISSIONER'S
DECISION.

MINUTE.

used in a manner which resulted in the steamer having to be laid up for a long time. Since its renovation it has been a much improved steamer, but it is subjected to an excessive amount of work and to an amount of wear and tear which involves constant risk to the steamer. Moreover, the capacity of the steamer for cargo is only 50 tons, and the traffic can be handled only by arranging for the steamer, although not built for the purpose, to pull lighters containing cargo.

10. The question for immediate consideration, therefore, is whether we should order another steamer for Lake Albert.

11. In considering the matter it is necessary to bear in mind that, allowing for the time to be taken in designing the new steamer, placing the order, construction in England, breaking up and transport to East Africa, transport in small sections to Lake Albert and re-erection on the lake, it will take at least two and a half years from the time it is decided to order a new boat to get it on the lake.

12. Assuming, therefore, that the life of the "Samuel Baker", used as she is at present, is not likely to be more than four years, action, if taken at all, should be taken almost immediately.

13. Two questions, however, must receive prior consideration, viz. :-

- (1) Does the Imperial Government acquiesce in the suggestion of the Uganda Government that new railway construction be, for the time being, stopped at Seroti, or is it the intention of the Imperial Government to insist on the line being taken to the Hills within, say, the next five or six years? Personally, I would

still
General Manager.

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KENYA AND UGANDA RAILWAY

H

TELEGRAPHIC ADDRESS:
RAILWAYS, NAIROBI.

P. O. Box No. 151.
TELEPHONE NO. 17.

General Manager's Office

NAIROBI,

192

KENYA COLONY.

THE HIGH COMMISSIONER FOR TRANSPORT.

SUBJECT _____

HIGH COMMISSIONER'S
DECISION.

MINUTE

still 141 and go to
 the Kenya Railway System to
 carry the lightest charges

WHAT are the intentions of the
 Egyptian Government in regard
 to the Nile at Khartoum
 to be carried with
 there will be no
 raised that it and such a
 there will not
 be any disturbance on Lake
 Albert but permanent fluctuations in
 which would make
 events extremely
 impossible. This
 would extension of the
 either through Lira
 with Lira.

14. I shall be glad if the matter can be brought to the notice of Sir Edward Grigg as soon as he returns to the Colony, but in the meantime the following cable might be sent to the Secretary of State for the Colonies:-

"General Manager states that it is essential to decide soon whether to order another steamer for Lake Albert. The "Samuel Baker" cannot last many years under present traffic conditions and additional craft on lake will soon be necessary. General Manager presumes that in view of probable contraction Lake Victoria services owing to extension railway lines and steady disappearance of need for keeping large reserves, you will allow him to draw on Marine Insurance fund as necessary for new steamer. As design, placing order, construction,

transport
General Manager

PUBLIC RECORD OFFICE
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CO 23

371

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 11/17/2000 BY 60324 UCBAW/STW

PUBLIC RECORD OFFICE, LONDON

KENYA AND UGANDA RAILWAY

12

TELEGRAPHIC ADDRESS:
RAILWAYS, NAIROBI.

P. O. Box No. 181.

TELEPHONE No. 17.

General Manager's Office,

NAIROBI.

182

KENYA COLONY.

THE HIGH COMMISSIONER FOR TRANSPORT.

SUBJECT

5.

HIGH COMMISSIONER'S
DECISION.

MINUTE.

necessary to take action

transport, and re-erection on Lake Albert will probably take at least thirty months, he must act but would like to know first what are intentions of Egyptian Government regarding barrage on Lake Albert, and whether this work likely to be commenced within say next six or seven years. If information can be given confidentially in connection with this matter, it will greatly assist in decision on what is becoming urgent problem.

C. L. N. FELLING.

CLNF/AS

General Manager.

Mr. Caffé 26. viii. 07.

Mr. Tiffin 27/8/07 adms.

- Mr. E. J. Harding.
- Mr. G. Strachan
- Sir J. Blackborough
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Lord Lond.
- Mr. Amery.

6/ X 0429/27 13
 1000
 UGANDA

Booked
 4 27 9
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 10 10 10

0.0
 1 9 11

27 August

DRAFT. Cable Telegram.

Highway Nairobi

Confidential. Your
 telegram of 30th July
 No. 19. I understand
 that HIC is impossible
 to give you approximate
 date of commencement
 of Lake Albert drainage
 but that it is
 extremely improbable that

this will be within
period mentioned in
your telegram under
reply

Seen

to to be the line ... Sir,
a matter of ... African policy
like to ... it carried to the
but I ...

... we ...
... atio ...
... fault, ... not ...
... drew the way ...
... to the life ...

X10420/25 14
LONDON

Mr. Cliffe 19. viii. 27
Mr. A. Stanley 19. viii. 27
Mr.
Mr. E. J. Harding
Sir C. Sturchev.
Sir J. Shackburgh.
Sir G. Grimald.
Sir C. Davis.
Sir S. Wilson.
Mr. Ormsby-Gore.
Lord De. at.

C. D.
11 20 AUG
1927

24. August 1927.

Sir

I have the honor to refer to your
telegram No. 14 of the
5th of July and to
thank you for your
kind and encouraging
copies of correspondence
with the Foreign Office
regarding the proposed
construction of a
new steamer for service
on Lake Albert
2. As regards the provision
of funds for the construction
of this vessel, I would
like to refer to the

To P.O. 9. viii. 27
From 12. viii. 27
Evelone

second para of Sir Robert
Crompton's despatch to the
Governor of Quebec, dated
25th of February 1923, a
copy of which was enclosed
with Mr. Montagu's despatch
to the Duke of Devonshire,
No. 624 of the 19th of April
1923, and also to the
General Manager's letter
to the Commission for the
Cape Albert, 11th of
the 10th of March, 1924,
regarding the ^{defeat} amalgamation
of the Cape Albert and
Cape George Companies and
Exploration Funds (considered
summary to report
that the existing Maine
Funds shall be regarded
as available for the
replacement of assets
on all three lines
and, as the provision of a

24215/23

(Copy file)

- Mr.
- Mr.
- Mr.
- Mr. E. J. Harding.
- Sir C. Strachey.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Lord Lothian.
- Mr. Amery.

DRAFT

new steamer of similar
on Cape Albert in
anticipation of the
introduction of the S.S.
Samuel Baker may be
looked upon as a replacement,
the cost thereof can
properly be met from
the Maine Resources Fund

(For the Secretary of State)
H. H. GORE

15

UGANDA RAILWAY

General Manager's Office,
NAIROBI. 10th March, 1924.
Kenya Colony.

2 559/A/111

To,
His Majesty's Crown Agents for the Colonies,
4, Millbank,
Westminster,
London S.W. 1.

Gentlemen,

With reference to your letter No. 24.A.603 dated January 31st, 1924 I note that you have amalgamated, as from January 1st, 1924 the securities held by you on account of the Uganda Railway and Busoga Railway Stocks, and that you have since said certain of the securities resulting on the proceeds ~~of the said stocks~~ being credited in the month of January to the Uganda Railway General Account.

2. As regards the figure of £100,000 referred to in my letter of the 29th October by 2.659/A/11, such amount was an approximate one, and it is not necessary for you to take any further action at present as regard further withdrawal from the funds.

3. If it is desired at any future date for you to make further investments on behalf of the fund I shall advise you accordingly. In the meantime the only action necessary on your part is to invest dividends on the present securities as they accrue.

4. As regards the Insurance and Depreciation Fund of the Lake Albert Marine Transport Service handed over by the Uganda Government, it is not desired to maintain this as a separate fund, nor to amalgamate it with the Uganda Railway Marine Insurance and Depreciation Fund. Will you therefore

PUBLIC RECORDS OFFICE
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MAINTENANCE

CO 583

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kindly sell as early as possible all securities held by you on this account, and credit the proceeds in due course to the General Account of the Uganda Railway.

I have the honour to be,

Gentlemen,

Your obedient Servant,

GENERAL MANAGER

24/A/603

31st January, 1924.

The General Manager,
Uganda Railway,
Nairobi,
Kenya.

Sir,

I have the honour to refer to your letter of the 29th October 1923, No.E.659/A/11 addressed to the Colonial Secretary, Kenya, and to inform you that under instructions received from the Secretary of State for the Colonies we amalgamated, under date the 1st January last, the Insurance & Depreciation Funds in connection with the Uganda Railway Lake Steamers and the Busoga Marine Service.

As a result of this amalgamation the following securities were held for the new fund which we have opened in our books called "Uganda Railway, Marine Insurance & Depreciation Fund":-

	£	s	d
Ceylon 6% Stk.	18266	6	6
do. 3 1/2% Stk.	10418	14	7
Gold Coast 6% Stk.	1821	15	1
do. 3 1/2% Stk.	547	6	3
Hong Kong 3 1/2% Stk.	542	5	10
Jamaica 4 1/2% Stk.	838	16	6
do. 4% Stk.	470	17	2
do. 3 1/2% Stk.	7000	-	-
Nigeria 6% Stk. 1936/46	1391	18	10
do. 6% Stk. 1949/79	11803	-	7
do. 4% Stk.	3361	8	1
Sierra Leone 4% Stk.	2572	15	4
S. Nigeria 3 1/2% Stk.	692	8	1
Straits Settlements 6% Stk.	8766	16	1
do. 4 1/2% Stk.	15577	6	1
do. 3 1/2% Stk.	16107	19	8
Trinidad 4% Stk.	10018	5	9
4% Funding Stk.	28128	14	5
5% N.W. Bonds [Sept] 1928	20785	8	2
do. [Feb.] 1929	2600	-	-
5% War Stock	46408	7	3
Victoria 5% Stk. 1932/42	135	10	4
W. Australia 4 1/2% Stk. 1935/65	132	13	7
S. Australia 4% Stk. 1917/36	419	7	11
Tasmania 3% Stk. 1920/40	91	6	2

The approximate value of these securities on the 1st

fund as hitherto in a fund distinct from the Marine Insurance and Depreciation Fund referred to in the earlier part of this letter. We are informed by the Government of Uganda that we should no longer invest the sum of £675 in April each year for this account and that you will advise us of any further action that may be necessary in this respect. The monthly copy of this account will also be forwarded to you direct.

I have, etc.

for Crown Agents.

PUBLIC RECORD OFFICE									
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January was £198,700. We have since sold the 4% Funding Stock, 5% National War Bonds and 5% War Stock and have transferred the proceeds [£94,272.9.3] to the credit of our general account with the Uganda Railway leaving securities to the approximate value of £104,500 as on the 1st January, 1924 in the fund. We conclude that the figure of £100,000 mentioned in paragraph 4 of your letter under reference was intended only as the approximate value of the securities to be retained, and we therefore propose, subject to your approval, to make no further sales on behalf of the fund.

We note that the Marine Insurance & Depreciation Fund is to be allowed to accumulate at interest and we have accordingly invested the balance standing to the credit of the account representing the dividends which fell due during the present month together with the small balances which were transferred from the Uganda Railway Lake Steamers and Busoga accounts, and will arrange to invest further dividends for the fund as they accrue. We presume that we shall receive your instructions regarding any further investments which it may be desired to make on behalf of the fund.

With reference to paragraph 8 of your letter to us of the 28th November 1923, No.S.P.1/7, I have to inform you that we will arrange for the despatch of the monthly accounts of the Provident Fund and Marine Insurance and Depreciation Fund to you direct, as requested.

I have also to inform you that we have received a letter from the Government of Uganda stating that the Insurance and Depreciation Fund for the Lake Albert Marine Transport Service has been taken over by the Uganda Railway Administration as on the 1st January 1924, and requesting us to transfer to the Uganda Railway under that date the securities which we held for this account. We have complied with this instruction and we presume that we should continue to invest the dividends for this

In any further communication on this subject, please quote
No. *2199/16/16*
and address—*not any person by name*, but to—
"The Under-Secretary of State," Foreign Office, London, S.W. 1.

RECEIVED
15 AUG 1927
COL. OFFICE

20
B

THE Under-Secretary of State for Foreign Affairs presents his
compliments to *the Under Secretary of State for*
the Colonies and, by direction of the Secretary of State,
transmits herewith copy of the under-mentioned paper.

Foreign Office,
12th August, 1927.

Reference to previous correspondence: *No 2*
Colonial Office letter
No 10420 of 9th August, 1927
Description of Enclosure.

Name and Date.	Subject.
<i>Acting High Commissioner at base 10.156 of 11th Aug</i>	<i>Proposed erection of dam north of Lake Albert</i>

Copy to Mr. Han. 20. 24 AUG 1927
copy to Mr. Han. 20. 24 AUG 1927
copy to Mr. Han. 20. 24 AUG 1927
copy to Mr. Han. 20. 24 AUG 1927

Similar letter sent to

No. 786.

FOREIGN OFFICE, S.W.1.

(S 2199/10/10)

11th August, 1927.

Sir,

With reference to Lord Lloyd's despatch No. 278 of 29th April, 1926, regarding the proposed erection of a dam to the North of Lake Albert, I transmit to you herewith a copy of a letter from the Colonial Office from which you will see that the Acting High Commissioner for Transport, Kenya and Uganda, wishes to know how soon this work is likely to be begun in order that the design of a new steamer to ply on the Lake may be determined.

As I realise that it is probably impossible to give even an approximate date in reply to this enquiry but I shall be glad to learn by telegraph what information likely to be of use to the local governments concerned can be conveyed to the Colonial Office.

I am, with great truth and regard,

Sir,

Your obedient Servant,
 (For the Secretary of State)

(S. 2199/10/10)

Seville M. Henderson, Esq., C.M.G..

etc., etc., etc.

Cairo.

PUBLIC RECORD OFFICE				
1	2	3	4	5
Reference 1				
C.O. 533				
271				
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22
X 10429/27
654
USA

Cable 4. 10. 27
Mr. Stanley Oct 8. 27

- Mr. E. J. Harter
- Mr. C. Strachey
- Mr. A. Stauchburgh
- Mr. G. G. Smith
- Mr. D. D. D. D.
- Mr. S. Wilson
- Mr. Ormsby-Gore
- Lord Lecon
- Mr. Amery

RECEIVED
OCT 10 1927

DRAFT

The Chiefs
Foreign Office

Copy to Sir Henry Wood 9/12 OCT 1927 2009/24

9 August 1927
In reference to
your letter No. J 1142/204/16

of the 27th of May 1926,
I am directed to
request you to inform
Secretary Sir Austin
Chamberlain that the
Army High Commission
for Transport, Kenya and
Uganda, has recently
enquired by telegraph
whether what are the
intentions of the Egyptian
Govt regarding the
proposed creation of

1	2	3	4	5	6	7	8	9	10

Reference -

CO 538

371

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a dam to the north of
Lake Abkut, and in
particular whether such
a work is likely to be
commenced within the
next six or seven

years to follow. As
the question has not
been raised in connection
with a proposal to order

a new scheme for the
Lake Abkut, the length
and position of the
dam, and the possibility of
the dam being
be affected by the
construction of the dam

and the Secretary of State
will be glad if the
intentions of the Egyptian
Govt in this respect
might ^{as far as} be ascertained, if
necessary by telegraph, in
order that a reply may
be sent to the Acting Foreign

Commissioner for Transport as early as possible
(Signed) W. G. BOTTOMLEY

RECEIVED

2 AUG 1927

TELEGRAM from the High Commissioner for transport to the
Secretary of State for the Colonies.

Dated 30th July.

(Received Colonial Office 2.55 p.m. 30th July 1927)

No. 19 30th July

General Manager states that it is essential to decide soon whether to order another steamer for Lake Albert. The Samuel Baker cannot last many years under present traffic conditions and additional craft on lake will soon be necessary. General Manager presumes that in view of probable contraction of Lake Victoria service owing to extension of railway line and steady disappearance of need for keeping large reserves, you will allow him to draw on marine insurance funds as necessary for new steamer. As design, placing order for construction, transport and reservation on Lake Albert will probably take at least 30 months necessary to take action but would like to know first what are the intentions of Egyptian Government regarding barrage on Lake Albert and whether this work is likely to be commenced within say next 6 or 7 years. If information can be given confidentially in connection with this matter it will greatly assist in decision on what is becoming urgent problem.

And so