

1925

KENYA

61

2929
20 JAN 25

Date

9th Jan 1925

COMPLAINT

... annex a press cutting containing the report of what Mr. ... said ...

... summary is ...

... was ...

He was answering the question in Council which made it necessary for him to explain his difficulties fully, and he had no option but to refer to the difficulties in obtaining ^{delivery} stores which he had encountered. In particular, he did not say that he could have got quicker delivery by buying direct instead of through the Crown Agents. What he said (and here again it was in answer to a direct question) was, that by placing orders directly the Railway could act more quickly.

There is, therefore, a good deal in the

copy copy meter to be 944 on 6a

hm.

Subsequent Paper

see 6. 5912/14 25 (Labour) 8.11.8779

the Crown Agents letter (particularly in the letter of January 22nd, which Mr. Ezechiel has sent to me) which is in reply to an attack which has not been made.

I need only deal with the specific cases referred to in Mr. Felling's statement.

The Crown Agents' letter

The tenders should be limited. The Governor's despatch was received in the middle of July, 1923, and was referred to the Crown Agents on the 21st of July for them to take immediate steps to prepare specifications and estimates. The specification was not ready until October, but as Mr. Felling states the authority to purchase the goods was given in advance in September.

As the Crown Agents' letter shows, they were instructed to place the order within three weeks of the receipt of tender (the Colonial Government having ceased to tender in the interval). The ~~fact~~ ^{fact} history of this contract is one of mischance and labour difficulties.

The ~~fact~~ ^{fact} are those mentioned at the bottom of page 6 of the Crown Agents' memorandum. Here there has been misunderstanding. The estimate of June 1925 for delivery was obtained from the suppliers whose name was specially specified by the Colony. Actually they did not tender, and the successful tenderers gave immediate delivery. This was telegraphed to the Governor before he made his statement, but he is incorrect in saying that the more expeditious delivery was due to representations by the Kenya Government. It had all been settled before the Governor telegraphed to the Secretary of State.

(3) Motor Vans.

The Crown Agents' memorandum (see page 8 etc.) shows that there was no delay on the Crown Agents' part in

in inviting tenders and placing the orders with the tenderers. The question is whether the Albion Company could not have given expedited delivery, and it is difficult to say that the Crown Agents' memorandum is an answer to a supposed attack.

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*written
was within*

Add-

And that every endeavour will be made in future to secure earliest possible delivery of material of this kind.

Wed. 23.1.25

G.S.

... months of ...
... better ...
... I believe ...
... before another ...
... a mistake to suppose ...
... you can ...
... the sheets are dead - on the ...
... making some paper ...
... you can of course always ...
... to the staff to get ...
... But that is impossible ...
... orders are really ...
... or how ...

Wed. 26.1.25

See attached letter from
Mr. J. H. C. ...
with ...

Wed. 9.2.25

TELEGRAPHIC ADDRESS
RAILWAYS, NAIROBI.

UGANDA RAILWAY

63

TELEPHONE No. 12

General Manager's Office,

NAIROBI, 17th NOVEMBER 1924

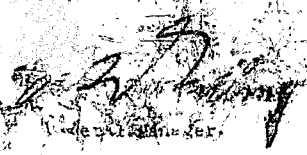
KENYA COLONY

J. A. Calder, Esq., M.A.,

SECRET

Will please be so good to my receipt to forward for your information a statement of Plant and F... ordered in connection with the handling of the... traffic showing the approximate dates of delivery in England.

Yours faithfully,



General Manager.

Enclosure:-

Statement.

General B. ...

LABOUR LABOUR LABOUR

Unsatisfactory Position Fiers in Uganda

PROSECUTES RESPONSIBILITY

... unless labour available

The Government has been ...

... the importance of publishing this route to the public.

POSITION IMPROVING

So far as rolling stock for the railway is concerned, we are now in a good position and in a position which will improve very rapidly in the next few months.

... the Government has been ...

I think, Your Excellency, in view of the fact that the Uganda Railway ...

... the Government has been ...

... the Government has been ...

... the Government has been ...

In Uganda quite recently trouble arose owing to a number of East African lawyers ...

... the Government has been ...

regard to delay in the Uganda Railway ...

regard to delay in the Uganda Railway ...

The Government has been ...

The Government has been ...

THE REAL DIFFICULTY ...

The Government has been ...

The HOMESTEAD.

TERMS FOR PERMANENT READERS

250

APPOINTED BY WOODROFFE, Proprietor

Short Loans Granted

£1 to £1,000.

Kenya Loan & Investment Co., Ltd.

P.O. BOX 1111 NAIROBI

BILLS DISCOUNTED

SOMETHING NEW

at PRESTON

WOMEN'S OR SAFARI HATS
 BUSINESS HATS
 KID'S FOOTWEAR
 TRUMPETS, BELLS, etc.
 FELTS and RIBBONS
 CHILDREN'S CLOTHING

W. S. PRESTON Exchange Street NAIROBI

"It's a saving
 to wear them!"



with pure dyed
 weighting with
 at into the silk
 the stockings into
 the "marvel-
 lous" prevents ladders
 from appearing.
 If you've worn Kayser
 stockings you've ne-
 ver had practical and
 beautiful silk stockings

Kayser

"Makes an
 Ideal Christmas
 Gift."

Warings

NAIROBI FASHION CENTRE

APPROX HOUSE,
 ROYAL MOUNT ROAD,
 NAIROBI.

ACTION TAKEN IN CONNECTION WITH FACILITIES FOR THE TRANSPORT
OF COTTON CROP (1925)

		Date of order placed	Date of order placed	Date of order placed	Date of order placed
(2) <u>TRUCKS</u>		Cable sent to Green... 21.1.1924	21.1.1924	21.1.1924	21.1.1924
(3) <u>TRUCKS</u>		-	-	14.1.1924	14.1.1924
(4) <u>TRUCKS</u>		-	-	14.6.1924	14.6.1924
(5) <u>3 ADDITIONAL LIGHTERS FOR LAKE VICTORIA.</u>	See remarks under (4) - above.	6th March, 1924. (SP.12).	Cable sent to England 10th April, 1924.	16th July 1924	30th January 1925.
(6) <u>LOCOMOTIVES.</u> 28 G.D. Class Engines (Superchargers) to burn coal or wood fuel....	Approval given on same date.	21st Nov. 1923.	26th Nov. 1923. No. 380.	6.3.1924.	11th June 1924 24th June 1924 17th June 1924 14th Oct 1924
(7) <u>BOILING STOOK.</u> 25 Low sided Bogies. 40 Covered Goods Wagons. 25 High Sided Wagons. 5 Bogie Brake Vans.	14th August 1923 and 27.10.1923. (B.150/A/17) Sanctioned by Govt. on 21.8.24 (G.7345/34/6) and 12.11.1923.	6th March, 1924. (SP.12) Ex-Quonail's approval given on same date.	Cable sent to England. 3rd April 1924	30th April 24. 29th April 24. 6th July 1924	End of Sept End of July. 1st October
(8) 100 Bogie Covered Goods Wagons. 40 " Low sided wagons. 100 4-wheeled covered goods wagons 100 " Low sided wagons. 10 " Water Tanks. 1 Bogie Tank wagon 4,800 Galls.			Indent No. 542 dated 22.4.1924.	25th June 24. 25th June 24.	22nd October 10th Decembar

ACTION TAKEN IN CONNECTION WITH FACILITIES FOR THE TRANSPORT
OF COTTON CROP (1925)

Year	Date of order or contract	Date of indent	Date of order	Approximate date of delivery	Approximate date when the order is completed	Approximate date of completion	Remarks
1923	Order for 2000 tons (dated 20th Nov. 1923). Cable finally placing orders (sent 7.1.1924)	No indent.					Erection to be commenced at completion of erection of the two lighters (item 2). Subdt. Busoga Railway Marine estimates completion six months after
- do -	- do -	- do -	13.1.1924	31.4.1924		About February, 1925.	Subdt. Busoga Railway Marine estimates completing erection in three months after arrival at Hammagali.
- do -	Cable finally placing order sent 8.1.1924	- do -	14.4.1924	June 1924		March, 1925.	Marine Superintendent estimates completion five months after arrival of material at Hammagali.
(20.1.24)	Order for 2000 tons (dated 20th Nov. 1923)			About August 1924			
Order under above.				January and February 1925			
1924	Cable sent to England 10th April, 1924.	Indent No. 549. D/- 28.4.24.	18th July 1924	18th January 1925	early March 1925.	April to early June, 1925.	Completion of erection at the rate of three a fortnight after receipt of all material.
21st Nov. 1923	21st Nov. 1923	26th Nov. 1923 No. 588.	8.3.1924.	11th June 1924 24th June 1924 17th June 1924 14th Octr 1924	already arrived + end of Nov. 1924.	in course of erection at present.	
1924	Cable sent to England. 3rd April 1924	Indent No. 542 dated 22.4.1924.	30th April 24. 26th April 24. 9th July 1924 25th June 24. 25th June 24.	End of Sept. 24 End of July. 24 1st October 24 22nd October 24 10th Decembr 24	Nov. 24. Sept. 24 Nov. 24 early Dec. 24. mid Jan. 24.	January and February 1925.	20 Low sides wagons bogie arrived. Rolling stock can be erected at the rate of 20 to 25 per week after receipt of all material.

PARTICULARS	Date and Authority of Purchase	Approximate Value	Date of Incident	Date of Contract placed.	Approx. date delivered in England	Approx. date received in U.S.
<p>(12) <u>WINDING AND WING PIER.</u> (a) Winding and Wing Pier. (b) Winding and Wing Pier by 40' and 200' diameter of 100' diameter of 100'.</p>	<p>22nd July 1924.</p>				<p>10.10.1924.</p>	
<p>(13) <u>WINDING AND WING PIER.</u> (a) Winding and Wing Pier. (b) Winding and Wing Pier by 40' and 200' diameter of 100'.</p>	<p>6th June 1924. Approved by Uganda Govt. 20.6.1924.</p>				<p>June, 1924.</p>	
<p>(14) <u>WINDING AND WING PIER.</u> (a) Winding and Wing Pier. (b) Winding and Wing Pier by 40' and 200' diameter of 100'.</p>	<p>6th June 1924. Approved by Uganda Govt. 20.6.1924.</p>				<p>June, 1924.</p>	
<p>(15) <u>WINDING AND WING PIER.</u> (a) Winding and Wing Pier. (b) Winding and Wing Pier by 40' and 200' diameter of 100'.</p>	<p>6th June 1924. Approved by Uganda Govt. 20.6.1924.</p>				<p>June, 1924.</p>	
<p>(16) <u>WINDING AND WING PIER.</u></p>						
<p>(17) <u>WINDING AND WING PIER.</u></p>						
<p>(18) <u>WINDING AND WING PIER.</u></p>						
<p>(19) <u>WINDING AND WING PIER.</u></p>						
<p>(20) <u>WINDING AND WING PIER.</u></p>						
<p>(21) <u>WINDING AND WING PIER.</u></p>						
<p>(22) <u>WINDING AND WING PIER.</u></p>						

2. We did not mention the above in our official letter, partly because it does not bear directly on the question of delays in the execution of the requisitions sent to us, and partly because we do not want to run the risk of Commander Jenkin's auto trouble for being frank with us, but it does indicate that even had we mentioned the matter, it is hardly fair on Pe's part to suggest to the Soviets we implicitly does, that we also are the congestion of the traffic.

Yours sincerely,

[Handwritten signature]

LONDON

03

4. MILLBANK,

WESTMINSTER

LONDON, S.W. 1

CONFIDENTIAL

My very unofficial supplement to our letter of the 24th January on the subject of the strictures made upon us by voting in the Railway Executive Council, I have intended you to know that when Commander Jenkins visited my office on the 24th July to discuss the number of the motor vehicles, he expressed a wish that the limit was only for five vehicles, as he had expected the number to be five, and said that he had expected the number to be five. He stated that probably the Col. had had an idea of this but he had not expressed his opinion that necessarily we have a congestion of traffic as well as the cotton season commencing. The General Manager cabled to us on the 24th December ordering five more 2 ton lorries and 1000 trailers.


F. C. Bottomley Esq., C.M.G., O.B.E.,

/2. We

CA

2. We did not mention the above in our official letter, partly because it does not bear directly on the question of delays in the execution of the requisitions sent to us, and partly because we do not want to run the risk of Commander Jenkin getting into trouble for being frank with us; but it does indicate that even had we been fully in the matter, it is hardly fair on Pe... 's part to suggest to the... we... implicitly does, that... are... the congestion of the traffic.

Yours sincerely,





C.O.
2929
25 JAN 25

70

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES
THE DATE OF THIS LETTER BEING QUOTED
AND THE FOLLOWING REFERENCE
TELEGRAMS: CROWN, LONDON
TELEPHONE: 7780 VICTORIA

4, MILLBANK,
WESTMINSTER,
LONDON, S.W. 1.

19th January 1925

Sir,

I have the honour to inform you that
our attention has been called to the enclosed
statement of Mr. Felling of the 22nd inst.
relating to a speech made by Mr. Felling, the
General Manager of the Uganda Railway,
Legislative Council of Uganda, on the 17th inst.
Mr. Felling is stated to have said that
England is completely
orders for the railway to have said that if
the railway is to place orders direct
instead of through the Crown Agents there would
be a possibility of speeding up deliveries.

2. This statement clearly implies that
there have been grave delays in the supply of
stores for the Uganda Railway Administration for
which we are considered responsible, and therefore
constitutes a serious reflection on our Office.
It is not for us to comment on the propriety of
the General Manager making such a speech in the
Legislative Council, nor obviously can we answer
the general charge of delay, but, as Mr. Felling
appears to have referred specifically to three
matters, viz:-

/(1) a

THE UNDER SECRETARY OF STATE,
COLONIAL OFFICE, S.W. 1.

CA

(1) a steamer for Lake Kioga

(2) a motor launch

(3) a motor launch

have taken immediate steps to

all the interests which were on a

to understand the

EXTRACT FROM "THE TIMES" DATED 22nd DEC. 1924.

... Mr. Felling...
 ... attention...
 ... Mr. Felling...
 ... A...
 ... had not...
 ... orders for...
 ... also orders for...
 ... The...
 ... rapidly...
 ... Mr. Felling...
 ... in dealing with the Uganda...
 ... the greatest difficulty...
 ... on the railways, but on harbours and...
 ... deficiencies. The Government of Uganda, which...
 ... was doing its best, must accept responsibility...
 ... Mr. Felling said that...
 ... if the railway was allowed to place orders direct...
 ... instead of through the Crown Agents, there was a...
 ... possibility of speeding up deliveries.

(d) Some trouble with one of the boilers.

These delays were reported to the Colony in April, August, September and October. Every afternoon has been a day with a view to the fitting delivery.

The boiler has been from Kisumu since April. The steelwork for the boiler is now being assembled at the "Kabanga" which was due to leave Birkbeck on the 22nd January but has been delayed. The boilers will be tested on the 22nd. They are the rest of the machine.

Cranes.

Mrs. Felling also refers to the cranes for which we have not been completely. We set out with the cranes for the railway for the purpose of fitting the past work. The cranes are now being assembled at Kisumu. They have all received prompt attention.

Uganda Railway Requisition No.

Ordered for two for East	8. 12. 21.
Hubbard Ltd	25. 1. 24.
Date for delivery	9. 5. 24.
(These two cranes were to a certain extent specially designed and constructed to suit the clearances specified in the Railway Indent)	
Shipped by B.S. "Nevas"	12. 16. 24.

Uganda Railway Requisition No. 4030

Telegram received from Colony asking for quotations and date of delivery for 2 Scotch Derrick Steam Cranes for Kilindini Lighter Wharf 15. 3. 24

The terms of this telegram necessitated reference to Messrs. Goode, Fitzmaurice

Wilson

Wilson & Mitchell who prepared a specification and we called for tenders from nine firms on..... 9. 24

Tenders were received on 24. 4. 24 and after consultation with the Consulting Engineers and the contractors a telegram was sent giving prices and delivery on 13. 5. 24

Telegram from London for two cranes from British S.S. 14. 24

Order placed on 27. 9. 24

In this case the cranes were of special design and construction, but having approval of the cranes and longer line than usual. The cranes were ordered from the S.S. as they were the only ones of the type.

Shipped by s.s. "STORM".....

The delay in delivery was due to the difficulty of obtaining the cranes and later to the non-availability of the cranes. In view of the late in delivery of the cranes we therefore gave permission for the cranes to be taken from the S.S. for further use.

VAY - requisition No. 4188.

Crane received from London ordering two hand operated travelling cranes.
 3-ton 24. 7. 24
 Order placed with H. Morris 1. 8. 24
 Date for delivery 9. 24
 Cranes inspected and passed 19. 9. 24
 Shipped by s.s. "STANLEY HALL" 25. 10. 24

This was the next opportunity of shipment from Birkenhead.

UGANDA RAILWAY - Requisition No. 234.

Indent received for:-

2 - 2-ton Portable Steam Loco. cranes 20 ft. "M.P.L.S."	} 22. 9. 24
1 - 2-ton -do- -do- 27 ft. "	
1 - 3-ton -do- -do- 27 ft. "	

Colony/

Colony specified Cowans Sheldon & Co.
 Specification received from Consulting
 Engineer 17.10.24
 Telegram from Colony 02.10.24
 Orders issued to nine firms 2.11.24
 Order placed with Messrs. G. & J. 1.12.24
 Date for delivery fixed 2.12.24
 One crane per week
 First crane now ready and will be shipped 22. 1. 25.
 Second crane well under test and will
 probably also be shipped

From the General Manager's telegram received
 at the Colonial Office on the 22nd October 1924
 it appeared that the Railway Authorities were
 requiring the cranes to be delivered particularly
 of these requisitions (demanded under indent
 No. 423) of the 5th August last. Crown Agents'
 Requisition No. 423). The indent for these cranes
 included a detailed specification of the cranes
 required and stated that the makers were Messrs. Cowans
 Sheldon & Company of Carlisle, and it is quite evident
 that the Railway Authorities had this particular firm's
 cranes in view.

When the telegram of the 22nd October came to
 hand, tenders for these cranes had not yet been received,
 but in view of the urgent request as to the time of
 delivery, Messrs. Cowans, Sheldon & Company (the firm
 named in the indent) were asked to state when they could
 deliver the cranes; the reply was June 1925, and this
 date was given in our telegraphic reply of the 6th
 November 1924 to the General Manager, Uganda Railway.

/When

When the tenders were received, however, it was found that Messrs. Cowans, Son & Company did not submit a quotation, and that Messrs. Grafton & Company, Bedford, who offered prices substantially similar to those specified, quoted a very favourable delivery. The order was therefore placed with Messrs. Grafton & Son. The firm were shown ready arrangements to have been made to transport the S.S. "Mascot" as well as the second order. The second order was also shipped by the firm.

As stated above, the order No. 654 of 1924 was placed with Messrs. Grafton & Son. The delivery of the vehicles was delayed for some time. The order was placed with Messrs. Grafton & Son, an equally good manufacturer, resulting in a saving of some four to five months in the time of delivery.

(3) Motor Lorries.

The vehicles in respect of which delay in delivery is complained about are essentially those ordered under Requisition No. 4194, in pursuance of the following telegram from the General Manager dated the 11th July 1924:-

"Order three more Albion motor lorries 2 ton capacity each requisition 4012 also one 4 ton and one passenger vehicle after consultation with Commander Jenkins see my letter No. E. 1068 dated 4th April last with sufficient essential spares. Parts and spares should be standardised and interchangeable wherever possible to conform lorries under requisition 4012 chargeable to Uganda Railway account. If considered advisable Giant Pneumatic tyres should be fitted to one 2 ton lorry for experimental purposes."

/Immediately

Immediately on his arrival in this country Commander Jenkins was communicated with and he called on this Office on the 21st July and he called on the 22nd July and the certificates of the officers were forwarded.

The specifications were issued to the Albion Co. and the five vehicles required. On the 18th September a letter was received from the Albion Co. stating that the vehicles were ready for delivery.

On the 18th September a letter was received from the Albion Co. stating that the vehicles were ready for delivery. The letter stated that the vehicles were ready for delivery on the 18th September 1924.

On the 18th September 1924 a letter was received from the Albion Co. for the passenger mail van.

25th September 1924. Orders placed for the 4 ton 6-wheeled lorry and passenger mail van.

Delivery of the 4 ton lorry promised by the 12th December.

Delivery of the passenger van completed by 24th December.

29th December 1924. A letter was received from the Albion Co. stating that the road test on the 4 ton 6-wheeler

wheeler had not been altogether satisfactory and that the vehicle had been withdrawn for alteration to be made in its design, with probably some delay in delivery of the same.

1st December 1924. The following was received from Messrs. Railway reading as follows:

"Albion lorries ordered by us in July not yet received owing to serious congestion of traffic for some time. Require more lorries immediately. We order placed now more lorries and also five additional five 2 ton lorries. Can Albions also supply them? Their letter dated 1st September. Marine Superintendent, Japanese Railway."

18th December 1924. Reply to the above.

In reference your telegram of 1st December we are pleased to inform you that our lorries offer delivery five 2 ton chassis in 11 weeks. If desired these chassis can now be supplied with 14" wheels, 14" x 5" and Glas. sp. in Rubber tyre cost each £824 ster. Transport just as usual. We can also supply referring to the remaining vehicles 18th January (shown "gentle")

The period quoted for the deliveries of these vehicles is not excessive in view of the fact that they embody special features which are not to be found on the firm's standard types as in use in this country. For instance, the three 2 ton chassis are fitted with special wheels to suit lagged on tyres, are fitted with apparatus for using paraffin as fuel, and are provided with specially low gear ratios and 50 gallon auxiliary paraffin tanks.

The 4 ton 6-wheeler is also of special construction in the following respect :-

Lagged on tyres. It is the first vehicle of this size which the Albion Co. have produced as a 6-wheeler and

/consequently

consequently the chassis arrangement had to be re-
designed before the order could be placed. The
passenger mail van had to be fitted with a special

design of seats to suit Commander Jenks' requirements.

CHIEF OF THE CROWN AGENTS FOR THE STRAITS SETTLEMENTS

16th January, 1925

PHOTIC REPRODUCED BY THE NATIONAL ARCHIVES

C. D.
28 JAN
1901

31

31 January 1901

Dear Sir,
I am etc. to act. The right?
your letter of the 19th of July
in which you draw attention
to the fact that the
General Meeting
of the Legislative Council
of the Colony

was not in form, or
apparently intended to be
an attack on the execution
of orders by the Crown
Agents for the Colonies. A
copy of Mr. Felling's speech

DEPT

MINUTE

- Sir J. Lubbock
- Sir G. Davis
- Sir G. Gendle
- Sir J. Macartney Smith
- Lord Arnold
- Mr. Thomas

Hand (in Charles) form
20/1/01

copy 11/1/01

as reported in the "East African Standard" of the 20th & 21st December,

is enclosed for your information.

3. Before communicating your letter to the

~~3. You will be pleased to find that~~

~~firm of Messrs. J. & J. ... in ...~~

~~... that ... in ...~~

~~... should be ... to the statement by~~

~~... published by ...~~

The General Manager

has had

... in order to ...

... delivery

... for your ...

This course into account in

dealing with firms; and has for in

your opinion, quicker delivery might have

been obtained by any reasonable increase

in the price.

W. C. BOTTOMLEY