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TIGHTLY BOUND FOR ALL WORDS TO BE
REPRODUCED IN ENTIRETY

15. Uganda. Position of Governor. I do not think that automatic K.C.M.G.s are likely to be adopted. The prestige of the King's representative probably outweighs everything else in the native mind.
16. Cotton. These points have been dealt with in the General Manager's report, to be read and in that respect under "Railway". The incentives of shortage of labour and ^{to the extent of} shortage of food are undoubtedly important.
17. Cotton. Women's Labour. I think that the position is that whereas food production is almost entirely women's work, cultivation for said is almost entirely men's work.
18. Lake Terminus. The railway extension will completely alter the conditions of lake transport and we must be sure that the existing steamers, supplemented by tugs and lighters, will not cease to carry off the cargo, before we spend money on deeper steamers and a new port.
19. Sugar and Motor Spirits. This possibility is actively under consideration.
20. Air Service. This is in a rudimentary state at present and I confess to a feeling that it will not be an economic proposition until air services elsewhere have established their commercial valuation.
21. Malaria Prevention. This is important, as Mr. Wigglesworth states, but it is not likely to drop out of sight.

22. Advisory Board.

think
I believe that

64

The advice of experts, invited as required on particular points, would be far more useful than that of an Advisory Board which cannot be representative on all points.

Wells

29.6.22

*of Advisory Board
wants to be the
Advisory Board
cannot be representative
on all points*

Labour. Sir D. Cameron has this question in hand. German influence. Of course the Governor is consulted on all points on which this problem arises:

Crown Agents and Railway Stores. Without technical knowledge, it is not easy to allocate the blame for the delays which undoubtedly occur. Recently I discovered a case in which frames for restaurant cars were delivered by the contractors some nine months after the promised date. On the other hand the Crown Agents have on occasion apparently been successful in accelerating supplies by means of repeat orders. Difficulty arises from the fact that our officials believe that any complaint against the Crown Agents reacts disastrously on themselves, and consequently cases of delay do not come to our knowledge.

Maritime and Lighterage Monopolies. Sir D. Cameron before leaving discussed with me the inadequacy and high cost of lighterage and asked if we would support him in threatening, and if necessary, undertaking Government competition in lighterage, as had been done in Nigeria. I told him that I had no doubt we could carry the Treasury with us if good cause were shown.

Congestion on Uganda Railway. This is, I think, an additional argument for the Kwana line, as, even if the cotton from that area were to continue to go by Mombasa, the output of heavy stuff (grain, hides etc), which is expensive to handle twice from Mwanza port is rapidly increasing.

Generally. Mr. Wigglesworth's account of progress in Tanganyika is satisfactory. I agree with Mr. Bottomley with regard to the proposal for an Advisory Board.

Wigglesworth

Minutes of Meeting of the East African Board

Board held on Friday, 1st July, 1925.

Present

- Mr. Ormerod, Comptroller (Chairman)
- Sir Sydney Henn, B.E.A., M.R. (Chairman)
- Major E. Crossley
- Major Sir R. H. Harcourt, B.E.A., B.S.O.
- H.C. Allen

- A. Wigglesworth, Esq.
- Sir Trewredyn Wyatt, K.C.S.I., A.C.I.E.
- Sir Alfred Sharpe, K.C.M.G., C.I.E. (Member)

J. Spade & Allen, Esq., M.P. (Chairman of Joint East African Committee of London, Manchester and Liverpool Chambers of Commerce)

F.G. Mellersh, Secretary

- Mr. Stanley
- Mr. Green
- Mr. Pottowley
- Mr. Seal

The Chairman referred to the memoranda which had been submitted by the Board containing recommendations as to the future administration and development of ports in East Africa, and asked whether there would be any objection to accept the same. He said that the same were communicated confidentially to the East African Governments. Sir Sydney Henn, while referring to this course, suggested that some modification of the document might possibly be necessary in the light of the discussion which would take place.

He urged that the question of the port was most difficult and at the same time most urgent. Progress with the Uganda Road system was in advance of the progress of the railway and the railway in turn was in advance of the port facilities. Therefore, in view of the former railway extension foreshadowed in the East Africa Commission Report, the development of the port was of vital importance.

Administration. In reply to an inquiry from Sir Sydney Hennas as to whether any action had been taken as a result of the appointment of the Government of Kenya of a Port and Facilities Commission, Mr. Bortolotto stated that the work of the Commission had been to cover the general question of port facilities. Sir Sydney Hennas said that the Port and Facilities Board for the operation of a Port and Facilities Lines which had been well provided with the opinion existed in East Africa that the port should be controlled over to the Government while the Board were ^{not} ~~not~~ _{what was} of port control would be... The question of... to the taking... of... the profits... that it would... whether... were made before... accounts of the railway were finally completed.

The Board were informed that the proposals with regard to the new system of railway administration would be made to the Board on the 1st of August. It was stated that it might be necessary to have a special committee to report on the control of the railways, and a Railways draft paper in Council did not appear to have been prepared.

(2) Port Facilities. The Board were informed that the four new berths on the River Mersey, which were to be constructed by the Government, would be of the type known as "water berths". It was stated that the Board had expressed a desire to have a monopoly of the berths, but the Government had refused to do so. It was stated that the Board had expressed a desire to have a monopoly of the berths, but the Government had refused to do so. It was stated that the Board had expressed a desire to have a monopoly of the berths, but the Government had refused to do so.

of the
The Board were informed that the proposals for the construction of a new pier at Liverpool would be made to the Board on the 1st of August. It was stated that it might be necessary to have a special committee to report on the control of the railways, and a Railways draft paper in Council did not appear to have been prepared. The Board were informed that the proposals for the construction of a new pier at Liverpool would be made to the Board on the 1st of August. It was stated that it might be necessary to have a special committee to report on the control of the railways, and a Railways draft paper in Council did not appear to have been prepared.

was extremely limited and that the same case was
made out for immediate inquiry into the comparative
value of this port and Sasan Bay. *Subsidiary enquiry*
It would be desirable that the matter be more suitable, it would
be desirable to spend some on the development of both.
Mr. McLeaver on the other hand
some that although it is entrance to Dar-es-Salaam
it might be a bottle-neck for itself

finite capacity for goods ships as a
perfect anchorage. At Sasan Bay, however, the
tide went out for two miles and the roadstead was
exposed to wind and weather. He, therefore,
considered ^{but} it was proposed that the
possibilities of Dar-es-Salaam should
be investigated.

Sir Henry Dugutt supported Mr.
Wiglesworth's view and pointed out that at German
ports *acc* there were no difficulties
in ships entering.

The Chairman of the Council at the apex of
the Council is the responsibility to the
harbour services - Sasan Bay
the Council should be advised.

It was suggested that the Colonial Office should
send out a Memorandum to the Local Government *falls*

In further discussion on the subject of
the port facilities, Mr. Sanders Allen observed
that the anchorage at Sasan Bay was worth
considering in this connection. Most of the
cotton from this port was carried by liners;

cotton

portion of the bulk cargo was carried by tramps.
 "Tramp traffic ^{would} will be encouraged by the provision of
 deep-water berths, and it is essential
 to provide for the employment of such traffic.
 At present the number of tramp steamers calling at
 Kilauea is ^{about} 12 (in the past years).
 It is ^{advised} ^{to} ^{be} ^{considered} ^{that} ^{at} ^{the}
 present time it would be ^{advised} ^{to} ^{be} ^{considered} ^{that} ^{at} ^{the}
 deep-water wharves here. The traffic from Kilauea
 was very large, and heavy cargo. Unlike
 Kilauea the wharves at Kilauea were privately
 owned, and any heavy capital expenditure or expenses
 would not be ^{accounted} ^{for} ^{by} ^{the} ^{Government} ⁱⁿ ^{the} ^{event} ^{of} ^{raising} ^{the} ^{traffic}
 rates. The ^{Government} ^{should} ^{provide} ^{the} ^{facilities} ^{and} ^{services}
 of course, to ^{be} ^{provided} ^{for} ^{the} ^{Government} ^{ships}.

The ^{cost} ^{of} ^{two} ^{deep} ^{water} ^{wharves} ^{at} ^{Kilauea} ^{is} ^{estimated}
 at ^{about} [£] ^{100,000} ^{and} ^{the} ^{estimated}
 expenditure was ^{not} ^{to} ^{be} ^{included} ⁱⁿ ^{the} ^{Report} ^{of} ¹⁹²¹.

The Board ^{referred} ^{the} ^{matter} ^{to} ^{the} ^{Board} ^{of} ^{Trade} ^{and} ^{Commerce}
 private estates in ^{the} ^{Colonial} ^{Office} ^{and} ^{the} ^{Board} ^{of} ^{Trade} ^{and} ^{Commerce}
 forwarded to the Colonial Office. ^{It} ^{is} ^{not} ^{clear} ^{whether} ^{or} ^{not} ^{they} ^{did} ^{or} ^{not}
 necessarily share the views expressed in this
 memorandum. ^{It} ^{is} ^{not} ^{clear} ^{whether} ^{or} ^{not} ^{they} ^{did} ^{or} ^{not}
 for investigation of the Department of State.
 Sidney H. Menn ^{has} ^{been} ^{asked} ^{to} ^{take} ^{into} ^{consideration} ^{on} ^{the} ^{Report} ^{of} ¹⁹²¹
 Report of 1921 ^{has} ^{been} ^{asked} ^{to} ^{take} ^{into} ^{consideration} ^{on} ^{the} ^{Report} ^{of} ¹⁹²¹
 and was informed that it was ^{not} ^{being} ^{considered} ⁱⁿ ^{connection} ^{with} ^{the} ^{East} ^{African} ^{Commission's} ^{report}
 He asked that it should be considered in connection

with

with the memorandum... the disposal of the West Africa Commission... a general principle... the Board would... Sir G. J. H. ...

the Board... the Board on native labour in Africa was the... Sir G. J. H. ... explained... the views of the Board, which were... source... appoint... following points:-

1. The ideal... Governments had... their instructions... interpreted... It was... "policy" ... it should be... which... wide... subject.

... references... was not... the majority of... in respect; but those... to keep abreast of progress in...

LONDON

this matter should be entrusted to do so.

(d) With regard to paragraph 24 of the Report of the Economic and Finance Committee on "Relative Labour", it was referred to in the memorandum, Mr. ... stated that a new ... had been ... by the Kenya Government ... carried out the recommendations ... was

... that in ...

... Department ...

... as necessary ... of labour ...

... recruiting ... district ...

... Officers ...

... Officers ...

... Officers ...

... Memoranda ...

... Kenya, Uganda, Tanganyika ... prepared for the ...

... The ...

Uganda

Tanganyika

Kenya

... the

5. At the ... of the ... Sir ...

Department ... the question of labour for the cotton

Memorandum ... which had ... the basis of the ... memorandum ... submitted ... had been ...

Set apart ... docket

... fisheries in Uganda. It was ...

... some assurance ... labor ... available ... the coming season ...

probably wish for some assurance

~~... connection with ...~~

... next crop. The ... Government ... but ...

by ...

... however, be ... Sir Sydney ...

... a question of ...

... the labor would ...