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LORE INCAPPE.

3rd June 1925.

UGANDA RAILWAY. CONGESTION AT KILINDINI.

For a copy of the letters received from B.I. Steam Navigation Co's agents at Kilindini stating as to congestion. Consider G.H. should be free to devote his energy to railway affairs, the Port being carried on by Mercantile Community.

Executive Dept.

M. N. THE

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3rd June 1925

Mr. Grumbly-Jore.

My firm (Messrs Gray Dawes & Co.) have recently received two letters from the British India Steam Navigation Company at Mombasa in connection with the condition of the port of Mombasa and the working of the Uganda Railway.

These communications might interest you and I therefore append them, viz:-

29th April 1925.

Dear Sirs,

Congestion at Mombasa.

We thought it advisable to draw the attention of the members of the local Conference to the state of the Port at present and bring to their notice the volume of cargo that will have to be dealt with next month.

Considerable quantities of permanent way material for the Uganda Railway are arriving and much more on the way. Already little space is left upon which to stack this material after landing from lighters and unless rapid clearance is made before shipments are due to arrive next month, the position will be serious indeed as

transport up-country.

As regards up-country, and especially Uganda, the state of the Railway Piers at Jinja, Fort Bell, Kisumu, and at the various smaller ports, almost defies description, and the merchants of Uganda met the General Manager of the Uganda Railway at Kampala recently and thrashed the matter out.

Yours faithfully,

(Sgd) Smith Mackenzie & Co.
Agents.

6th May 1922.

Dear Sir,

Congestion at Kilindini.

In continuation of our letter of 29th ultimo No. PG/4, we have to advise that the General Manager of the Uganda Railway attended a special meeting of the local 'Conference Lines' Agents on the 30th ultimo and the position was put clearly before him, namely that the Steamship Agents were very much concerned with the outlook as regards despatch to steamers during this month, as a result of the large quantities of cargo that would be moving inward and outward at Kilindini.

Not only were the Customs Sheds and stacking grounds
"inside the Customs enclosure already blocked and likely
"to remain so for some time, but space for such cargo as
"coal, rails and sleepers, which were stacked in the open
"in the proximity of the beach, was becoming curtailed, and
"the problems of finding room for future arrivals, unless
"the Railway effected a speedy clearance of what was already
"ashore, would be a difficult matter to solve.

The crux of the difficulty is ~~that~~ the Railway have
"either insufficient rolling stock or insufficient maintenance
"power, and the General Manager admitted that he was
"seriously short of engines but that they were at present
"almost every steamer and his workshop at half - was
"working day and night assembling locomotives, within
"ten days or a fortnight he hoped to have three, which
"would replace three which had been badly damaged
"recent accidents; thereafter the position would improve,
"on being urged to supply another shunting engine for work
"at Kilindini; he promised to do what he could, and to
"supply another crane for offloading heavy material of rails
"material in the stacking yard. This is a ~~matter~~
"hoped to provide to relieve the situation.

In the course of discussion he stated that he had
"instructed the Green Agents for the Colonies to limit
"shipments of Railway material to 3,000 tons per month,
"and as more than this quantity would appear to be on the
"water at the date of this meeting, he was to enquire, on

his return to Nairobi, why his instructions had not been carried out.

We sincerely trust that none of the Company's steamers will suffer through lighters being delayed ashore, and you may rely upon us doing our utmost to see that they get as good or better despatch than other steamers.

Yours faithfully,

(Sgd) Smith Mackenzie & Co.
Agents."

It appears to me that it would be in the interests of the Port and of Kenya generally if the Manager of the Uganda Railway were free to devote his undoubted energy and ability to the affairs of the Railway, and if the Port were left to be carried on by the Mercantile and Shipping Community

Yours sincerely,

McKenzie

Downing Street, S.W.

4th June, 1921.

My Lord,

In Mr. Crasby Lord's absence I
 have to acknowledge the receipt of your
 letter of the 2nd of June, regarding
 the condition of the Port of Calcutta
 and the working of the Grand Trunk
 Railway.

Mr. Crasby Lord will be
 returning to the office on the 6th
 of June when your letter will be laid
 before him.

Yours faithfully,

For Private Secretary.

Mr. Whittaker 6/6/25
Mr. [unclear] 1916

Mr. [unclear]
Mr. [unclear]
Mr. J. [unclear]
Mr. O. [unclear]
Mr. G. [unclear]
H. [unclear]
Mr. [unclear]
Mr. Amory

[Handwritten initials]

semi-official for Mr. [unclear] [unclear]'s sig.

DRAFT.

Downing Street,

15 June, 1925

Dear Dad [unclear]

unt Inchope,
C.S.I., K.C.M.G.,
K.C.I.E.

Your letter of the 3rd June regarding congestion at Kilindini, and the working of the Uganda Railway was brought to me on my return to the Office. I have ^{also} already received your letter of the 9th June saying that you expect to receive, about the 22nd of this month, a report regarding the Mbaraki question from your advisers in East Africa.

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We are most anxious to reach an early settlement about Mombasa Harbour, and to avoid any further delays in settling outstanding questions, but the failure to settle the question of the Mbaraki matter is holding up the whole question of the determination of the future management of the Port. I shall be very glad to discuss the whole matter

with

[Handwritten notes at bottom left:]
2/6/25

th you, either now, or, if you prefer it, as soon

you receive the report from your advisers, and

perhaps you would kindly let me know when it will

most convenient to you for us to have a dis-

ussion.

W. C. Wolf