

KENYA

X-4644
28 MAY 1926

DATE

TEL 177..28th May 1926;

610

COLONIAL LOANS PROGRAMME

Submits for approval certain additions which he proposes to make and requests to be informed by telegram whether course proposed is approved.

6593

L.G.
H.A.
29 Mr Allen
Mr Shackley

41

76

6/1/26

C.O.

533 347

(P. Shackley)

14664/26

Mr. Strachey.

The Governor is so chopping and changing about with these loan proposals that it is a little difficult to follow the changes from the papers. I hope, however, that the attached note may help you to understand the position. Of the additions to the loan programme here mentioned (i) and (ii) are, so far as I am aware, new, but the items under (iii) were foreshadowed in the Select Committee's Report and came under Head 5 on pages 6 et seq of their Report.

Mr. Bottomley was not able to go into this before going on leave, but I mentioned the matter to him and suggested action on the following lines, ~~in~~ which I understand he would have agreed generally, i.e. it seems clearly desirable to adopt the Governor's suggestion to put off consideration of modifications of the programme until we have submitted something final but in doing so we should clear up all the liabilities of state and the extent of any new liabilities incurred. The revised programme submitted to the Treasury can be considered in the light of the revised programme submitted to the Governor. I have not had time to discuss this with the Governor but I have written to him on the subject and will discuss it with him when I see him.

£ 2,000,000
should be
considered

I can then explain proposal to the Executive and if OK, send an official letter?

W.H. Allen

K.H.

1/6/46

I did this - no need to
write KCA again
W.H. Allen 1/6/46

3926. 30th April. With the concurrence of the Treasury, approval was given for loan expenditure up to a total of £4,712,410, of which £1,712,410 was for non-transport purposes. Further expenditure exceeding another £1,000,000 was contemplated, but not immediately proposed, and the Governor was informed that it would be necessary to consult the Treasury again before any further programme could be approved.

3926 14th May. A despatch was sent to the Governor in reference to the above telegram. The despatch also dealt with the question of reserve funds, and added that any further loan proposals would have to be considered in the light of the latest figures available with regard to the financial position of the Colony, and also with regard to the financial policy to be followed in the future.

30th April. Between the dates of the above telegrams a further despatch was received from the Treasury submitting modified proposals for the loan of the sum of £1,000,000 for the purpose of the plan of

This table shows that apart from the balance, £358,704, of the £3,500,000 loan the authority up to £3,000,000 given by the 1922 Ordinance is more than sufficient to cover the expenditure in view for 1926, i.e. £2,614,044.

There is, therefore, no great urgency for the passing of the special Ordinance relating to the colony loan, but we must ensure that the Transport Loan Ordinance is not longer delayed, although the Crown Agents seem satisfied to rely on the old 1922 Ordinance. It is desirable to ensure that the Colonial Government do not commit themselves to incur expenditure on works which have not yet been approved, and so leaving the Government with no option but to present the Budget with something of the nature of a fait accompli. Such a position will not ease matters when the time comes to consult them. I think, however, that this consideration need not prevent approval of the £20,000 for the 1926-27 year.

W.W.C.

6/2

6/3

Letter from the Secretary of State for the Colonies to the Governor of Hong Kong

Sent 1.0 p.m. 1st June, 1933.

Your telegram 23rd May No. 177 Loan.

approve course proposed that no additional services will be incurred.

services will be incurred in Hong Kong and in other parts of the colony.

of the 16th until I am in receipt of the programme when I shall be in a position to proceed.

amount of £2,900,000

of course to provide education.

boxed ✓ sent 615
6.0 pm 1 June
Jawid

C D
R. JUN
D. 2

Harcourt
Graham
Wilson
Fulcrum
Mery

1st June

Your telegram 28th May No. 177

Loan. Approve course proposed on the understanding that no expenditure will

be incurred on additional services not yet authorized such as those referred to in your telegram and in your

Confidential Despatch No. 54 of the

16th April until I am in receipt of

revised programme when I shall be in a

position to consult the Treasury.

Although I am in receipt of your

47 issue to proceed

with

DRAFT. PROGRAM

200: V. M. M. M.

(400)

Telegram from the Governor of Kenya to the
Secretary of State for the Colonies.

4644

9 MAY 1926

Dated 28th May, 1926.

(Received Colonial Office 6.5 p.m. 28th May, 1926.)

613

177. Your telegram of 12th May.

I have in view the following additions to the loan
programme, viz:

(i) Education and Medical Building(s) mainly for
native reserves but partly also for Indians.

(ii) Essential Municipal services principally in
Nairobi and Mombassa.

(iii) Central block Government Office Supreme Court
House Central Gaol Police Station Quarters and
Mines all in Nairobi. Interest and Sinking Fund

on (i) and (ii) above will be met from sources
additional to or distinct from present Colonial
Revenue. Need of (iii) is being forcibly impressed

upon me by steadily increasing expenditure from
Revenue on maintenance and extension of present old
buildings which though wasteful is at present
inevitable. I can do work on building

schemes at all times but I should like to have had

more time to consider the matter on a basis

of Native Education and other well-considered

I have been made aware of Municipal schemes

(i) I can review total proposed expenditure in the

light of your promise to dispatch an estimate of

estimate of revenue and expenditure, but not

without your approval I would prefer to send

you

you the new schedule and proposed modification of
schedule already approved by the end of this year
reserving until next year Bill to cover the whole
programme in its revised form as finally approved
by you. Shall be grateful for reply by telegraph
as to whether you approve this course.

617

SV
11/15/16
Kanga

618

W. Allen 2/6
Katharine 12/16/6

10 JUN 1926

I have to be advised the

Receipt of New York 10/16/16

The 1st way forwarding

the Report of the Committee

appointed to investigate

the question of the proposed

Native handling of fuel

also petrol kerosene &

Coal at Kulu-dena

It is noted that I

in a note that I

may expect further

from you with regard to

the matters referred to in

the Committee's report of the

DRAFT. Carson after
discussion of
minutes

59
19

rec 1925
(51) 69/11
FW

11/15/16

Business of oil & other petroleum

General. In this connection with

reference to para 10 of the draft

I enclose a copy of a preliminary

Report which has been prepared,

for the use of the East African States & Local
The Mitchell Committee

3. I believe that in para

11 (C) of the Report enclosed in your

draft it is proposed that the Customs

of the proper rules governing the

handling & storing of oil in

the Shinyanga area should be

referred to the Committee attached to

the draft of notes on tariffs in the

area deep water wharves

to be on the Petroleum Dept &

assume that the Model regulations

included in the Mitchell's file draft

of the 18th May 1922 will be

referred to the Committee

Ch. Hall
Great Ferry
Lomb. Exp. Co.
Nikhell
report on
to the

Mitchell
has been
preliminary
local
of it
was in
the Com-
had been
officially
in other
to be

sent letter from the
Petroleum Dept regarding

with relation to the

storage & transport of

Petroleum which have

reference to that Dept with the

trust the East of

It. The letter was to be

direct although it is

mainly concerned with the

issues of storage in

small quantities

of. I am still

awaiting the

the Dept. Secretary

Council will read to the
report
Recommendations of the
Port Commission generally

I have

(signed) L. S. AMERY



X. 4485
 GOVERNMENT HOUSE
 NAIROBI

KENYA

MAY 1963

Sir,

With reference to paragraph 2 of your despatch No.49 of the 15th of January relative to an extract from a Report of the Committee appointed to investigate matters in connection with the present and future handling of fuel oils, petrol, kerosene, and coal at Kilindini Harbour, I have the honour now to forward for your information copies of the Report of the Committee.

2. It will have been noted from paragraphs 179 to 193 of the Report of the Port Commission of Enquiry that the above was fully considered by the Commission and that generally the recommendations of the Commission are accepted.

The Commission also recommended that the Commission should be empowered to investigate and report on the handling of fuel oils, petrol, kerosene, and coal at Kilindini Harbour.

Yours faithfully,
 [Signature]

4. As regards recommendation (b) in paragraph 11 of the Report the question of alienating case storage and bulk storage plots at Shimanzi will be dealt with by the General Manager, Kenya and Uganda Railway, as soon as the plan of the area is ready as a result of the survey referred to in paragraph 8 of this despatch. Notices have, therefore, as yet not been sent to the Vacuum Oil Company or the Anglo-Persian Oil Company in accordance with the recommendation under reference.

5. Recommendation (d) of the Report is the subject of correspondence in the communications terminating with your despatch under reference and a separate despatch will be sent you in due course after the latter has been fully considered.

6. In regard to recommendation (e) of the Report, the three buoys asked for by the Port Captain have been indented for ^{and} the Crown Agents for the Colonies have recently intimated that these will be ready at the end of April.

7. In regard to recommendation (f), provided under the heading "Estimate" and under the heading "Public Works Estimate", the estimate for expenditure of £2,400 for the purchase of 100 tons of kerosene for the Vacuum Oil Company, which is to be used for the lighting of the Calabar Station, has been approved by the Government. A separate despatch will be sent you in due course. The estimate for the purchase of 100 tons of kerosene for the lighting of the Calabar Station has also been approved by the Government. A separate despatch will be sent you in due course.

question from Kilindini Railway Station is being built at a cost of £2,000 by the Railway Administration this amount being available from the £3,000,000 Loan. The General Manager, Kenya and Uganda Railway, is also arranging for a Railway Siding to the case storage plots to be put in at an early date.

8. The survey suggested in recommendation (g) is now proceeding and is being undertaken by the District Surveyor, Mombasa, in collaboration with the Resident Engineer, Kilindini Harbour Works.

9. As regards recommendation (k) of the Report, the extra land applied for has now been alienated on terms agreed upon by the General Manager, Kenya and Uganda Railway, and the Commissioner of Lands which are identical with those already granted to the Company.

10. As regards the Committee's recommendation (h) in paragraph 11 and their remarks regarding the report of coal in paragraph 12 of their report I am pleased to inform you that Mr. Mitchell is at present engaged on a survey of the area of Kilindini and will report in due course upon suitable sites for an oil pier and for a pier for the handling of cargoes of coal. A further despatch will follow after receipt and consideration of Mr. Mitchell's Report.

I have the honour to be,

Sir,

Your most obedient, humble servant

Edward G. ...

REPORT OF A COMMITTEE APPOINTED TO INVESTIGATE
MATTERS IN CONNECTION WITH THE PRESENT AND
FUTURE HANDLING OF OILS AND PETROL AT
KILINDINI.

The Committee appointed by His Excellency the Acting Governor to investigate and to make recommendations to Government concerning the present and future importation and handling of fuel oils, petrol, kerosine and coal at Kilindini has the honour to report as follows:

The Committee duly met at Kilindini on the 16th and 18th September, 1926. All members being present, viz:

- The Commissioner of Customs, Kenya & Uganda Chairman
- The Chief Engineer, Uganda Railway
- The Resident Engineer, Kilindini Harbour Works
- The Acting Port Captain, and
- Mr. S.G. Bennett, Personal Assistant to the Director of Public Works.

Dealing first of all with fuel oil, petrol and kerosine the Committee find that at present these are dealt with partly at Kilindini and partly at Shimani, and visited these places.

At Kilindini the existing installation consists of Government godowns for the storage of petrol and kerosine; two large tanks belonging to the Uganda Railway for storage of fuel oil in bulk and one large tank belonging to British Imperial Oil Co. for the storage of kerosine in bulk. It was understood, however, that this latter is not in use, but may be utilized temporarily in the near future for the storage of fuel oil pending completion of arrangements

RODINO STREET,

16 June, 1926.

Sir,

I have the honour to acknowledge the receipt of your despatch No. 40 of the 1st May, forwarding the report of the Committee appointed to investigate the question of the present and future handling of fuel oils, petrol, kerosene and coal at Kilindini Harbour.

2. I note that I may expect further despatches from you with regard to the matters referred to in paragraphs 6 and 10 of your despatch.

3. I observe that in paragraph 11 (1) of the Report enclosed in your despatch it is proposed that the question of the proper rules governing the handling and storing of oil on the Kilindini area should be referred to the Committee appointed to draw up rules and tariffs for the new deep water wharves. I presume that the letter from the Petroleum Department and the Royal Regulations issued to Mr. Churchill's circular despatch of the 18th August 1921 will be communicated to the Committee; and I enclose a copy of a more recent letter from the Petroleum Department regarding matters relating to the storage and transport of petroleum which were referred to that Department at the request of the

Government

COLONEL
S. J. G. etc., etc., etc., D.S.O.
etc., etc., etc.

Government of Fiji. This letter may be of interest although it is mainly concerned with the question of storage in small quantities.

I am still awaiting the views of the Imperial Shipping Committee with regard to the report of the Port Commission generally.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) L. STAMERY

at Simonsi.

5. In Simonsi the Government has set apart a certain area of Crown land to be leased out in plots to oil companies engaged in the importation, storage and distribution of these oils. The only Company which has taken up land in this area at present is the British Imperial Oil Company, which has constructed a very fine and up to date installation for dealing with kerosine and petrol in bulk. This installation they propose to extend at an early date by the erection of additional tanks, packing plant, etc. already found necessary to deal with the rapidly increasing trade in oil and petrol. At the present time this Company imports a certain amount of fuel oil (5,309 tons this year up to the beginning of September) but for this purpose at present it uses the Magadi Soda Company's tanks. At this installation the British Imperial Oil Company performs the operation of packing petrol and kerosine in tins and cases for distribution throughout this country and also for re-export to Zanzibar, Tanganyika Territory and coast ports of this Colony.

6. At Kilindini petrol and kerosine in cases are landed in lighters which are beached as near as possible to the Government godowns, and the cases of oil have to be carried ashore through Messrs. Smith MacKenzie & Co's workshops and tug and lighter repairing premises before reaching the godowns in which they are stored and which will only accommodate about 40,000 cases. These storage godowns are built of timber and corrugated iron; they are adjacent to a firewood shed, right alongside a main line of railway and within a few yards of open forges in Messrs. Smith MacKenzie & Co's blacksmith's shop. These conditions are dangerous in the extreme and the storage/