1922 KENYA 34723 OVERNOR DORTHEY 17TH JULY 1922 Rec. 17 JUL 22 FOR CINCULATION . SUBJECT KILINDINI PIER Mr. Agrees as to necessity for investigation re-COLD STORAGE AGRAIN EMEVATOR as Govt enterprise and suggests early enquiry by expert from United of S.A. States as to desirability of capital cutla on pier by provision of two berths. Also suggests negotiations for substituting reinforced concrete while wharf for solid concrete block quay wall with view to saving capital outlay and seduction overhead charges on trailic. Urges necessity for prompt action. Mr. Mr. Grandle Sir H. Lamburt Sir H. Read 19/7/22 Sir J. Musinton Smith Mr. Wood necessity for prompt action. Mr. Thurshill Previous Paper MINUTES love must start with the gury wall. Ken forced coverate is farm frank and the compromed of come reduces the charge charges by new the ourters stay, It makes which will save and whom in the long men. I we down ten Contemplating breved traffic as in shows have left faved to Whole \$1,100,000 parter to remin to come arm will find us with the hands of him Parage Ithink distan , as to the free to the sa I do not within

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Minutes of a discussion on the provision of cold-storage and grain-elevators in Kenya, held at the colonial Office at 3 p.m., July 10th, 1922.

Present: -

Mr W.C. Bottomley
Mr A. Holm (Director of Agriculture, Kenya)
Colonel Tucker.

The purpose of the meeting was to consider primarily whether the provision of cold-atorage facilities and grain-elevators in the Colony should be undertaken by the Government or by private enterprise. The question was considered through out with special reference to the Railway and to the Harbour Works now being constructed at Kilindini.

Production.

The view expressed by Mr Holm, with which Colonel
Tucker was in general agreement, was that the facilities contemplated (whoever provided and controlled them) would not
enable Kenya to compete in the world's markets unless strenuous measures were taken at the same time to premote the
volume and quality of exportable produce. It was agreed
that a great need exists for Government experts to advise
and help producers and grade products. Such help had been
warmly welcomed by settlers. In this connection Colonel
Tucker expressed the hope that in the measures of economy
now being taken the distinction would be recognised between
productive and non-productive services. He made the further
observation that the provision of services need not necessarily
wait till a full volume of exports was ready to utilise them.

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There was a certain section of private enterprise which would be ready to speculate and to undertake the work in advance of immediate requirements. He emphasized the necessity of ensuring first rate quality in exports, as nothing below this would find a market in post-ver conditions. Grading was therefore most important; but improved transport facilities would themselves help greatly to maintain the required standard.

the meeting agreed that assistance at the production stage was an essential factor in the scheme for export facilities.

In connection with the grading of grain, note was taken of the following considerations:

storage accommodation would be available. Grading would therefore be done only at the coast until elevators are provided up country. It might prove desirable to make regulations for lat grade grain only to be exported, but, if so difficulties might be anticipated in

- 1) The seturn or disposal of grain which reached the Coast and was found below the grade for export
- 2) Prohibiting the export of native grown grain falling abort of the lat grade. Colonel Tucker observed that the large local market should be able to take all grain falling short of the exportable grade.

2. Transport

Mr Holm was of opinion that Government (as controlling the Harbour and Railways) should provide and control the additional export facilities proposed a mong the reasons for his view he gave:

- (a) That grading of grain for export would be part and parcel of the elevator scheme. It should be done by members of the Railway and Harbour Department under directions from the Agricultural Department
- (b) That there would be danger from lack of competition if elevators and cold storage were left to private enterprise. Suitable sites were limited, and their lease would virtually grant a monopoly.
- (c) If private enterprise constructed and controlled, it would probably be a large group of local producers (e.g. Maize Producer's Association for grain). But all exporters would not necessarily be members of the Association, and without competition preferential treatment and priority might result.

Looking to the financial aspect Mr Holm admitted that Government was short of capital as compared with private enterprise, but this should not, he thought, be allowed to override the principle of Government control. Money might be found for the cold storage scheme under the Special Expenditure vote for the Railway Department. He estimated that \$25,000 would cover the cost of cold storage and refrigerator cars, and this might be apread over two years. He thought that the time was not ripe for the elevator scheme. Grain must be marketed in bulk, and services should follow volume.

colonel Tucker gave figures anticipating a considerable exportable surplus of grain. Fresh land is being broken and the Plateau railway would bring in more. He concurred in the principle of dovernment control, and regarded the matter as argent in view of the completion of the Deepwater Pier two-berth scheme in 12 months' time. The provision of facilities should be planned to synchronise with this.

He preduced estimates and specifications of a

grain elevator from which it was roughly estimated that the inclusive coast would fall within £100,000.

It was noted that the plant of the Quay now under construction does not provide a site for an elevator, and it was agreed that a site should be reserved at once. Cold Storage sheds should also be on or as near as possible to the Quay. The meeting took note of the fact that the provision of elevators had been considered by a Special Commission in the Union of South Africa (the Reports being available) and that it might be possible to secure the advice of Mr Philips, the expert now engaged on the construction of elevators mark in the Union.

The meeting ended at 4.50 p.m. and a telegram to the Governor of Kenya was drafted by Mr Bottomley.

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TELEGRAM

From the Covernor of Kenya to the Secretains of Santa?

Dated 17th July

(Received Colonial Office 3.16 p.m. 17th July, 1922).

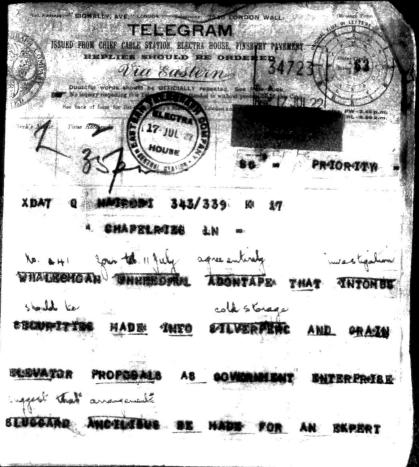
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No. 241. Your telegram lith July agree entirely that investigation should be made into cold storage and grain elevator proposals as Government enterprise suggest that arrangements be made for an expert from Union of South Africa to visit Kenya at earliest opportunity and advise on sites and operation of system. Two Recommideration of finance of deep water pier somene in the light of altered financial position of the Colony values and quantity of exportable produce indioates that existing scheme will impose for some time minimum financial overhead charge on traffic over the pier of fl per ton with handling costs. Reduction of capital outlay to r vide for two barths with storage and handling facilities fore matter of paramount necessity. Believe that large so perhaps £309,000 to £400,000 could still be effected givi effective service if prompt action taken. Part of these savings could be reallocated to other urgent port improvement including grain handling and cold storage. Three, My telegra 3rd February 1921 was based on Hammond's advice that cost of reinforced concrete pile wharf would be more expensive than solid concrete block quay wall. Believe this is no longer case and that chesper form of work is possible. Suggest to Grown Agents enter into negotiations with Committing Engine and contractors with a view to obtaining modification or eriginal contract securing chesper type of work for same services. Present form of pier may be best from engineering

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point

point of view but alterations in financial position of Colony necessitate reconsideration from other aspects economically outlay of capital being of paramount importance. Four, Matter most urgent if waste of money is to be avoided. Modification in contract need not affect contractors gross profits. Essential feature is to reduce overhead charges on working of pier and I believe this can be done time enabling cold storage and grain elevator services to be provided for without diminishing mileage of new railways to be built out of loan monies and savings on Uasin Gishu Railway which is earmarised for Myeri and Kitale outenations and which with additional sevings from Kilindini pier give possibility of being able to extend plateau railway into Kavirthondo and towards oction areas of the lake. Have spoken to Solanel Ly. paperesenting Bontings here the though obviously mable to take action in the matter acknowledges that cheaper form of piers is feesible if agreement can be quickly reached at how NORTHEY.



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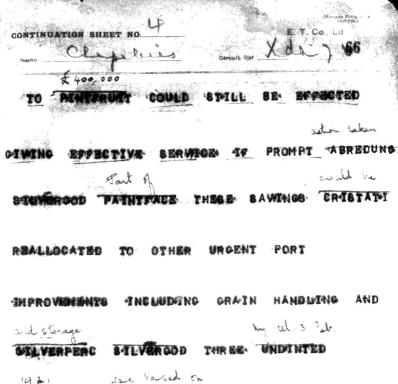
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