

EAST AFR. PROT
32695

C/O
32695
25 OCT 10

99

45 000
1910
24 Oct
at previous Paper
1/2

Kilindini

arrangements for handling cargo

Complaints present, ports inadequate + expensive
Understands a deep water pier could be built for
£60,000. Asks for copies of published papers. British
Railway shd take over all transshipment work at charge
to cover cost of same.

W. Road.

The idea of providing a deep water pier on wharf at Kilindini ^{was} ~~has been~~ deliberated but on one side after full discussion some four years ago, it has not yet been effectively moved. It was originally worked by the people who then thought that they were going to work the soda deposits of Lake Naqadi. In the absence of some such bulky export there has not been sufficient inducement to incur the expense. It is so far from

Copy comes from the 3rd

next subsequent Paper

14246

that it is again
we are waiting on
if we take up their concession, it remains
to be seen what pier or ~~wharf~~ ^{wharf} accommo-
dation they will require or will provide
for themselves, and where.

It is
they
want
number

We can hardly tell the B.C.G.A.
this. Reply that no papers have
been published on the subject, but
that the arrangements for the handling
of cargo at Kildine, including the
question of constructing a deep-water
pier, have been under discussion
for many years, ^{and} that the Govt.
have not yet seen their way to
construct such a pier, ~~or to repair~~
~~the pier as it is~~
to say that a copy of their letter will be
sent to the Govt. for his consideration.
Send the Govt. a copy of the letter
with reply.

Oct 28

To W. J. J. J. So present? I believe that

a deep water head could be
the present wharf of £30,000
not £80,000 mentioned by the Com.
for a new pier somewhere else.

H. J. R.
28/8

Col. Seely

(Very many thanks for the
note (copy))

Oct 29

Jan

25.
31.10. at once

C O
32695

92

25 OCT 10
GROWING ASSOCIATION.

THE BRITISH COTTON



15, CROSS STREET.

MANCHESTER

October 24th, 1910.

The Under Secretary of State,
Colonial Office,
London, S.W.

Sir,

The attention of my Council has been drawn to the inadequate arrangement for handling cargo for the Uganda Railway at the port of Kilindini.

2. As you are doubtless aware, the whole of the cargo, both inwards and outwards, has to be transferred from the Railway trucks to lighters and again from the lighters to the Ocean steamers; the charges made for these services are, we understand, 5/- a ton, which in the case of articles of low value is a very considerable charge, altogether from the delays which take place in shipments. There is no doubt also that steamers are constantly delayed through having to take their cargo in this manner, whereas if sufficient facilities were provided they would be able to discharge and take in cargo more rapidly, and consequently in the long run there would be more inducement for Steamship Owners to send their vessels to Kilindini with a corresponding advantage to the trade of both British East Africa and Uganda.

3. We have been informed that it is possible to erect a deep water Pier, alongside which steamers could lie and discharge their cargo direct into railway trucks or into

October 24th, 1910.

The Under Secretary of State, Colonial Office.

(2)

the warehouse, and that the cost of such a Pier would not exceed £80,000. We shall be grateful if you can send us copies of any papers which have been published on the subject.

4. Presuming the above information be correct my Council would strongly urge that the matter should be taken into immediate consideration, and they would suggest that it would be better that the Government should take the matter into their own hands rather than handing it over to a private company, as it is desirable to avoid, as far as possible, any monopoly in a matter of this sort on which the whole community must depend..

5. We would further suggest for your consideration the possibility of the Railway Authorities taking over the charge of all transshipment work at the Port and doing the whole of the landing and handling of goods and to make a charge to cover the cost of the same. It is suggested at an all-round charge of 2/- or 2/6d. would leave a good profit and considerably more than sufficient to pay the cost of interest and sinking fund, on the cost of the Pier.

6. Hoping that the above recommendation may meet with your favourable consideration,

I am,

Sir,

Your obedient servant,

Arthur Hutton
Chairman.

Jus
32695
Ea P

3 Nov 1910

~~Southampton~~
Sir

I am etc to ask the

DRAFT

the Chairman
B.C. & Co.

MINUTE.

- Mr. H. B. 1/4
- Mr. P. D. 1/4
- Mr. F. D. 1/4
- Mr. J. S. 1/4
- Mr. C. 1/4
- Sir C. Lucas.
- Sir F. Hopwood.
- Col. Seely.
- Lord Crewe.

receipt of your letter of
the 24th of Oct. and in
reply to inform you that
no papers have been published
in the subject of the
formation of his command
at Kilindini. The
arrangements for his formation
of Corps at that post
including the location of
Constructing a deep water
pier have been made.

Turn to the
North
Hand

Letter
Com. 9th 6th 2 Nov

discussing for many years,

but the fact has not yet

been tried very to construct

back a piece

2. A copy of your letter

has been sent to

the post of the East of London

there, and a ~~copy~~

~~of my letter to the Committee~~

~~will be addressed to you~~

~~and a copy of the same~~

14A

3 Nov 1920

Mr. [Name]

I have the honour to
reassure to you, for

your case, the accompanying
copy of the letter to the

B.C.F.A. relation to
the question of the

arrangements for the
handling of cargo at

Le Havre

Yours truly
[Signature]

Cap no 662

Robert P. [Name]

H.B.

to Bull.

C.F.A. = [unclear]

to - [unclear]
3 Nov