

CASE R. PROT
36010

C O
36010
8 13

own Agents

1913

17 Dec.

See previous Paper.

35968

Motor Lorries for Northern Dist.

Sends tenders, with report by Depy Ch. Inoff
Supt. Copy has been sent to Capt. Mann at
whose request the tenders were obtained. Request
motor

35968

Mrs

Send copy of this to the fir^y with
ref^y to our despatch No 682 of the
20th of Aug. or Dec 7 1913 say that
Capt. Mann was placed in commnd
with the C.A. with a view to
ascertaining whether suitable motor lorries
could be obtained for transport work in
the Northern Dist^{ct} +, if so, at what
cost - + ask the fir^y to state whether he considers
the proposed type suitable +, if so, how
many he wishes ordered + how he proposes
to find the funds - + tell him to
advise in detail - + wth the C.A. that
we

W 129 497-58
11/12 AAEW

Next subsequent Paper.

359921

we are doing that.

at once.

H. J. R.

28/5/13

we are doing that.

at one.

W. J. R.

28/5/13

W.
E.A.P. 3888.

350

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE ABOVE REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED

TELEGRAMS "CROWN, LONDON"
TELEPHONE 1622 VICTORIA.

C.O
36010

REC
18 OCT 13

WHITEHALL GARDENS,
LONDON, S.W.

17th October 1913.

Sir,

I have the honour to state for the information of the Secretary of State that at the desire of Captain C.A. Neave, Transport Officer of the East African Protectorate, we have obtained tenders for the supply of motor lorries for service along the track from Harar towards the Abyssinian frontier.

2. The tenders have been considered in this office and a copy of a report thereon by our Deputy Chief Inspecting Engineer is enclosed. Captain Neave has also been furnished with a copy.

3. We understand that Captain Neave has been in communication with the Colonial Office in the matter and we shall be glad to know if we are to proceed with the purchase of the vehicles recommended.

I have the honour to be,

Sir,

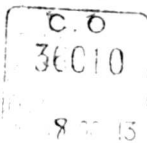
Your obedient servant,

W. E. P.
for Crown Agents.

Under Secretary of State,
&c., &c., &c.,
Colonial Office.

15th October 1913.

E.A.P. 3886/1.



WORKS DEPARTMENT.

1. The type of vehicle considered both by Captain Neave and myself as most suitable for the proposed service is somewhat outside the lines of any vehicle built for use in this country, or, indeed, in any country where metalled roads are the rule. This variation from standard design is, of course, due to the fact that the road on which this fleet of vehicles would run is not, in the first instance at any rate, to be metalled, being what is sometimes known as a "dirt" road.

2. Hitherto, there has been much difficulty in persuading manufacturers, except at prohibitive cost, to consider the production of any vehicle departing from their ordinary standard. Thanks, however, to the stimulus of the Imperial Motor Transport Conference recently held in London, the importance of the possible demand for a type of vehicle capable of operating on very bad roads has been brought home to English manufacturers and in the present case we have obtained tenders which, while complying generally with the Colonial requirements, are yet offered at very little increased cost.

3. Of the ten firms invited to tender, five have done so. Their prices per vehicle (with rubber

tyres on front wheels, £20 worth of spares, and packed f.o.b.) are as follows:-

J. and E. Hall Ltd.	£628 (plus cost of winding drum)
Clayton and Company.	£676.
Dennis Brothers.	£732.
Leyland Motors Ltd.	£794.
Albion Motor Car Co.	£761.

Messrs J. and E. Hall's tender was not at first for the type of vehicle asked for, being merely their standard English design with little modification, but a revised proposal has since been received. The Leyland Company's tender is for a vehicle which is a good deal too heavy. Of the remaining three, that of The Albion Company, although for a thoroughly satisfactory vehicle, is at a more advanced price than those of the others, and, as I shall show subsequently, it would only be advisable to go to them in special circumstances.

The Colonial proposal is that paraffin should be used as fuel and the tenders were made out on that basis. Messrs Hall offered a paraffin carburettor of the Southern pattern; this has been introduced during the last few years and is of the most ingenious and interesting design. It is not improbable that this carburettor may be the basis of what will eventually be the most satisfactory way of dealing with paraffin as a fuel. Nevertheless, it is at present still in its experimental stage and it would be highly unsatisfactory for experiments of this kind to be carried out on the service under

consideration. Messrs Clayton offer for their vehicle a Stewart-Morris paraffin carburettor. This carburettor was very carefully tested last year by the Royal Automobile Club over a route of 2000 miles and subsequently in London traffic. These trials were discussed by the Committee of the Club and it was found by them that the paraffin used by the makers of the carburettor was a good deal more volatile than the paraffin ordinarily purchased and so presented a less heavy task to the carburettor. For this reason I think it would be ⁱⁿ advisable at the present to approve the fitting of the Stewart-Morris carburettor and I may mention that the Mechanical Transport Committee of the War Office are taking precisely similar action for what I believe to be the same reason. Messrs Dennis Brothers propose a White and Poppe carburettor, which is much more satisfactory than either of those previously mentioned. I have been very well satisfied with tests I have carried out on this carburettor, but the vehicle made by Messrs Dennis Brothers has a "live axle" drive, which is undesirable for use in a case like this, where steel rear road wheels are being used and in which rock surfaces will occasionally have to be crossed. As the vehicle offered by Messrs Leyland Motors is much too heavy, their tender need not be considered. The Albion Company offer their own make of paraffin carburettor, which is much the best at present on the market; there need be no hesitation in considering the use of their paraffin-driven vehicle for this service, as previous experience in Uganda

(4)

has shown it to be entirely satisfactory. Of course the vehicles now under consideration differ considerably from the Uganda vehicles in regard to their road wheels, but the engine and carburetter would be the same. If, therefore, paraffin is to be used as fuel, it would be most advantageous to place the contract for these six vehicles with The Albion Company, at a cost of £4565. This price includes the provision of the necessary winding drum and for the fitment of solid tyres on the front wheels, which I consider to be desirable to minimise damage to the engine when crossing hard surfaces.

5. If, however, some fuel were employed which did not necessitate the fitment of a special carburetter, it would be possible to consider one of the cheaper makes. In West Africa, after long experience of the use of paraffin, the Government have decided to use Borneoline, a product intermediate in quality and price between petrol and paraffin, although nearer to the former. The reasons which lead to this change were that there was a great loss of paraffin through theft and that borneoline is a much simpler and cleaner fuel to work with and allows more power to be obtained from the same engine. If this fuel were also adopted in the East Africa Protectorate, use could be made of the fact that experience has shown that

it to be capable of being used in the ordinary petrol carburettor, so that no special fitment would be necessary. Berneoline is not so easy to run on in this country as petrol, but in the higher temperatures of the tropics it is just as good. If it were adopted in the East Africa Protectorate, therefore, there would be no reason why the lowest tender - that of Messrs Hall - should not be accepted, making a total cost of £3618 for the six vehicles. In this way the capital outlay on the service would be greatly reduced and it would go some way to balance the higher cost of the fuel. If borneoline were used, there would be no difficulty in complying with the Colonial requirement that a gradient of 1 in 4 should be climbed at an altitude of 2000 feet, with the vehicle fully laden. With paraffin, however, it would probably be impracticable to climb ^{anything} much steeper than 1 in 5 without either reducing the load or using the winding drum.

6. I have ascertained from the General Stores Department of this Office the cost of (1) petrol, (2) berneoline, (3) benzol, (4) paraffin, landed at Kilindini. Paraffin is of course the cheapest and it might be expected that any paraffin carburettor could be fitted to any engine of corresponding size, but in practice it is found that certain types of engine work so much better with particular makes of carburettor that it is highly inadvisable to force any firm of motor vehicle builders to fit a pattern of carburettor not recommended by them as the fruit of trial on their vehicles. I mention this as it

might perhaps be thought that the Albion type of paraffin carburetter, which has been so successful, might be used on any of the vehicles offered; for the reason given, this is not the case and there would be the additional difficulty that the Albion Company would probably decline to supply the carburetter under such conditions. As regards petrol, it appears that the shipping companies refuse to carry it to Kilindini except in tin and cases, the most suitable cases containing four 2-gallon cans on this basis, the cost to Kilindini is about $3/3\frac{1}{2}$ per gallon. As regards Borneoline, it is not certain whether the shipping companies would take this in ten-gallon drums; if they would, the cost to Kilindini would be about $1/8$ per gallon, but if tins and cases had to be used the cost would be about $1/-$ per gallon more. From enquiries respecting benzol, it is probable that the shipping companies would decide to treat it as petrol and in that case it would cost about $3/2$ per gallon at Kilindini, whereas paraffin could be shipped in drums at a cost at Kilindini of $1/5$ per gallon.

7. Captain Neave informs me that he estimates that there will be about 24 tons of goods carried per month as a minimum and that each run for the return journey would be from one to two hundred miles. To enable costs of working to be ascertained, it may be useful to give the following extracts from the accounts of the Uganda Transport Service for 1912:-

Costs for 10 Vehicles of Albion make. Uganda Transport.

	C O S T S.		
	per year	per car mile	per ton mile.
	£	pence.	pence.
Fuel.	1019.	3.98.	.95.
Lubricating Oil, grease and sundries.	213.	.83	.2
Tyres (All road wheels are tyred.)	421	1.64	.39
Spare parts and labour on repairs.	328	1.27	.34
Depreciation on cars.	381	1.48	.39
Driver's wages, and Salaries and wages of headquarter's staff.	1205.	4.7	1.13.
<u>TOTAL</u>	3567	13.91	3.4

(Sd) H.E. Wimperis

15.10.13.

CA. 36070/913.

EAP

333

24

25 Oct 1913.

DRAFT.

EAP
No 910
Sir Relfield.

MINUTE.

[Tracy
28331]

M. Hanson 26/10/13

M. Bottomley 24.10.13

Sir G. Piddes.

Sir H. Just.

Sir J. Anderson.

Lord Emmott.

Mr. Harcourt.

Sir,

With reference to my
despatch, no 682, of the
20th of August, I have
the honour to ~~inform you that~~
transmit to you the
accompanying copies of
and its enclosure
a letter from the C.A. for
the fols, ~~with its enclosure~~
on the subject of Motor
Lorries for the Northern
District.

2. Captain Reave was
placed in communication
with the C. Apts with a

2 Apts

view to ascertaining whether
suitable tonies could be obtained
for transport work in the Northern
District, and, if so, at what cost;
and I have to ask whether ^{you} shall be glad if you
you consider the proposed ^{will be} ~~type~~ suitable, and, if so, ~~the~~
~~extent of your doing so~~ I
have to request that you will
state how many ^{tonies} you wish
to be ordered and how you
^{consider the} ~~proposed~~ ^{shall be provided} ~~the necessary~~
~~fund~~ ^{and that you would}
~~forward indents accordingly.~~
4. As to the any tonies that
by the request does to you and
in the course of the

view to ascertaining whether
suitable, boxes could be obtained
for transport with in the Northern
District, and, if so, at what cost;
~~and I have to ask whether~~ } I shall be glad if you
will let me know whether
you consider the proposed
type suitable, & if so, ~~in the~~
~~event of your doing so I~~
~~have to request that you will~~
state how many ^{boxes} you wish
to be ordered and how you
~~propose to~~ ^{counter the} fund the necessary
funds, ~~and that you would~~
~~forward indenta accordingly.~~
cc. Indent for the any boxes that
may be required does to forward
at the same time

ca 36070/1913

358

EAP

Draft

The Crown Agents
for the Colonies.

25 Oct. 1913.

Gentlemen

I am directed by Mr. Secretary Harcourt to acknowledge the receipt of your letter of the 17 of October and to inform you that (W., E.A.P., 3888) relating to motor lorries for the Northern District of the E.A.P. and to inform you that a copy is being sent to the Governor who is being asked whether

W.A. 24/10/1913
in the morning 24/10/13

Drafts

he considers the proposed
type suitable, and if so,
to state how many ^{loaves} he
wishes to be ordered

2

he considers the proposed
type suitable, and, if so,
to state how many ^{loaves} he
wishes to be ordered.

J