



EAST AFR. PROT

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19025
REC'D
RFG 26 APR 15

19025

OWT 1915
231

1915
25th March

Last previous Paper.
503/13511

RAILWAY
PROFESSOR SIMPSON'S PROPOSALS

Submits observations on various proposals. Cost will prevent carrying out of more expensive measures in present state of finances.

Ms. 352 cons 20m 1915

Mr. Fiddler
Print - a copy before the J.A.M.S. Co.

at once.
4-2-15
27/12/15

Printing Def

AF 27

Circulated to TAMS (Dec 30 April 1915)

Mr. Fiddler
Extract from minutes of 78th meeting of the TAMS Committee, 4 May 1915 :-
"Professor Simpson said that he thought that the expenditure of Rs. 43,000 on the proposals contained in paragraph 6c of his report could be deferred."

Mr. G. Fiddler 8/5/15

Mr. Fiddler I submit diff for cons. The text of the Baring's despatch is being circulated to TAMS Dec 30 June 1915 AF 13/1/15

Subsequent Paper.
503/23

MS. 352 cons 20m 1915

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E.O.
19025GOVERNMENT HOUSE,
NAIROBI, APR 26 APR 15
BRITISH EAST AFRICA.

EAST AFRICA PROTECTORATE

No. 231



March 25th 1915.

4748-40

Sir,

With reference to my despatch No.83 of February 2nd, I have the honour to inform you that I have now received a report from the General Manager detailing the steps which can be taken to carry out Professor Simpson's proposals with regard to the Uganda Railway and the expenditure which his recommendations entail.

2. Dealing with the clauses in Professor Simpson's report seriatim, the position is as follows:
Clause 61. (a) Claytonising is being carried out at present under the direction of the Medical Department the operation representing a cost of Rs.150/- in each instance in the case of a steamer, and Rs.80/- in the case of a tug and lighter, a total of some Rs.4,000 per annum. This is apart from any charge for the detention of the steamer, which is for a period of 24 hours in each case.

(b) A

THE RIGHT HONOURABLE

LEWIS HARCOURT, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, E. C.

(b) A special barge and disinfecting apparatus could cost about Rs.15,000/- while

(c) the replacement of the present rafts by wider ones, such as suggested by Professor Simpson, would represent a cost of Rs.25,000/-. These wider rafts, however, would materially interfere with the work of loading and discharging cargoes as they would place the quay-line outside the working radius of the ships' derricks. This difficulty could in a measure be overcome by the use of longer gangway planks, but even so the working of cargo would be more difficult than at present.

(d) Arrangements can be made for any new vessels to be fitted with disinfecting plant.

Clause 62. The work of destroying rats is being carried out by the Medical Department, and the necessary arrangements have been made for carrying out the suggestions made by Professor Simpson.

Clause 63. Owing to the prohibitive cost involved in grouting the stone pitching at the Wharf and Pier, the scheme is, in my opinion, quite out of the question. It is estimated that the cost of grouting the pitching above water level only would be roughly Rs.30,000. It would be practically impossible to grout the pitching below water level, while any slight shifting of the pitching below water level would disturb that above, and the whole of the grouted portion would either fall forward into the water or break up into crevices. Further, the effect of grouting up all the crevices in the stone pitching would be to turn the pitching into what would practically be a stone wall. To enable this wall

Mr. [unclear]

The figures at the end of the [unclear]
page 23 is given [unclear] was you [unclear]
whether [unclear] is [unclear] whether [unclear] [unclear]
be [unclear] [unclear] all the [unclear] [unclear]
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to withstand the pressure of water from behind it would be necessary to construct a concrete block wall of about the same dimensions as that constructed for the lighter wharf at Kilindini, the cost of which, based on figures obtained from the Kilindini Work, would amount to not less than £90,000.

The only alternative to this would be to relieve the strain on the back of the wall by putting in numerous weep-holes, the exits of which could be protected by gratings. These weep-holes would, however, be speedily blocked with earth carried in by the water, and the water would be dammed back with the final result that the pressure would overturn the face.

Clause 64. The proposals contained in this paragraph would involve a cost of approximately Rs.43,000, arrived at as follows:-

Concrete floors for sheds or wharfs	Rs.21,000
Goods shed Station Yard	2,500
Concrete floor in Marine Workshop	7,500
Rat proofing Marine Stores	100
Cementing drains under Roadways &c. (Wharf area)	2,000
Fixing Corrugated iron sheets to unclimbable fence round Customs Yard	3,400
Making Marine Yard fence rat proof	1,000
Wire netting for various buildings	1,600
	39,100
10% Contingencies	3,900
	Total Rs.43,000

Clause 65. The suggestion relating to open-masonry drains will be carried out.

Clause 66.

Clause 56. Arrangements have been made for regular and thorough scavenging of the pier and the area within the precincts of the Port and Customs.

Clause 157. The cost of fitting pumps and mooring the water tanks on S.S. "Clement Hill" and "Winifred" would be approximately Rs. 1,000/- but the work cannot be undertaken till the vessels are docked.

Clauses 158 and 160. The suggestions here put forward can be carried out.

Clause 159. The cost of installing Electric fans in the Officers' cabins would be approximately Rs. 1,600.

Clause 161. As stated under Clause 61, above, arrangements can be made for the fitting of disinfecting plant on any new vessels that may be built.

3. From the foregoing it will be seen that the cost involved will prevent the carrying out of the more expensive remedial measures in the present state of our finances though in themselves they may be very desirable.

I have the honour to be,

Sir,

Your humble, obedient servant,

C. Bowery
 on instructions from the
 GOVERNOR

Gya

EAP

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Sept 1st P
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20 May '15



RAFT.

A.P. No. 352
Sir H Belfield

MINUTE

Fiddian 13/5
Bottomly 14.5.15
Read 14

G. Fiddes.
H. Just.
J. Anderson.
and Islington.
Harcourt.

14 [Signature]

Macarson

13/11

Ans. 57149

Sir,
I have the honor to acknowledge the receipt of ^{your} Mr. Bouslog's despatch No. 231 of the 25th of March last on the subject of the steps which can be taken to carry out Professor Simpson's proposals with regard to the Uganda Railway.

2. I note that in the present state of the Prot. finances the carrying out of the more expensive remedial measures suggested by Prof. Simpson is impracticable. I share this view; but I shall be glad if some more definite conclusions can be arrived at by the

Provisional authorities as to
which, ^{if the measures indicated}
as desirable by Prof. Simpson
ought not to be carried out
effect at all, even when the
finances permit of expenditure
on the scale contemplated. It
is what order. The measures
which are admitted to be
desirable should be
carried out.

Signed L. MARGOURT.

Interstate authorities as to
which of the measures indicated
as desirable by Prof. Thompson
ought not to be carried out
effect at all, even when the
finances permit of expenditure
on the scale contemplated, &
in what order. The measures
which are admitted to be
desirable should be
carried out.

Wm. L. MARCOURT.

