

1925

KENYA

32160 98
15 JUL 25

DATE

14 July, 1925

RELATION: —

Damage to cotton on Uganda Railway

Send copy note from Sir P. Shakerdas to —, and hope that steps are being taken to secure proper protection in

Previous Paper

MINUTES

Mr Bottomley

? send ad int. a/c.

(D/7) + recie with Mr

as soon as they are available

Coffey's

These items for a big exhibit. Recie. 5/16/24

Local

16.7.25

See further minutes of diff on H/H./30014.

When that diff is obtained, we can tell them that a copy

of their letter has gone to the OAG,

17 July 25
copy to Gen Kya 7/32
Hyer 2/9
30014
12 AUG 1925

Subsequent Paper

35566/25

and that his attention has
been specially drawn to this
question of shedding

Oct. 29. 7. 45
am

DEPARTMENT OF COMMERCE AND INDUSTRY. *ack²*

GOVERNMENT OF INDIA. *187*
99

INDIAN TRADE COMMISSIONER,

42, GROSVENOR GARDENS,

LONDON, S.W. 1.

41737

17th July, 1925.

My dear Bottomley,

You will be interested in the enclosed copy of a further note received from Sir Purshotandas Thakurdas on the subject of the Uganda railway. I have already sent him a copy of the memorandum which you very kindly forwarded to me on this question, and I do not propose to do more than send him an acknowledgment of this note.

Yours sincerely,

H. T. Lindsay

W.C. Bottomley, Esq., C.M.G.,
Colonial Office,
DOWNING STREET, S.W. 1.

A very interesting new feature in connection with the management of the Uganda Railway that has forced itself on my attention here is that for the last few weeks shipments of cotton coming from Uganda to Bombay have invariably arrived in a very badly water damaged condition. The steamer companies contend, and rightly, that the cotton was damaged before shipment. Those who have been cautious enough to get their cotton insured against country damage with insurance companies, make heavy claims against the insurance companies, but from full enquiries made it is now ascertained that the cotton is damaged at the Lake Victoria Nyanza Piers on the Uganda Railway. These Piers appear to have been constructed some ten years back to move a crop of twenty to twenty-five thousand bales of cotton. The crop this year has been nearer 200,000 bales than 150,000 bales, and it appears that the cotton is being accumulated at these Piers awaiting railway transport, and gets damaged there whilst lying on the piers. It is not unusual for some bales of cotton to lie on the piers exposed to the elements for a couple of months during which the cotton gets soaked with moisture and forms hard cakes of various thicknesses. The writer happened to go down to Shed No. 13 Alexandra Docks yesterday afternoon, and saw some bales himself. The bales are so badly damaged as to be easily styled unmerchantable for purposes either of shipment or of sale on the spot market. It is feared that insurance companies will from next year either refuse to insure Uganda cotton against country damages, or they will quote a very prohibitive rate. In either case the buyers in Uganda will have to keep a bigger margin whilst purchasing seed cotton from the cultivator there.

The Uganda Government have very elaborate rules for prevention of deterioration of the quality of cotton either in ginneries or press houses. They insist on several precautions being taken by ginnery owners before permission to put up ginner-

ies is given. Several ports on Lake Victoria Nyanza and Lake Kog which were open till now to seed cotton, have been closed up compulsorily by orders of the Government under the pretext that ports are not suitable for transport from there without damage to the quality of cotton. The trade in Uganda have submitted to these restrictions as they are claimed to be imposed in the interests of the grower of cotton. Simultaneously, it is a tragedy that the railway in Uganda should be administered in such a manner that the full pressed cotton of merchants should be so badly damaged as mentioned above. It is expected that this unvarnished tale will be considered to be sufficient to move the authorities in the Colonial Office to urgent action ensuring that the railway authorities in Uganda immediately put up adequate sheds or other facilities to prevent cotton put on the piers for transport by rail, from being damaged by rain or lake water or mud, which would appear to be an every-day occurrence in Uganda.

I understand that the Uganda Railway has been re-organised and placed under a High Commissioner for Transport assisted by a Kenya and Uganda Railway Advisory Council and that a loan of £3,500,000 has been arranged to extend transport facilities in East Africa. May I suggest that advantage be taken of this opportunity to erect godowns and improve storing facilities at all lake ports, e.g. Kisumu, Port Bell, Jinja, Namagali. The amount which might have to be spent in these improvements would be a bagatelle compared with the enormous loss entailed to the trade and ultimately to the cotton grower by the present prevalence of country damage.

Bombay, 23rd June, 1925.

(INLAND) "LYLOAMSTRO, AVE, LONDON"
(FOREIGN) "LYLOAMSTRO, LONDON"
LONDON WALL 6266.

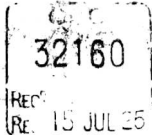
102

LORD & CO LIMITED,
MANCHESTER.
LONDON.
BOMBAY
KARACHI.

30/32 Broad Street House

London, 14th July 1925

The Under Secretary of State,
Colonial Office,
Whitehall, S.W.1.



Sir,

With reference to our letter of 9th March 1925 regarding
VS ON THE UGANDA RAILWAY, we are now sending you copy of Note

the Subscriber has received this mail from Sir Purshotandas
Thakardas, a well known Member of the Indian Legislative Council
regarding Country Damage to Cotton bales whilst in charge of the
Uganda Railway. In his letter to the Subscriber enclosing this
Note, Sir Purshotandas writes as follows:-

"There is not a single word of exaggeration in
"the enclosed Note, and I am sure that you have only
"to bring this matter to the notice of the Authorities
"to ensure prompt action"

The Subscriber has been under the impression for some time
that Country Damage to Uganda Cotton takes place at the Lake
Ports, and Sir Purshotandas's suggestion that sheds should be
put up for the proper protection of the bales is presumably the
correct solution of the problem.

We shall be glad to hear that protection of this character
is under contemplation, if, indeed, the work has not already
commenced.

We have the honour to be,
Sir,
Your obedient servant,
FOR AND ON BEHALF OF
LORD & COMPANY, LIMITED.

W. A. Lambton

NOTECOUNTRY DAMAGE TO COTTON BALES ON THE UGANDA RAILWAY

A very interesting new feature in connection with the management of the Uganda Railway that has forced itself on my attention here is that for the last few weeks shipments of cotton coming from Uganda to Bombay have invariably arrived in a very badly water-damaged condition. The steamer companies contend, rightly, that the cotton was damaged before shipment. Those who have been cautious enough to get their cotton insured against country damage with insurance companies make heavy claims against the insurance companies, but from all enquiries made it is now ascertained that the cotton is damaged at the Lake Victoria Nyanza Piers on the Uganda Railway. These Piers appear to have been constructed some ten years back to move a crop of twenty to twentyfive thousand bales of cotton. The crop this year has been nearer 200,000 bales than 150,000 bales, and it appears that the cotton is being accumulated at these Piers awaiting Railway transport, and gets damaged there whilst lying on the Piers. It is unusual for some bales of cotton to lie on the piers exposed to the elements for a couple of months, during which the cotton gets soaked with moisture and forms hard cakes of various thicknesses. The writer happened to go down to Shed No. 13 Alexandra Docks (Bombay) yesterday afternoon and saw some bales himself. The bales are so badly damaged as to be easily styled unmerchantable for purposes either of shipment or of sale on the spot market. It is feared that insurance companies will from next year either refuse to insure Uganda cotton against country damage, or they will quote a very prohibitive rate. In either case the buyers in

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of this opportunity to erect godowns and improve storing facilities at all Lake Ports, e.g.
 The amount which might have to be spent in these improvements would be a bagatelle compared with the enormous loss entailed to the trade and ultimately to the cotton grower by the present prevalence of country damage.

Bombay. 23rd June 1926.

Reel 11.8.25

Jeffries Allen

Ind

106

[Handwritten signature]

E. O.
11 AUG
D. 22

- Shackley
- Shuckburgh
- Davis
- Grindle
- Masterton Smith
- Gore

Downing Street,

12 August, 1925.

RAFT.

AS. ~~SOCK~~
LORD & Co.Ltd.

Gentlemen,

I am etc. to ack. the receipt of your letter of the 14th of July, enclosing a copy of a note from Sir Purshotamdas Thakardas on the subject of Country Damage to Cotton bales whilst in charge of the Uganda Railway, and to inform you that a copy of your letter has been

sent to the Acting Governor of Kenya,

whose attention has been specially

drawn to the question of the pro-

vision of sheds for the protection

of goods in the hands of the Railway Administration

I am, etc.

(Signed) W. C. BOTTOMLEY.