

1927

Kenya

No. K/10382

SUBJECT

CO 533/370

Production of Pure Alcohol
from Waste Vegetable Matter

Previous

see also
5250 F 10
20 pages

Subsequent

x 15156
28

X. 10382

1927

X. 10382

1927

Production of Power Alcohol from waste
Vegetable matter

Previous

Del 500 5150 F 20 G.W. Nyanza

18/11 24/10
 29 E.A.D. ~~18/11~~ 29/11
 P. Allen 3/11
 K. Machig 3/11

Subsequent

X. 15156
 '28

Whisenand 30/11
 Mr Green 30/11
 Mr Bottomley 1/12
 Mr. Munday 2/12

Mr Wiseman 1/12
 E.A.D. 6/12
 Room 11 14/12

~~15/12~~
 Mr. C. Bottomley 7/12
 (Bn) 13/12
 Room 11 27/12

XEA 28/12
 Mr Green 25/12
 Mr Whitcombe 29/12

C.R. Room 33 9/1
 E.A.D. 10/1
 Mr. Akboye 16/1
 R.C.A. 1/1

Mr Bottomley 18/1
 R.C.A.

18/11 23/11
~~18/11~~ 27/11
 P. P. Bell 4/12
 Mr. Green 4/12
 Mr. Green 10/12
 XEA 10/12
 Room 11 10/12
 Room 3 19/12
 XEA 19/12
 Room 11 19/12
 XEA 19/12
 Mr. Allen 20/12
 Mr. Bottomley 24/12
 Room 3 27/12

X 10362
27

3/1

~~Dr. Thaysen~~
~~DESTROYED UNDER STATUTE~~

22 June 47

Wants that a friend of his, Mr. A. Bursell of Kenya, may be accorded an interview with Mr. Ormsby here in order to discuss the question of utilisation of sisal, etc. for the production of power alcohol.

~~Dr. Thaysen~~
~~DESTROYED UNDER STATUTE~~

23 June

On June 30th I received a visit from Mr. Smith, the Director of Scientific Research at the Admiralty, who brought with him a research man named Dr. Thaysen, who has done work under the Department of Scientific and Industrial Research, and Mr. A. Bursell, who is Manager of a sisal factory on behalf of a Company between Nairobi and Thika in Kenya.

The up-shot of the interview was to the effect that Dr. Thaysen has been undertaking work on the production of power alcohol from various forms of waste, and has ascertained that by the treatment and fermentation of a mixture of shredded maize cobs and sisal waste a high yield of alcohol is obtainable. The Process consists in the development of bacterial organisms in the corn cobs which can be fed on sisal waste.

The experiment has, I understand, been carried out in connection with sundry forms of waste in connection with by-products of the National Cordite Factory in this country, in vats of comparatively small size on something more than /the

the laboratory scale and something less than the commercial scale.

Mr. Bursall contributed the fact that his Company in Kenya have to pass into the rivers many thousands of tons of sisal waste which pollutes the rivers and its disposal is a matter of some difficulty when the water is low.

After maize has been separated from the corn cobs in Kenya the cobs are usually burnt as waste and can be obtained very cheaply.

Dr. Thaysen is of the opinion that on the basis of the figures presented to him by Mr. Bursall the new process would be commercially possible under conditions obtaining in Kenya, provided a cheap freight was given on the railways on corn cobs, but he emphasized the fact that private enterprise can hardly be expected to establish a plant on a commercial scale for further scientific work, as the minimum cost of the plant required for the conversion of the two wastes into power alcohol would be about £10,000.

I arranged with Mr. Thaysen that he should obtain figures and quantities of costs from Mr. Bursall as far as he was able to provide them and should then furnish a memorandum to me through the Department of Scientific and Industrial Research.

The matter is one that may be of interest to Tanganyika as well as Kenya and as soon as the memorandum is received I think we should communicate copies of it to the East African Governments most likely to be interested.

4/7
see file
4/11/4

8/16

Longman
27/12/44
Woy
1/7/47

3 - Dept of Scientific Research, Government, Aden (10)

30 July, 1947

Re memo by Dr. Thaysen on the production of power alcohol from vegetable waste. Suggests communication with Dept of Scientific and Industrial Research. Aden. Dr. Bursall will be available until end of August.

DESTROYED UNDER ORDER OF I.G. Smith (no 3 ackd) 12 August, 1947

Copy of memo of Dept of Scientific Research, Aden, regarding the production of power alcohol from vegetable waste. Suggests communication with Dept of Scientific and Industrial Research, Aden. Dr. Bursall will be available until end of August.

and vice versa. I am sure that we can show work to the DSR, but it may be better to let Dr. Bursall take care.

W. B. Smith

I have not received the memo from Dr. Thaysen. I am sure that we can show work to the DSR, but it may be better to let Dr. Bursall take care. (copy to DSR) 5-5-47

16 To En [unclear] (copy 9 42) - 5 JAN 1928

17 To En 495 (copy 9 report) - 5 JAN 1928

18 To En [unclear] (copy 9 report) 5 JAN 1928

Complete & return these
memo for Mr Bottomley & G.D.
to see the amended copy
of the legends Herald of
4/11/27, containing a report
bearing on the (or in Mr Bottomley's
memo of 4/10/27

Chaffers

8/1/28

Adm.

19 To En [unclear] (copy 9) - 5 JAN 1928

- 20 To En Straits 20 (copy 9 + 2 copies memo)
- 21 " " Malacca 10 (" " ")
- 22 To En 4 MS 24 (" " ")
- 23 To En B. Hon 26 (" " ")
- 24 " " B. Hon 11 (copy 9 + 2 copies memo)
- 25 " " Trinidad 16 (" " ")
- 26 " " Jamaica 19 (" " ")
- 27 " " B. Guiana 18 (" " ")

11 13 JAN 1928

lib. to obtain four further copies of
report in No 9 - when recd send one copy

3 pr to { B. Hon. U. ref. No 24
Trinidad " " 25
Jamaica " " 26
B. Guiana " " 27 865 10/1/28
(Mr. F. [unclear])

28 From copy of memo in file of Mr. Sec. B. Hon.

29 " " " " " " " " " " " "

30 " " " " " " " " " " " "

31 " " " " " " " " " " " "

W.H.

32 To Gov Com (2) on 15/15/28 - 18 JAN 1928
(copy 3)

Mr Bottomley

③ [unclear]

Under [unclear]

31 FEB 1928

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Partners:

Nanji Kalidas Mehta, P. B. Mehta, Jamal Waljee,
Mawjee Waljee

(Cont. From Page 173)

Protectorate, from May to December 1906 from June, 1907 to January, 1910 and again from April to November of 1917. From the first of June to the 24th of January, he performed the duties of both the First Assistant Treasurer and the Deputy Treasurer.

On the first of April, 1913 Mr Tarrant was made Director of Luganda Port Officer and Registrar of Vessels for the Uganda Protectorate. Upon the breaking out of the war he was one of the first 40 volunteers in 1917 he was sent to Manganyaika Territory in East Africa as Commander of Customs. He remained there post until April 1921 when he was retired on pension having served also, from 1918 to 1920 as Food Comptroller.

But for an active man as Mr Tarrant retirement was not to be thought of. Accordingly he accepted the post of secretary of the British Chamber of Commerce in Portugal in April 1922 and has since then given to that organization the same untiring devotion and above all highly intelligent service that made him so valuable to the British Government.

Lugazi Fuel

New Motor Spin Shows Wonderful Results Under Stated Test.

UGANDA'S CHEAP FUEL OF THE FUTURE.

The following reports have been obtained by Mr H. W. Pedder A. M. F. Mech E. Managing Engineer of the Sugar Factory at Lugazi. They prove of the utmost interest.

Report on Condition of Engine of Daimler Car No. 1 912 with Relation to the Effect Thereon of Lugazi Fuel

The cylinder head was taken off and the condition of the valves, cylinders, piston heads, manifolds and combustion chambers examined.

I am informed that the car had run for several hundred miles on petrol since its last clean up before being run on the Lugazi fuel; and that the mileage on the fuel amounted to 1600.

VALVES.

These were in an almost perfect condition. The cylinder valves were somewhat pitted, but the amount of

pitting was normal, being comparable to the pitting which takes place in many engines after similar mileage. The inlet valves carried on the intake side a heavy soft deposit but the valve faces were excellent, judging from the condition of the carburetor intake. Most of the deposit would appear to be road dirt and oil. The valve stems were in excellent condition.

CYLINDERS.

The cylinder walls were highly polished, smooth and excellent.

PISTON HEADS.

The amount of carbon was very slight and soft. No pitting of metal was apparent, and on the whole the piston heads were very good.

MANIFOLDS.

On the exhaust side these were clean. On the intake side there was generally a heavy soft deposit actually of which this was composed is difficult to determine. On a careful inspection however it was found that the intake manifold at the Carburetor was filthy being full of road dirt and oil. The objection can then be fairly made that the soft deposit was largely made up of this road dirt and oil. No deleterious effects were visible on the metal.

COMBUSTION HEADS.

These were fairly clean. Three were more pitted than the engine compared most favorably with the condition. (Cont. on Page 174)

ADVERTISE IN THE UGANDA HERALD

Armistice Day.

November 11th, 1927.

CEREMONY AT KAMPALA WAR MEMORIAL.

10.55 a.m. His Excellency the Governor arrives at the War Memorial.
 Royal Salute.
 11.00 a.m. The Last Post will be sounded and Flag be lowered to half-mast.
 11.10 a.m. First Gun. Two minutes' silence.
 11.20 a.m. Second Gun. Reveille. Flag hoisted. His Excellency the Governor, officials and members of the public lay wreaths at the foot of the War Memorial. First two and last verses of the Hymn "O God our Help in Ages Past" will be sung.
 Royal Salute. His Excellency the Governor leaves the ground.

The Public requested to keep absolutely Quiet during the Two Minutes Silence.

(CONT FROM PAGE 49)

condition of any other car engine after some 7000 miles running. The Piston rings obviously slack and too much oil was passing to the top side of the pistons. This could not account for the dirty condition on the intake side of the inlet valves, but it does show up the paucity of the deposit in the combustion chamber. An air filter is advisable to eliminate, as far as possible, the accumulation of road dirt inside. The oil in the crank case a large sample of which was drawn, was normal.

J. CALVERT,

A. M. E. Mech. E., A. M. J. A. E.

DODGE CAR NO. 1422.

Second report on condition of Engine with relation to the efficiency of engine on Lugazi Fuel.

This car had been running for some time using spirit manufactured by Lugazi Sugar Factory. It was opened up, examined and a report made on it. The Engine was then decarbonised, valves ground in and generally cleaned up and a further test was started under seal.

The cylinder head valves ports pistons cylinders and manifolds were examined by and the head fitted and sealed in the presence of Mr. Evans (of the Uganda Transport) and Mr. Calvert (of John Calvert & Co. Ltd.).

The Speedometer reading at the commencement of the test was 30.448 on May 26th, 1927.

The Speedometer reading at the conclusion of the test was 30.355 on Oct. 12th, 1927.

(Continued on Page 50)



Sound, Restful Sleep

Here is the way to enjoy peaceful sleep from which you will wake refreshed and invigorated.

Drink a cup of delicious "Ovaltine" regularly before retiring. There is nothing comparable to this easily digested food beverage for soothing worn nerves and preventing digestive unrest—the principal causes of sleeplessness.

"Ovaltine" supplies the concentrated nourishment extracted from malt, milk and eggs. These natural foods contain an abundance of the food elements which rebuild worn nerves and allay digestive unrest.

OVALTINE

TONIC FOOD BEVERAGE

Builds up Brain, Nerve & Body

Sold by all Chemists and Stores.

P.C.A.

(CONT. FROM PAGE 21)

The mileage run on this (second and tested) test was therefore 5,967 miles. The seal was broken the Engine had lifted ports and manifolds cleaned and several valves drawn in the presence of Mr. A. W. Bond, of the Uganda Co. Ltd., Mr. R. Knowlton, A.M.I. Mech., E.A.M. Inst. T. Flight Lieut. W. F. Anderson, B.S.O.D. & C.R., A. F. & Motor Tours, Ltd. and the signatories.

The condition of the various parts was found to be as follows:

VALVES.
These were in excellent condition. No burning showed up anywhere and the stems were highly polished both Exhaust and Inlet. The seats showed less than normal wear and the faces of the valves showing highly polished. A certain amount of scoring had been taken place on the Exhaust Valve faces. The Inlet Valve heads were ground to a certain amount of the point. The Exhaust Valve stems were absolutely clean.

CYLINDERS.
The Cylinder walls showed slight polishing and some scoring.

PISTON HEADS.
These showed a fairly excellent result. The Pistons a very Aluminium alloy they are bronze with rings and a certain amount of oil had been getting past the rings. When the Piston heads were cleaned with a rag top of them were found to have no deposit on them whatsoever and the other two had almost none. What there was on these was so soft that it was easily scraped off with a thumb nail. The metal was clean and bright.

COMBUSTION.
A little soft deposit was collected on the piston immediately above the valves. It was very light and soft and the rest of the metal was clean.

MANIFOLDS.
The exhaust side of the Port was clean. There was no deposit other than a faint film of soot. The inlet side showed a somewhat sticky sludge, but nearly as clean as the last occasion on which the Engine was examined. It was somewhat sticky and very soft.

CRANK CASE.
The oil was drained from the Crank Case. It had not been changed during the test, but only added from time to time. It was found to be so very thick and gummy. In view of the fact that 4,000 in. less running with the change together with the fact that an accurate record exists of the various grades of oil used, these results are not surprising.

GENERAL.
The work on the trial was done in the presence of the Uganda Co. Ltd. and the fact that the engine was run for 5,967 miles is a record. The fact that the engine was run for 5,967 miles is a record. The fact that the engine was run for 5,967 miles is a record.

Consumption Has Been Cured.

A REMEDY FOR CONSUMPTION HAS BEEN FOUND



MARIE YONKEREN, DISCOVERER OF THE NEW REMEDY FOR CONSUMPTION.

Marvellous as it may seem after centuries of failure, a remedy has been discovered that has cured the deadly Consumption even in the advanced stages of the disease. No one will longer doubt that Consumption can be cured after reading the proof of hundreds of cases cured by this wonderful discovery—some after change of climate and all other remedies tried had failed, and the cases had been pronounced hopeless of cure. This new remedy has also proved itself effective and speedy in curing Catarrh, Bronchitis, Asthma, and other serious throat and lung trouble. In order that all in need of this wonderful produce of science may test its efficacy for themselves, a Company has been formed to give it to the world, and a Free Trial Treatment can be obtained by writing the "Dietic P. Yonkerman Co., Ltd. Dept. C 291, 118, 120, Fleet St., London, E.C. 4 enclosing 6d. in British Postal Order to cover cost of carriage and packing, and mentioning this paper. The trial treatment will then be sent by return mail, carriage paid.

ABSOLUTELY FREE.
Do not wait if you have any of the symptoms of Consumption, if you have Chronic Catarrh, Bronchitis, Asthma, Hoarseness in your Chest, a Cold on your Lung, or any throat or Lung trouble, write to-day for a free trial treatment and book of instructions, and benefit yourself before it is too late.



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Experienced travellers always take a bottle of ENO in their bag to offset changes of climate, water and diet—a commendable custom preventing much sickness and discomfort.

(CONT. FROM PAGE 21)

the last test the Engine was cleaned as stated, and this inspection has produced impressions which are due to the credit of the fuel used.

JOHN E. H. GALLERT
A.M.I. Mech., E.A.M.I. Inst. T.
Mech.

Auction Sale.

Civil Case No. 177 of 1927

Hunter and Greg, Advocates, Kampala versus Chhotabhai Kandasas Patel, Indian Merchants, Kalyans.
In compliance with the above case we shall sell by public auction on Saturday the 4th November 1927, at 10.30 a.m. Plot No. 7, at Kalyans, registered in Vol. 43, Fol. 10 in the name of Chhotabhai Kandasas Patel.

Whelpdale and Moody.

Serere, Teso District

Agricultural Demonstration.

(By Our Special Correspondent.)

The Second Agricultural Demonstration of the year given by the Senior Agricultural Officer, Mr. R. G. Harper, and his staff to the chiefs of the district on October 10th, was a distinct success. There were about 300 chiefs present who took a keener interest in the show than on the former occasion. Amongst the European visitors were the D. E. Capt. J. E. Phillips, Mr. W. E. Holt, Mr. O'Brien, V. one and Mr. C. W. Foster.

The main object of this demonstration was to be a lesson in cotton growing and the following will give a good idea of its importance.

The first crop of cotton—mostly increased in the year—was being conducted around the large plantations and was first shown a small plot of



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Robust, coarse interplaster with shade trees of various dimensions including Castor Oil. The N.A.G. explained that this plant was likely to become a useful economic crop as well as an oil press already existing in the district, and he saw no reason why the area should not have a ready sale.

The next highlight was made by the side of a small cotton field. This was a variety trial with five new strains of cotton against No. 12 to compare the yield, resistance to diseases and quality of lint.

A field was next shown comprising 25 acres of a new strain of No. 12.

(CONT. ON PAGE 25)

(Cont. from Page 23)

This field was divided into 2 blocks, a block of 20 acres having some rows between the 4th and 7th July and a half block of 5 acres on 2nd August. Spraying being a by 11. This field looked very promising. The S.A.O. here draws attention to the good effects of high cultivation for native cotton jobs generally throughout the country.

The party was then led to another field where there was seen the combined spacing and sowing date of plot of No. 17 variety of cotton. It was explained that the object here was to ascertain the optimum sowing date and the optimum spacing for each sowing date.

Two blocks side by side were next inspected. In one plot cotton was shown growing on ridges, while in the adjoining plot was growing on the flat. This was an interesting preliminary test and it was noticed that the cotton on ridges was doing exceptionally well in comparison with the other. Facing up the coastal road of the plantation the main crop was seen on either side. Both for adverse reflection, cotton after a sweet potato crop was noted in the left blocks.

The two blocks above have been under continuous crop since 1920, but will now be left in grass for a period to regain their fertility.

An increase of 100 lbs. of a acre of Hickory King Mill down in August and showing satisfactory results for the season of the year and a preliminary trial with six different kinds of beans in small plots to test their suitability for the district were species of considerable interest to the visitors.

The nurseries and tobacco plots were next inspected. The former had been recently extended with the object of raising large numbers of seedlings of fruit and timber trees for the inhabitants of these districts, whether Europeans, Asiatics or Natives.

The visitors then returned to the office and the laboratory where the cotton Botanist took the chiefs through the progeny rows on an adjacent plot and explained the use and objects of the various instruments in the Laboratory, in all of which great interest was shown by the chiefs, who were however some what bewildered.

At the close the S.A.O. addressed a few words to the chiefs in regard to the scope and object of the work on the station, and trusted that what they had seen would be an incentive to them to take a greater interest in the agriculture of the district and endeavor to obtain a higher standard in all their cultivations.

The chief Baganda adviser, Timona Mawera, and two other Saka chiefs thanked the S.A.O. and his staff for conducting them over the plantation and kindly invited them for the experience of the cotton and other crops and that

(Cont. on Page 25.)



Slept poorly?

Nervousness is usually a sign of nerve weakness because your nerves are worn out by overwork, heat or worry. Refresh your nervousness and try to rest your mind by taking Sanatogen.

Sanatogen infuses into the cells of nerves and blood just that element—phosphorus—which builds up lasting strength and nerve-power.

The debilitated nervous and nervous take up Sanatogen in the purified milk drink up water. writes Dr. Claude L. Wheeler.

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The True Tonic-Food
At all Chemists
and Grocers.



LOST.

Brown and White Pointer Pup (about 3 months old). Last seen on October 31st, in the vicinity of the U.P. & P. Co., building. Finder will be rewarded on returning the dog to H. H. Wood, Makerere.

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Preparation: Martin, Chemist, 100, Strand, London, W.C.2.

Mr. Whitehouse 31/12/37
Mr. Mackie
Mr. 3/12 at once

X 10362

Kenya. 18

Mr. Bottomley
Mr. E. J. Harding
Sir J. Shackburgh
Sir G. Grindis
Mr. O. Davis
Sir S. Wilson
Mr. Ormsby-Gore

R.S.D.
25/1/38
3/11

5 Jan, 1938

Lord Lloyd
Mr. Amery

The U.S. of S. for the Colonies

transmits his compliments to
the Colonial Secretary, Kenya

and, with ref. to the

L. of S. despatch no. 1021 of the

13th of Dec., transmits for

use in the Colony, a

further four copies of

the Fourth Memorandum

of the Dept. of Scientific

Research on

DRAFT. 3.1.38

The Colonial Secretary,
Kenya

Handwritten: (4 copies)

Handwritten: Hand

the subject of fuel for
motor transport.

Mr. Whitehead 31/12/27 X 10572
Mr. Mackie 3/12/27
Miss

- Mr. Bottomley
- Mr. E. R. Harding
- Mr. J. Shuckburgh
- Mr. G. Grindle
- Mr. O. Davis
- Mr. B. Wilson
- Mr. Oswald Gore
- Lord Lovat
- Mr. Amery

17
5 Jan., 1928

DRAFT.

NY

401 5

Gen. Cameron

Hand. (Baker)

12 dep. no. 446 of the 13th of Dec.

I have etc to be to you,

the use of
for your Govt, a further

two
copies of the fourth

memorandum of the

Dept. of Scientific & Industrial

Research on the subject

of fuel for motor transport

~~I shall be glad if the
and
two copies of the
memorandum and are
enclosed may be forwarded
to the Director of the
Aman Institute~~

I have etc

(for the Secretary of State)
(Signed) W ORMSBY GORE

Mr. Whiteley 30/12/27
Mr. Mackay 30.12.27

X 10352

15-16
Kenya

- Mr. ...
- Mr. E. J. Harding.
- Sir J. Shackburgh.
- Sir G. O'Neill.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Lord Leach.
- Mr. Amery.

Sir,

-5 JAN 1928

DRAFT.

- Mr. Rhoads, no. 1
- Mr. Maxwell
- Mr. ... no. 1
- Mr. ... no. 99

I have etc. to be do
you, for your information,
two copies of a memorandum
on the subject of the
production of power
derived from vegetable
materials, together with a
copy of a revenue lease from
the Department of Scientific
Industrial Research.

2 copies of ...
2 copies
memo
Further info
I have etc.
(for the Secretary of State)
(Signed) W. ORMSBY GORE.

13-15

Mr. Acheson 17/12

Mr. ~~Hardy~~ 17/12

Mr. ~~Gray~~ 19/12

Mr. ~~Dawson~~ 19/12

Mr. E. J. Harding

Mr. J. Shackleton

Mr. G. Graham

Mr. C. Davis

Mr. S. Wilson

Mr. Ormsby-Gore

Lord Louis

Mr. Asprey

Dawning Street,

22 December, 1927.

RECEIVED
19 DEC 27

Sir,

I have the honour to transmit to you, for your information, two copies of a memorandum on the subject of the production of Power Alcohol from Vegetable Materials, together with a covering letter from the Department of Scientific and Industrial Research.

I have, etc..

DRAFT.

NIGERIA
WEST COAST
SIERRA LEONE

11994
12114
456

No. _____

For _____

From Dep. Sec. of State

Nov 4/27

No. 9

2 copies of 17/12/27
ind. in atm.

(For the Secretary of State)
Signed, W. ORMSBY GORE.

X 16382 (2) King 16

Mr. Carters 5-12
Mr. Allen 8/12
Mr. [unclear]

NOVEL
D 14

11-16

Mr. Ballomley
Mr. E. J. Harding
Sir J. Shackburgh
Sir G. Orndell
Sir G. Davis
Sir S. Wilson
Mr. Ormsby-Gore
Lord Local
Mr. Anery

1 DEC 1927

2/5-

277 required

DRAFT.

(2 copies of ^{no. 2} memo: in g. ^{some 1/2} copies to other countries (mainly T.T. 7/16 in Mr. Ormsby-Gore's office)

for
No

See to Dept of Scientific & Nat Research 11-16
No 7

F. Dept of Sci & Nat Res Nov 4/27
No 5
2 copies of enclosed memo
reference to No 9

Sir
I have the honor to
transmit for your information
of course, as noted in
the margin with the Dept
of Scientific & Industrial
Research regarding Dr
Mayson's experiments in the
production of paraffin

from vegetable matter,
two
together with copies of
the
in the amount of
referred to in
order of transport

(for the Secretary of State)
(Signed) W. CRAMBY GORE

Mr. Easton 6.12 X 10382/29 17

Mr. ~~Easton~~ 10
Mr. ~~Easton~~ 10

Mr. Bottomley
Mr. E. J. Burdick
Mr. J. Shackburgh
Mr. G. Grindle
Mr. C. Darns
Mr. S. Wilson
Mr. Cramby Gore
Lord Local
Mr. Amery

off 2/2
of

13 DEC 1927

DRAFT

Uganda
Gov. 5211
No.

2/3

2 1/2

197 received
in a separate

Sir,
I have the honor to acknowledge the receipt of two copies of a memo of the production of Pan-Malid from vegetable materials, together with a covering letter from the Dept of Scientific and Art Research.

Not for order transport
enc to G

For Dept of Art & Science Research
No. 7

2 letters enclosed
to Dept of Art & Science Research

~~in the production of power obtained
from indiarubber, it would be
glad to have your observations on the
effect of power alcohol on
cylinders~~

~~Yours
W. O.~~

I should be glad to learn
whether any information
is available in regard to
as the result of local
experience regarding the
effect of the use of power
alcohol on the cylinders
of internal combustion engines.

(for the Secretary of State)
(Signed) W. ORMSBY GORE.

Royal Naval Cordite Factory, and of the possible effects of these conditions on the commercial application of the process, has led to certain conclusions that are to be found at the end of the Fourth Memorandum; in these conclusions the Committee of Council concurs.

I am, Sir,

Your obedient Servant,

H. P. G. d.

Mr. Whitehouse ²⁴ 24/10/27
Mr. Allen
Mr.
Mr. Bodinley

X 10382 8 19
27 Kenya

● E. J. Harding.
Sir J. Shackleton
Sir G. Grindell
Sir G. Davis
Sir S. Wilson
Mr. Ormsby-Coxe
Lord Lovat
Mr. Amery

4
27 Oct, 1927

Sir,

I am directed to

DRAFT

The Secretary,
Dept. of Scientific
& Industrial
Research

refer to the letter from
this Dept. No. 10382/27 of the
19th of Aug. & to enquire
when the S. of S. may
expect to receive any
obvious from the Committee
of the Privy Council for
Scientific & Industrial

- Mr. Jellicoe
- Mr. Mackenzie
- Mr. Bokenham
- Mr. F. J. Hastings
- Sir C. Strachey
- Sir J. Shackburgh
- Sir G. Grindall
- Sir C. Davis
- Sir S. Wilson
- Mr. Ormsby-Gore
- Lord Lamb
- Mr. Amery

Amery

X 10522 Kenca

17

19 August 1927

Sir

I am ill to

DRAFT

The Secretary
Dep^y of Scientific
and Industrial Research

18 DECEMBER 1927
1021
196
196
copy (upset notes) to Sir... 1927

transmit to you, for
to be laid before
the Committee of the Privy Council
for Scientific and Industrial
Research, copies of
the Correspondence
relating to a memorandum

For Comran

Letter from Mr. Smith 30-7-27
(No 3)

Memorandum
(Encls. No 3)

To Mr. Kenca - T.I.
(Appendix)

20/8

which has been prepared
by Mr. A. Mayson, of the
Royal Naval Cordite
Factory, on the production
of power alcohol from
vegetable waste.

Mr. Seel. (11.8.17)

Allen 13/6
Mr. ~~W...~~ 17/8
Mr. ~~...~~ 12/6
Mr. E. J. Harding.

- Mr. C. Strachey.
- Sir J. Shackbury.
- Sir G. Grindle.
- Sir C. Davis.
- Mr. S. Wilson.
- Mr. Combs-Gore.
- Lord Lovat.
- Mr. ...

Downing Street,
19 August, 1927.

DRAFT.

KENYA
No. 919
O.A.G.

TANGANYIKA TERRITORY
No. 521 (2709/26)
O.A.G.

15156/11
28/1
19
15156/26/2
Sir. ...
With reference to earlier
correspondence ending with my despatch
(1) No. 382 of the 27th of March 1926
(2) No. 204

Memorandum by Dr. Thaysen
(Encl. to No. 5)

19 AUG 1927
Copy to ...

regarding the production of power
alcohol, I have etc. to transmit to you.
for your consideration, the accompanying
copy of a Memorandum on the Production of
Power Alcohol from Waste Vegetable Matter,
which has been prepared by Dr. Thaysen,
of the Royal Naval Cordite Factory after
consultation with Mr. Burrell of the
Kallioni Estate, near Nairobi.

for consideration
Recd - W.P.
B. ...

2. It will be observed
from the enclosed cover
that copies of the memorandum
have been communicated
to the Officer Administering
the Gov^t of Kenya and the
Gov^t for ~~...~~ consideration
and the S. of S. would be glad
to be furnished with any
views which the Committee
think would be useful for
the guidance of the two
Gov^ts in considering the matter

Jan

24/8

Memorandum of the CO prior to the
despatch to the ^{express}

2. Dr. Thyssen is of the opinion

that on the basis of the figures presented
by Mr. Bursell, the new process dealt with
in this memorandum would be commercially

^{Under} possible on the conditions obtaining in
Kenya, provided that cheap freight rates
of ~~corn~~ ^{grain} were offered by the railway

administration. He ^{advised} ~~emphasized~~ the

fact, however, that private enterprise could
hardly be expected to establish a plant

on a commercial scale for further
scientific work and as the minimum cost
of the plant required for the conversion
of the two kinds of waste into power
alcohol would be about £10,000.

3. I shall be glad to be furnished
with your observations as to the probability
of private capital being available to take
up this process in Kenya

(Tanganyika Territory)

4. A similar despatch is being sent

to

to ~~the~~ ^{the} ~~CO~~ ^{CO} prior to the
approval of the ~~process~~

2. / Dr. Thayer ^{expressed} ~~is of~~ the opinion

that on the basis of the figures presented
by Mr. Bursell, the new process dealt with
in this memorandum would be commercially
possible ^{under} on the conditions obtaining in
Kenya, provided that cheap freight rates
of ~~corn~~ ^{corn} cobs were offered by the railway

administration. He ^{emphasised} ~~emphasised~~ the skt

fact, however, that private enterprise could
hardly be expected to establish a plant
on a commercial scale for further
scientific work -- as the minimum cost
of the plant required for the conversion
of the two kinds of waste into power
alcohol would be about £10,000.

3. I shall be glad to be furnished
with your observations as to the probability
of private capital being available to take
up this process in Kenya
Uganda Territory

4. A similar despatch is being sent
to

to the Officer-Administering the

Government of Tanganyika Territory
Kenya

I have etc.,

(for the Secretary of State)
(Signed) W. ORMSBY GORE.

2710
I enclose to Dept. for copy of memo
or relevant extracts; to be sent to the post.
Department of
Scientific Research & Experiment, (with Harbour)
Admiralty, S.W.1.

RECEIVED
5 AUG 1927
COL. OF

30th July, 1927.

The Right Hon. W.G.A. Ormsby-Gore, M.P.,
Under Secretary of State for the Colonies,
Colonial Office
W.I.

Dear Mr. Ormsby-Gore,

I enclose as promised a memorandum on the
Production of Power Alcohol from Vegetable Waste.
This has been prepared by Dr. Thaysen of the Royal Naval
Cordite Factory, the investigations having been carried
out there on behalf of the Fuel Research Board of the
Department of Scientific & Industrial Research.

If you contemplate action it would, I think,
be better to get into touch with the Department of
Scientific & Industrial Research, as they may contemplate
action in other directions. I am also informed by
Dr. Thaysen that should you desire to see Mr. Bursell of
Kenya before his return he will be available until
about the end of August.

Yours faithfully, *J. E. L.*

D.S.R.

FBS/VH.

*Copy for C.W.G. (2) - on 15/8/27
copy always to Mr. 548
Copy of 1. D. Research 19 AUG 1927*

19 AUG 1927

24
Memorandum on the production of power alcohol

from vegetable waste.

Investigations carried out at the bacteriological laboratory of the Royal Naval Cordite factory on behalf of the fuel research Board of the Department of Scientific and Industrial Research have shown that many types of vegetable waste, notably those types which contain appreciable percentages of hemicelluloses, can be utilised for the production of power alcohol. Waste materials of this type include sisal hemp residues, maize cobs, rice husks and straw, wheat straw, cassia pulp and many grasses including papyrus.

The yields of power alcohol obtainable per ton of these waste materials depend on their carbohydrate content, other than cellulose, but amounts on an average to from 16 to 18 gallons, a figure which is of the same order as that obtainable from potatoes.

The power alcohol produced possesses the advantage over ordinary power alcohol of containing from 7 to 10 per cent of acetone, a substance which increases the ease of ignition and the calorific value of the liquid fuel.

The investigations on which these observations are based were carried out in the laboratory and on a semi-technical scale, but in a plant which did not conform

in most respects, to the one in which the production could be most economically carried out. It is not possible therefore to give reliable figures as to the cost of producing power alcohol from vegetable waste, though it can be ascertained to what extent the price of raw material and of the two chemicals used required would attribute to this cost. In the tables below the cost of raw materials and chemicals required per gallon of power alcohol is given at a range of prices for these substances:-

Cur

Table I.

Cost per ton for vegetable waste	Cost per gallon of power alcohol
15/-	8d.
15/-	12d.
20/-	16d.
25/-	20d.
30/-	24d.

Table II.

Cost per ton for sulphuric acid.	Cost of sulphuric acid per gallon of power alcohol
100/-	1.604d.
150/-	2.406d.
200/-	3.208d.
300/-	4.812d.
400/-	6.416d.

Table III.

Cost per ton for unslaked lime	Cost of unslaked lime per gallon of power alcohol
35/-	0.669d.
40/-	0.756d.
50/-	0.945d.
60/-	1.134d.

The question whether the vegetable waste could be supplied at prices not exceeding 10/- a ton and in quantities sufficient to insure continuous running of a plant of economic proportions has recently been discussed with a planter from Kenya, Mr. Bursell of the Kalimoi Estate near Nairobi. Mr. Bursell pointed out that throughout the year there is produced daily on his estate 20 tons of sisal hemp pulp (dry), or 6,000 tons yearly. In addition there accumulates between June and September 550 tons of dry coffee pulp and between December and March 2,000 tons of maize cobs. Further, there is on this estate easy access to a yearly supply of at least 1,000 tons of air dry papyrus.

Mr. Bursell was pointed out that within his estate these raw materials could be supplied at a profit at 1/- a ton with the exception of the maize cobs, which, with existing railway charges might cost more.

The quantities of waste available on the Kalimoi estate would be sufficient for the production of between 50,000 and 70,000 gallons of alcohol-acetone mixture a year.

As regards the cost of sulphuric acid and of unslaked lime, respective soda, no definite data have been procurable on enquiry. The price of crude sulphuric acid is not likely to exceed £20 a ton, however, i.e. £9. 0s. 0d. delivered at Mombasa and £11. 0s. 0d. for freight charges from the coast to the Kalimoi estate, and the price of unslaked lime £2 per ton, i.e. £1. 15s. 0d. plus 5 shillings

unprocurable

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Reference -
C.O. 533
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for transport charges. These transport charges have been based on figures supplied by the Trade Commissioner of His Majesty's Eastern African Dependencies.

At these rates the price of the materials required for the production of 1 gallon of alcohol fuel would be 15.17d. Assuming the cost of production to be of the order prevailing in European countries i.e. 9d. to 1 shilling per gallon, power alcohol could be produced at the Kaimoni estate from waste vegetable matter for 27.15d. per gallon, a figure which is 28.5 per cent. lower than the present local price of petrol.

The conditions as regards availability of raw materials etc. which exist on the Kaimoni estate prevail undoubtedly in many other districts of the colony of Kenya and of the protectorate of Tanganyika.

Mr. Barrell estimated that the two countries would have available yearly a minimum of 150,000 tons of wheat straw refuse, 170,000 tons of coffee pulp, 10,000 tons of maize cobs and 50,000 tons of papyrus, quantities sufficient to produce at least 5 million gallons of alcohol fuel per annum.

Though important from the point of view of the production of a ^{indigenous} cheaper source of motor and traction fuel than at present available in these countries and of the consequent reduction of the native labour required on sisal and coffee plantations, the utilisation of vegetable refuse for alcohol production, would be of particular interest in disposing of material which to-day is a serious

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manage to health and to animal life in the Districts in which it accumulates.

The vast amount of water required in the existing method of sisal hemp manufacture is at present discharged into local rivers and has already destroyed fish life in these streams for a considerable distance from the centre of production. And the large quantity of refuse from sisal and coffee estates, which now is allowed to accumulate is recognised as a dangerous breeding place for mosquitoes and for flies and must be largely responsible for the inferior hygienic conditions prevailing on such estates.

The wide tracts of papyrus swamps which to-day are found along the railway lines in Kenya must be regarded as even more important breeding places for mosquitoes, and a removal of the surface growth of these swamps could not but be of the greatest hygienic importance by lessening the accumulation of decaying vegetable debris.

Though the utilisation of vegetable refuse for power alcohol production would undoubtedly be of considerable social and technical importance, it is unlikely that private enterprise could be made interested in the matter on the evidence accumulated in the investigations so far carried out in this country.

Reference has already been made to the fact that this information was obtained from comparatively small scale experiments and in a plant which was far from ideal for the purpose.

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29
END

It is obvious also that investigations carried out in this country could not furnish reliable data either as to the cost of production of the fuel in the colonies where the raw material is available, or as to the most suitable size of plant to be adopted.

To establish these important points it would be essential to undertake large scale experimental work in a suitable locality, for instance in Kenya where the raw material required, according to Mr. Bursell, is available in the necessary quantities.

.....
Atkinson
18 July 1927

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PUBLIC RECORD OFFICE
C.O. 533

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X 10372
37

1
2

1 Ag. Gen. Gordon 23 May 1947
Ref 51

States all cases appointed during the last eight months
are giving satisfaction. Consider advice of experienced
officers or leave very helpful. Advice as to appointment
of married men.

Major Thorne

This is primary for you. I
understand that you have 4402/26

11. 11. 11
20/6/47

Mr. Thorne

Thank you very much for having kept the
Army (though I think there is
nothing in it of urgency)

I have been waiting to see if
he would be in and come on leave
(in June) but this has been
he does not sail until Aug 1st,
which will be too late for
this job.

A

In view of the full & helpful
discussions on recruitment
on improved cooperation
between C.I. Galt & members
in these matters at the
recent conf. — this
might be put by?

I entirely appreciate the
point about married couples

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which has been often discussed.

There is only one cure
that is to create the kind
sufficiently attractive to young
men of the right stamp
at the age of graduation.
In most cases such men
will enter the service
unwilling with probably
many better than first
class.

As you know we have been
working hard to promote such
a supply for the last 2-3
years with encouraging
effects.

I may add that I kept X4483
by me all the time he spent
time in England. We had
several talks (call any friends)
but he never alluded to
the matter, as he always
had plenty to talk about,
I did not either.

R. Sturges
12/18/27

Perhaps it was to read
ack. explain as at
written but add
12/18/27 (if

(if Major Furse agrees) that

There will be no doubt be an
opportunity for a general discussion
of the matter with the committee
of the board of directors
11/15/27
I have had copies
from him 11/18/27

W. L. L. (Conf. 1 aged) 11/18/27

X10393/27

KENYA

24

Mr. Cliffe P. VIII. 27

16/11/27

Mr. G. G. G. 16/11

Mr. E. J. Harding

Sir G. Strachan

Sir J. S. S. S.

Sir G. G. G.

Sir C. Davis

Sir S. Wilson

Mr. Ormsby-Gore

Earl of Clarendon

Mr. Amery

19-10-27

23 August 1927

Sir

DRAFT

Kenya, Cliffe

OKG

I have to refer to
your letter despatch No. 51
of the 23rd of May
regarding the arrangements
for the selection of
Administrative Officers.

I have not replied to
this despatch before,
since it was hoped, in
view of your letter,
that it would be
possible to consult
Mr. Northcott in

1	2	3	4	5	6
7	8	9	10	11	12

Reference - C.O. 538

370

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received into the
final selection of
candidates ~~is~~

2. It is understood
that Mr. Northcutt did
not sail from Tampa
until the middle of
August and he will
therefore not arrive in
County in time to be
considered in connection
with the present selection.
It is, however, hoped that
an opportunity will arise
to discuss some of the
problems of Government in
then more general aspects.

(for the Secretary of State)
(Signed) W. ORMSBY GORE.



GOVERNMENT HOUSE,
NAIROBI,
KENYA.

KENYA

No. 51

RECEIVED
23 JUN 1927
COL. OFFICE

23rd May, 1927.

~~CONFIDENTIAL~~

Sir,

I have the honour to acknowledge the receipt of your Confidential despatch of the 25th of February, relative to the appointment of Administrative officers to the service of this Colony, and to state that all Cadets who have been appointed during the past eight months are, according to the reports received, giving evidence of satisfactory progress. The care and trouble taken by the Private Secretary, Appointments, in the selection is fully appreciated.

At the same time, I consider that the advice of experienced officers of this Colony, who may be on leave when appointments are made, is very useful even though it is a fact that such officers very generally agree with the recommendations of the Private Secretary, as may naturally be expected. Co-operation in selection does result in certain candidates being preferred to others for reasons which an Administrative officer from Kenya can emphasize. In fact, there were cases of candidates - which occurred when I was on leave in England and in regard to whom I was consulted - upon whom I could definitely pronounce that they were not fitted for Administrative work in Kenya though their general qualifications were good.

/In

THE RIGHT HONOURABLE
LIEUTENANT COLONEL D.C.M.S. AMERY, P.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET,
LONDON, S.W.1.

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In the circumstances I trust that the suggestion that the experience of Senior Administrative officers when on leave from this Colony should be utilised may be accepted. In particular, I would mention that Mr. G.A.S. Northcote, now acting as Colonial Secretary, who has had 23 years experience in Kenya, is going on leave in July and I should be glad if he may be asked to co-operate in the consideration of candidates to fill any vacancies in the Administrative service of this Colony.

3. In connection with the selection of Administrative officers, there is one point which I should like to mention and that is the number of young Cadets appointed who are married at the time of their selection. There has been previous correspondence on this subject, vide your Confidential despatch of the 11th of February, 1925. I must, however, observe that in view of the number of posts to be filled in the Northern Frontier Province and Turkana, at stations to which European women cannot ordinarily accompany their husbands, it becomes increasingly difficult for Government to fill such posts as these without causing injustice to unmarried officers or separation for young and newly married couples. In this connection I annex an extract from a book recently written by the wife of a former Provincial Commissioner in Kenya (Some Problems of East Africa by Hildegarde Hinde pp 19-20).

4/12/21
15

Extract

I entirely agree as to the use to which experienced Administrative officers on leave can be put in stimulating recruitment and I shall encourage suitable officers to visit Oxford and Cambridge during term time to attend lectures in connection with the new Tropical African Service's Course and to meet the selected officers who are in residence. I trust that

/they

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they will be given all facilities to enable them to do so.

4. As regards the position of newly joined officers, I attach great importance to their being placed, during their first tour of service, under Senior Administrative officers at as healthy stations as possible and at places where they will have the opportunity of meeting not only officials, but also non-officials. Whenever possible, arrangements are made to this end, but owing to shortages of staff it is not always possible. The choice of Lamu as the first station of the two officers to whom you refer in paragraph 5 of your despatch was certainly not a happy one, but it was due to the exigencies of the service and as regards these two officers I am quite satisfied that under no conditions would they have adapted themselves to the life of an Administrative officer in East Africa.

Steps are being taken to prepare the small pamphlet describing the duties and life of an Administrative officer in the various areas of Kenya and it will be transmitted to you in due course.

I have the honour to be,

Sir,

Your most obedient,
humble servant,

ACTING GOVERNOR.

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8

EXTRACT FROM "SOME PROBLEMS OF EAST AFRICA".

BY HILDEGARD MUMBE.

There can be no doubt in the minds of those who face facts that the pioneer should not be a married man, and, even when the ground has been broken, the junior ranks serving in Tropical Africa should not be family men. The conditions, especially in out-stations, are unsuitable for white women, and the life a junior official should lead is the most unsuitable of these conditions. The first years of service must be devoted to continuous hard work, and to acquiring a knowledge of the country and people. Frequent moves from one station to another are unavoidable, and constant travelling is necessary if the work is to be efficiently understood and accomplished. Living accommodation frequently presents a problem, though for an unmarried man this can be solved if two men share the same house or if the junior sleeps in a tent. Though English women have always proved themselves capable in difficulties, the type of difficulty presented, as the wife of a junior administrative officer, is one that cannot be successfully tackled, since the mere fact that the man concerned is married will probably spoil his career. No amount of capability and ingenuity in making the best of an uncomfortable life can free the junior officer from constant anxiety on his wife's account. Human nature is stronger than all else in these circumstances, and it is a truism that a married man cannot give whole-hearted service to his country when his duty to his wife clashes with his duty to his work. Furthermore, a senior officer will not move a married junior if it can be avoided, and though this may make his private existence easier it may rule out his chance of proving his ability.

and

and of his consequent promotion. Incidentally, this consideration for the married junior, which extends to giving him the healthiest stations and the best houses, even when his service has not earned them, is an injustice to his unmarried confreres. Merit and ability, apart from seniority, should be the only standard by which concessions and rewards are made. Indeed, if because a man is unmarried he has to make place for his married junior, legitimate jealousies must arise and the service cannot run smoothly. It cannot be considered a great grievance if the youngster of twenty-three taking up his work in Tropical Africa is not permitted to marry until he has had his first step in promotion. If this were one of the conditions laid down, no man who was not prepared to abide by them would accept service. It may be added that if a man cannot conform to such conditions, with the self-control and self-sacrifice involved, he is not a suitable servant of his country. The standard of service should not be lowered to accommodate weaklings who are out of place in Africa.

1927

Kenya

00/33

370/100

No. X 10397

SUBJECT

Visit of Mr E. Grigg To Brussels,
June 1927

Proposals for closer liaison with
Belgian Congo

Previous

Subsequent

17201/25 CA

1927

1927

KENYA

X. 10397

X. 10397

2/29/27

2/29/27

Visit of Mr. & Mrs. Gigg to Brussels June 1927

Proposals for closer liaison with Belgian Congo

Previous

Room 3	48.
Room 1	578
Room 2	20/8
Mr. Green	

Subsequent

17/20/24 EA

Sir C. Strachey	22
Room 3	29/8
(18/1)	21/4
9.0.2	23/9
Mr. Bostwick	

4/11 24/6

Mr. Green 25/9

Mr. Scott

Mr. Bostwick 24.

Woodsome 7/7

Mr. Mackay-Gore 29

Mr. Green 8/7

Mr. Bostwick 24

Sir C. Strachey 8/7

Room 19

Sir J. Wilson 9/7

Room 3 41.0

Mr. Mackay-Gore 11/7

X EA

Sec of State 12/7

Sir S. Wilson 13/7

Sir C. Strachey 13

Mr. Green 14/7

Mr. Bostwick 14.7

Room 29 15.7

X EA 29/7

Mr. Bostwick 29.7

Room 29

1. Note of interview between Sir G. Briggs
and Mr. Farman - 28.6.27

2. Memo by Sir G. Briggs
for Mr. Hanley

Sir G. Briggs left this with
me for the P. of B. Would you
like to have a copy made
before I pass it on?

Mr. Hanley: Cal Walter to let us have a
copy of the minutes.

R.H.G.

22.6.27

Sir Spurgeon

Thank you I have kept a copy of
minutes & minutes. The position is that
alleged agreement is desired to be taken into
consideration - but it may take time.

Cal Hanley
23.6

Mr. Hanley Jones
Sec of State

To see

R.H.G.

24.6.27

(R.H.G.)

copy
24.6.27

This is all the work + possibly long to see
the progress of the work, but we must
know in time. I will be reporting
to the Board from the meeting at the
Lyon next time. J.M. 25

Mr. Green
Mr. C. Stroud

Mr. Green

7.7.27

7.7.27

It will be well to let Sir
D. Cameron have the papers. The Tanganyika
Dept. is in much closer touch with the
Belgians than any other of our Dept. and
the importance of the Belgian mission at
Dares Salaam and Kigoma is steadily
increasing and will increase more rapidly
when the long projected Kwan-Tanganyika
railway is built.

M. Henderson will be best left
out at present.

J. M. Green

8.7.27

Japan - (I see that Sir T. Gage, memo. on the
situation in Belgium. I hope it will not be a misleading
one.)

Ch. 87

Mr. Bromby
Sec. of State.

I think the papers should be
sent, with a suitable covering
despatch, not only to Sir D. Cameron
but also to the governments of
Lyon, N. Rhodesia & Kenya.

The P.O. should also be sent
copies of all the papers and be
kept informed of any future
developments.

We should also call
attention to the
situation in
Kenya.

J.M.G.

9.7.27

P.S.
Sir E. Gifford brought Louisa
de Vigne to see me, and I told
him that if there was any further
point he wished to discuss with
us he could communicate
with me.

J.M.G.

9.7.27

Sir Efrigg brought Prince de Ligne whom I have known personally for some years to talk about this Prince de Ligne suggested that some one at the Belgian Legation should be enabled to come direct to this office to talk over anything - I gathered without going first to the F.O. He also wondered whether his being in London or someone from Brussels could be detached to keep in touch with the Colonial office - Let us know in form if you have time about intended railway & other developments in the Congo all these aspects for the F.O. - We certainly ought to be in closer touch with the Congo developments than we are - & the F.O. could help us a great deal more than they do. For example P. de Ligne told me that the project for the Stanleyville - Kilo railway would almost certainly be abandoned in favour of Pointe-à-Bar - Lake Kivu. We get such late information at present as to Belgian colonial projects

By all means let us get F.O. concerned to establish some kind liaison with Belgian colonial quarters - I shall like to do it with some one
 11.7.27
 J.H. 12/7

Sir C. Stanley

Please take up with F.O.

B.H.B. done

13.7.27.

As free -
 (not formally)
 that we should discuss the Governor's first
 as regards the F.O. & our own projects about
 Belgian Congo the trouble is that it is not
 business to collect such information - The Belgian
 C.O. do not inform the Belgian F.O. about
 internal railway communications, any more than
 we inform our F.O. - And the Embassy is only
 in touch with the Belgian F.O. The position
 might be met if someone at our Embassy was
 wd. off to specialize in such subjects & keep us
 informed through the ambassador & F.O.

C.S.
13.7.27

In dealing with Norwegian problems in the far South, I found many advantages in frequent semi-official communication with a Councillor at the Norwegian Embassy. If similar system would probably often be of use in

Lagata

the details of questions arising in connection with the Congo - in beginning of Mr. Brandy's report.

10347
The Foreign Office
1912-27

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Kya
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yy
at Road

26/12 ✓
leaf com 26 JUL 1927

be be...
Japan...
to the...
last...
29/7/27

✓ To Cameroon (w/copy 8-6) 13/1/27 ✓

I am sorry this has stayed with me. I have now drafted to F.O. in to Belgium. The only France (see the S. A. 1's minutes) can visit Tell Belgium has been assigned?

20.8.27. / The Foreign Office
20.8.27

108 To F.O. (w/copy notes "memo") / com 29 AUG 1927

9 Foreign Office 20 Sept, 1927

Two copy letter from de la Rubie at Brussels stating that for reasons given it is considered that it might be better that information should be exchanged by contact between a member of the Belgian Embassy in London and the C.O., and requesting matters as to approaching Belgian F.O. in the matter.

The original suggestion of M. Jaapar was that the best way of establishing co-operation would be "first to establish some unofficial means of exchanging information as to railway and other projects concerned with development: by these means it should be possible to arrive at some useful plan of co-operation and the two Governments might then formally discuss how the co-operation could actually be achieved." It seems clear that it is under wise to pursue any further the question of achieving this object through the Foreign Office. The matter has already been brought to the notice of the Governors of each of the Colonies concerned, and they have been told that the details of co-operation could most profitably be worked out through the local Governments. I doubt, therefore, whether we need at present tell the Governors anything more about the upshot of this enquiry through the Foreign Office.

I would suggest, however, that if our own Govts. are to be informed most rapidly of any railway developments in the Congo, the best source of such information would probably be our own Consular representatives

representatives

Used
no. 300 x 17201/27 64 108
Downing Street,

~~September, 1927~~
4 OCT 1927

- Mr. Wiseman 25/9
- Mr. Flood 23/9
- Mr. Parkin 16/2/27
- Mr. E. J. Harding
- Mr. G. Strachey
- Mr. J. Shuckburgh
- Mr. G. Grindle
- Mr. C. Davis
- Mr. S. Wilson
- Mr. Ormsby-Gore 10/9/27
- Lord Locust
- Mr. Amery

Sir,

I am directed to acknowledge the receipt of your letter No. W.6829/6172/4 of the 20th of September relative to the suggestions which have been made for exchange of information on certain subjects of mutual interest to the Belgian Congo and the British Dependencies in East Africa. In the circumstances mentioned by Mr. Grahame, Mr. Ormsby-Gore has no wish to press the suggestion that special arrangements should be made for the exchange of information through the Belgian Colonial Office or through the Belgian Embassy in London.

DRAFT. for *comms*

THE U. S. OF STATE
FOREIGN OFFICE.

Fr. Gov. U.S. Conf. 30.8.27
(in X.17201/27)
This is a copy of a message of 23.8.27
concerning the subject of the above.

At the same time,
Mr. Ormsby Gore regards

it of some importance that the British administrations in East Africa

African Administrations.

With reference to the

3. I am to ~~enclosed~~ copy of a

despatch from the Governor of Uganda,

in which he asks for authority to

visit the district of Ruchuru in the

Belgian Congo and Ruanda in the Mas-

dated territory, and to enquire

whether Sir W. Gowers may be authorised

to communicate with the Governor Genl.

of the Belgian Congo as he suggests.

~~In this connection, however,~~

It is observed from Sir E. Grips's

memorandum of the 21st of June, of

which a copy was enclosed in the

letter from this Dept. of the 29th of

August, that M. Luyens stated that, to

the best of his belief, a definite

understanding had been reached between

the British and Belgian Govts. in the

time of ^{King} Leopold II under which if the

Belgian railway system was carried to

the frontier north of Lake Albert, the

British

*Further we are to be
happy that if
we have had
been in any
of alteration
in regard to
construction in
Belgian Congo he
will take every opportunity
of passing on such
information to you, as
the direction finally to
be taken by the Belgian
Government in this
matter be taken with
caution in connection
with our own programme
of reconstruction
in Uganda & Tanganyika
territories.*

Not

910

any further communication
on the subject, please quote

No. *W 8829/8172/4*

and address

not to slip person by name

but to

The Under-Secretary of State,
Foreign Office,
London, S.W.1.

THE Under-Secretary of State for Foreign Affairs presents his
compliments to *the Under Secretary of State for the
Colonies* and, by direction of the Secretary of State,
transmits herewith copies of the under-mentioned paper for such
observations as *the Secretary Army*
may desire to offer.

Foreign Office.

To a September

1927

RECEIVED
21 SEP 1927
D.O.L. OFFICE

Reference to previous correspondence

Crown Office letter of 29.4 August (10397/27)

Description of Enclosures

4 OCT 1927

and

Name and Date

Subject

From

*A. M. Ambassador
Brussels
No. 731
of 12th September*

*Interchange of information
affecting British and Belgian
dependencies in East Central
Africa.*

Similar letter sent to

No. 751.

(593/2/27).

BRUSSELS.

September 12, 1947.

CONFIDENTIAL

Sir,

I have had the honour to receive your despatch No. 570 of the 7th instant (V 5172/5172/4) respecting a proposal for the interchange of information on certain subjects affecting the British and Belgian dependencies in East-Central Africa.

2. I have read the confidential notes enclosed in your despatch above-mentioned, of a conversation which took place between His Governor of Kenya and the Belgian Prime Minister and Minister for the Colonies in Brussels on the 15th June last, and I observe that Sir Edward Brigg told M. Jaspar that he hoped that arrangements might be made whereby major projects affecting railways might be mutually communicated and that the same applied to roads. M. Jaspar is stated to have agreed in the desirability of arrangements being made. Later in the conversation, M. Jaspar observed that the matter required careful handling and that he thought that the best way of proceeding would be first to establish some unofficial means of exchanging information as to railway and other projects concerned with development. By such means, His Excellency said, it should be possible to arrive at some useful plan of co-operation and the two governments might then formally discuss how the co-operation could actually be achieved.

3. In the covering letter from the Colonial Office to the Foreign Office dated August 29, it was stated that, while

the...

The Right Honourable

Sir Austin Chamberlain, K.G., M.P.,
S.S., S.S., S.S.

competition. Suspicion of the aims of certain foreign Powers, including Great Britain, is not infrequently shown in the Belgian press, and Anglo-Saxon missionaries are also from time to time vehemently accused of political activities injurious to the Belgian administration of the Congo. Generally speaking the tendency here is to regard with disfavour any signs of particular interest in their African colony on the part of foreigners.

4. I feel therefore that unless care be taken, there would be a risk that any unusual activity on the part of this Embassy in seeking information about the Congo might lead to misunderstandings, especially later on when M. Jeager is no longer Minister for the Colonies. Further, if there were to be two channels for the exchange of information, that is to say one between the Belgian Embassy in London and the Colonial Office, and another between this Embassy and the Ministry of the Colonies, there might be a danger of duplication or confusion.

5. It might, therefore, be better and entail less risk of the occurrence of undesirable developments if it could be arranged that information should be interchanged by contact between a member of the Belgian Embassy in London and the Colonial Office.

6. I should be grateful if I might be informed whether you wish me to approach the Belgian Ministry of Foreign Affairs on the subject of the interchange of information and, in such case, exactly what proposals I should put forward.

I have the honour to be, with great truth and respect

Sir,

Your most obedient,

humble servant,

(Signed) GEORGE GRAHAME

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X. 10397

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X

Mr. Boscawen 20.8.27.

Mr. Green 20.8.

- Mr. H. G. Henson
- Sir C. Strachey
- Sir J. Shuckburgh
- Sir G. Grindle
- Sir C. Davis
- Sir S. Wilson
- Mr. Ormsby-Gore
- Earl of Kimberley
- Mr. Bury

Confidential

made no. 9 Sir

29 August 1927

100
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024

I am directed to transmit

to you the accompanying notes of the sessions which took place when Sir Edward

Geoffrey Smith presided during his recent leave of absence from the office, and, in particular to draw your attention to the

attention of Secretary Sir Arthur Chamberlain to the suggestion made for a more regular interchange of information affecting the British and Belgian dependencies in East-Central Africa.

2. The suggestion made in the notes relate to a liaison between

~~in case~~
DRAFT

Per 10.10.27
J.S.

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the local governments, but it is
considered that such advantage
could also be gained by a similar
interchange of information between
the home governments. It seems
desirable, at least, that the possibility
and form of such an interchange
should be discussed.

It would also be desirable that
the Minister of the Embassy staff in
Brussels should charge himself with
the collection of information regarding
the Belgian Corps by co-operation
with the Belgian (Service) Office
(of course with the consent of the
Foreign Minister) and should
keep this Dept. informed through
the Ambassador and the Foreign
Office. If such an arrangement
were made the S. N. ^{Board} ^{of the}
Belgian Govt. Service it,
would welcome the designation of
an Officer of the Belgian Service

- Mr.
- Mr.
- Mr. E. J. Harding.
- Mr. C. Strachey.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Earl of Clouston.
- Mr. Amery.

DRAFT

in London to whom are
attached the proposed
letters by the Colonial Office
for transmission to Sir J. G.
4. If Sir Austin Chamberlain
has no objection to an
arrangement of this kind, he
will no doubt communicate
in the first place with H. M.
The Home Office and the
War Office, but the War Office
is prepared to give, in common with
the Home Office, its full and
unqualified assistance for a meeting
at which the details could be
discussed.

5. The exchange of information
would be most directly useful in
matters relating to transport, but
there is the subject, especially
those of medical and military

liberal to think it could be
applied.

8

(Signed) C. STRACHEY

copy

MEMORANDUM ON A PRIVATE TRIP TO BELGIUM

June 17th to 20th 1927.

I crossed to Belgium accompanied by Colonel Walker on June 17th and went to stay with the Prince de Saxe at Beloeil. I saw M. Jaspar, who is both Prime Minister and Minister for the Colonies, in Brussels on Saturday June 18th and talked to him informally for an hour. Colonel Walker was kept a minute of the interview. Afterwards I had a private talk with M. Haypens, lately Governor General of the Congo, who is now a Senator and the leading unofficial adviser and critic of the Government on Colonial affairs. He is also a Director of the Banque d'Outre Mer, has taken up private interests in the Kivu region of the Congo, and is one of the main driving forces in Belgian colonial politics. I also discussed African affairs very fully with the Princes Eugene de Ligne, the Prince Albert de Ligne, Count Wittich de Gramer and General Le Magnanistere, lately Governor of the Eastern Province of the Congo and now going out to advise on the alignment of the new railway to run east from Stanleyville.

It is significant of the practical interest now being taken by the leaders of the country in the development of the Congo that all the above-named except M. Jaspar, proposed to go out to the Congo with little delay, and asked if they could stay with me on the way in order to get an insight into our development.

There is, in fact, every evidence of a new and powerful colonial movement in Belgium. People there have awoken to the enormous asset which they possess in the Congo and a new cult is reviving the memory of Leopold II. Everybody is talking of Africa. When any Congo enterprise is placed

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upon the market, shares are eagerly taken up, and even the Socialists have secured participation in the development. I heard, for instance, of a Socialist group which had just received a concession for growing cotton in the area between Lakes Tanganyika and Kivu. All the largest financial concerns in Belgium, such as the Société Générale and the Banque d'Outre Mer, are talking of plans of development in the Congo, and the cotton industries are taking up concessions for cotton growing. The most popular form of organisation is that of a public-private company ⁱⁿ which the State holds 55% of the shares, but hands over the management to a business board. This has worked so well in the Katanga that they are applying it to many other forms of enterprise such as railway construction, cotton growing and land settlement. Another marked feature of the new situation is that young men of good family are being persuaded to go out to the Congo both as settlers in the Kivu region and also, they hope, as administrators. When I was staying at Beloeil, for instance, I met a niece of the Prince's whose fiancé, a young man of similar family, was going to take up an administrative post in the Congo at the age of 22, and to take his young wife out with him. This is an absolutely new departure among such families in Belgium.

The reasons are not far to seek. All the leading men in Belgium seem to have made up their minds that if they do not develop the Congo successfully they will lose it. They are afraid in the first place of the Germans, whose desire for colonies may, they think, very well be directed towards the Belgian part of Africa. They told me privately that they have had some warning of this, and that the Germans had not been at all favourable to the inclusion of the Ruanda-Urundi district in the Governor-Generalship of the Congo. For this reason

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reason they are extremely anxious to make common cause with us, since they feel that our determination to hold Tanganyika will prompt us to a fellow-feeling with them in holding to their possessions in the Congo. They are also afraid of American money. It seems that American firms have lately been offering them large loans on very easy terms, and that they have been declined. The political consequences which follow American financial dealings in Central America have apparently made them anxious, and they clearly do not want to allow any Great Power to secure large financial interests in their Congo estate.

Apart from this form of anxiety, it is also undoubtedly felt amongst the leaders of the country that the successful development and administration of the Congo is necessarily dependent on commercial satisfaction. They feel that their possessions in the world are considerably larger than what they might be supposed to be entitled to by their rank and size in Europe, and that they must prove themselves capable of colonisation on a large scale, and of becoming a colonising nation, if they are not to suffer serious reverses. It is clear that they are undergoing a considerable reaction against the French, whose methods of colonial administration they criticise very freely, and that they are at present moved by a strong desire for co-operation with us and for imitation of our methods. There is no doubt also some fear of our competition becoming serious to them if they do not secure our co-operation. I would sum up this feeling by saying that there is a general sentiment about that their success depends on their making common cause with us and that this, while it does not altogether neutralise, is considerably modifying the narrower pre-occupation of some of their business interests to try and keep all Congo trade

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if their rule in the Congo is to succeed, they must place it in the hands of men more truly representative of what is best in Belgium; that white leaders are indeed needed of a stamp which they have rarely sent out in the past, and that such a leader must, if possible, be established in the country by a steady process of settlement. They have therefore made a long stride at once to establish a model white settlement in the Eastern Highlands of the Congo, abutting on the Uganda border, and are already interviewing promising young men with a little capital for this purpose. I think there is no doubt that the old families mean to do all they can to have themselves adequately represented in the colonization of the Congo.

Finally, they feel that the development and colonization of the Eastern Highlands depend largely on co-operation with the Belgian Congo. Their main communications with the Congo will be by road, and the road will be considerably shorter if the Congo is developed. It will be considerably shorter if the Congo is developed.

The details of my talk with M. Jassart in regard to the Congo, I think, it would only be necessary to regard it as most important to secure from him an informal agreement to exchange information regarding the development in particular of the railway and lake services. I think he is in a very sympathetic mood, and the fact that he is not only Colonial Minister but Prime Minister naturally makes the opportunity a particularly favourable one. It must be remembered too, that he has Socialists in his Government. It would be useless to proceed at the moment by anything but the most informal means, as he himself suggested; but I am persuaded that this might result in a very useful and effective understanding regarding

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regarding new railway construction.

The desirability of this was impressed upon me very strongly by the conversation which I had with M. Luybens. As an old Governor-General of the Congo he declared himself a firm believer in the white settlement of their Eastern highlands, and declared to me that such a settlement must always look eastward for support, and rely upon our railways for the majority of its exports and imports. He explained to me that the wide belt of forest separating the Stanleyville area from the Eastern highlands would prove a most serious economic obstacle to the success of railways running east of Stanleyville, and that the presence of this unproductive area coupled with the frequent breaking of hulk necessitated by the change between railway and river in their Western system of transport would give a very great economic advantage to railways running eastward. Like M. Jasper he believed that a German administration was desirable in regard to three things, namely, native policy, scientific research, and transport and development, and he insisted to me very strongly upon his fear both of the Germans and the Americans. He considered that West Uganda south to Lake Albert, through which he had travelled, was very suitable for white settlement, and he hoped that their project of settlement would be balanced by a similar development on our side of the frontier. In particular he expressed his hope that the Kenya Uganda Railway would in the next project of construction be carried beyond Kampala towards the area between Ruwenzori and Lake Albert, with a branch line possibly running south towards Kivu. With regard to their own development he thought it possible that they would take their new line from Stanleyville towards the Ruwenzori area rather than towards the Kile-Moto area north west of Lake Albert, but he could not be certain of this.

BUT

But he was in any case convinced that our railway would get the bulk of the North-East Congo traffic.

With regard to the Nilo-Moto area, he told me that to the best of his belief a definite understanding had been reached between the Belgian and British Governments in the time of Leopold II under which, if they carried their railway system to the frontier north of Lake Albert, we should continue it to the Nile or allow them to do so. I have never heard of this agreement. If it exists, I hope that it will be resuscitated from the archives, as it may considerably affect the policy of railway development in Uganda.

Edward Grigg.

London,

21st June, 1927.

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CONFIDENTIAL

NOTES of CONVERSATION

Between

SIR EDWARD GRIGG and MONSIEUR JASPAR.

BRUSSELS.

18th June, 1927.

ALSO PRESENT:-

Prince E. de Ligne -
Colonel C.W.G. Walker.

M. JASPAR welcomed Sir Edward Grigg, saying how pleased he was to renew his acquaintance with him and to get this opportunity of hearing his views on Colonial Development in Africa. He asked what were the main principles being followed in the administration of Kenya and he would particularly like to know how the operation of compulsory labour stood.

SIR EDWARD, before replying to M. Jaspars question, said that he had come over in an entirely unofficial capacity, to stay with his friend, the Prince de Ligne; however, he had mentioned his visit to Mr. Amery before starting and Mr. Amery thought that if he got an opportunity of an unofficial exchange of views with M. Jaspars, whom he had known before, it would be very valuable.

Sir EDWARD, continuing, said that he hoped there might be co-operation between the British and Belgian Governments in regard to the major questions of native policy in Africa. In Kenya the "Dual Policy" had now been definitely adopted by His Majesty's Government, that is to

122 JUL 1927

copy to Mr. Amery

copy to Mr. Amery

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to say, that white settlement was definitely accepted as an essential element of policy; while native rights were adequately protected and equal opportunity was given to both native and non-native production; certain areas had been definitely constituted as Reserves and these were ample for native needs. No pressure was exerted to induce natives to work for white settlers and they had a free choice either to work for themselves in the Reserves, or to assist settlers on their farms. Experience had shown that those natives who came out from the Reserves and worked for the settlers benefited considerably, a higher standard of living being established thereby. The Government's public works, such as railways, farms, labour had not been used for some considerable time and the work was done by natives within the Reserves under the authority of district officers. Such common services as the construction and maintenance of roads, a satisfactory condition of the relations between the settlers and natives was of primary importance and no real or lasting development or progress could take place if this was not achieved.

M. JASPAR congratulated the British Government on the advance made in Kenya, where forced labour was no longer necessary; he regretted that in the Congo it was still impossible to build railways without forced labour, but he hoped a day would soon come when forced labour could be abolished. He held the view that the best way of securing a stable future in Central Africa was by white settlement, and he intended to further that policy; he was convinced that natives would develop more rapidly by being in close contact with the European, and, for this reason, he thought that the policy of Reserves might be less suitable than the policy which had been proposed.

proposed for the Congo, of dovetailing white settlement into areas of native production.

Sir EDWARD remarked that there was a danger in the dovetailing method, in that the white settler in time would probably acquire the valuable lands and so leave insufficient for the native; this had occurred in South Africa.

M. JASPAR said that white settlement had not yet made such progress in the Congo that any definite policy of the relations between black and white as regards land could be considered to be fixed; he was, however, now most anxious to proceed with the settlement of the Kivu area; he thought that it would be best to begin negotiations with representatives of the various orders of society, so that there might be a balance between the present holders of the land and the large land holder in that area. He then asked what railway developments were contemplated in British East Africa.

Sir EDWARD said that the Kenya and Uganda Railway would in the near future reach Kampala on the north side of Lake Victoria and Lira on the north of Lake Kioga, but it had not yet been decided what further extensions would be made; the Lira line might be carried on north-west to cross the Nile north of Lake Albert, or the Kampala line might be carried south-west towards the Belgian frontier; it depended partly on developments in the Congo. He hoped that there might be cooperation between the British and Belgian Governments and not competition; in the long run there would be ample traffic for all the railways, but competition in the early stages would be disadvantageous to all the railways alike. As regards Tanganyika, the main new construction proposed was a railway south-west from Dodoma on the Central Railway to open up the highlands and the south

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south-west of Tanganyika and to help the development of the north-east part of Northern Rhodesia and possibly Northern Nyassaland.

M. JASPAR said he welcomed Sir Edward's remarks about the development of Central Africa and his government wished to work in with the British Government as closely as possible. He would be only too glad to state the plans he had in mind as regards railway development in the Congo. He wished in the first instance as regards major projects to continue the Elinakéville-Bukhama line to Flebe on the Kasai River which was navigable from there to the sea; this would give another outlet to Katanga which already needed it. Then the next line for construction would be one from Stanleyville to Kilo and Moto or possibly further south; there would be no other for the construction of main railways other than this for the near future, but there would be one or two local projects, such as a line from Kivu to the north end of Lake Tanganyika which would be of importance. The line from Stanleyville to Kilo and Moto would be of particular interest to the Kenya and Uganda Railway and it would probably be one of the factors affecting the decision as to the future extension of that line. It was possible that an extension south-west from Kampala would, on general grounds, be most helpful to the development of Central Africa. The main lines he had mentioned in the Congo would be 3'6" gauge.

Sir EDWARD said that the railway had not yet reached Kampala and that surveys in advance of those places had not yet been made, but it seemed possible that the Belgian line to Kilo and Moto would be a factor in favour of the extension from Kampala. If both these railways were constructed working arrangements with mutual benefit could probably be made. The Kenya and Uganda Railway was metre gauge, but the question was now being considered whether it should not in the course of time be converted into 3'6" gauge; this would, however, involve several years.

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Sir Edward hoped that arrangements might be made whereby major projects affecting railways might be mutually coordinated, the same applied to roads, but he was in a different position there since Kenya did not march with the Congo. In his capacity as High Commissioner, however, he controlled the Kenya and Uganda Railway. The view was now somewhat widely held that the interests of the British East African Colonies could best be served if there were a central authority responsible for the control of policy in the wide area. He understood that it was probable that His Majesty's Government would shortly send out a Commission to enquire into this question. If a central authority were instituted, then discussions between this authority and the Congo Government would on all questions of railway development and similar matters affecting both territories be much simpler.

Sir Edward hoped that a central authority would be speedily established and considered it essential for European nations with territories in Africa to work together for the development of a "Congo Canal" running along the centre of the Continent; it was only in this way that the future of the white races in Africa could in his opinion be satisfactorily guaranteed. The development of the Congo was now of great interest to the Belgian nation and it was to be carried out largely by companies with both official and private directors representing all parties in the State, including the Socialists, so that the policy was likely to be a lasting one. The money required was chiefly to be found by the public, while the interest would be guaranteed by the Government, which would also control the work of the different companies. As an instance of the type of company he had in mind he mentioned the Kivu Development Company, in which both Princes E. and A. de Ligne had interests. This Company would, he thought, be most valuable

valuable in bringing about a really satisfactory type of settlement in Central Africa. He hoped also to make much progress in the future with medical, agricultural, and other kinds of research. He believed that co-operation between the British East African and the Congo Governments would be very advantageous in regard to the major questions of native policy, research and railway and transport development. It was, however, essential before approaching these questions to study the political aspect further, since he had, as was only to be expected, considerable difficulties with his own people. He would like to receive, quite informally, any information which Sir Edward could give him with regard to the intentions of His Majesty's Government on all these matters and would like to have time to study them for himself. He would like to know the main ideas of the British Government on Central Africa; he would like to make himself up fully with these and then discuss the question again with Sir Edward. On hearing that Sir Edward was leaving for Africa in a fortnight, he said he would particularly like to have any information which he could give without delay, so that, if possible, he might arrange to meet Sir Edward again before he sailed. He believed that it should be possible to introduce a large measure of co-operation between the British and Belgian territories in Africa, but many of his people were nervous about British competition and needed education. The matter required careful handling and he thought, therefore, that the best way of proceeding would be first to establish some unofficial means of exchanging information as to railway and other projects concerned with development.

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development, by these means it should be possible to arrive at some definite plan of cooperation and the two Governments might then formally discuss the same so that it would actually be achieved.

Sir EDWARD expressed his entire agreement with M. Jaspard's views; it was most important that they should be able to study each other's ideas and projects informally in the first instance and he said that he would see Mr. AMERY immediately on his return and recommend to him the course of action suggested by M. Jaspard.

X10397/27
KORVA
30

Mr. Cliffe 29. vi. 27.

Mr. Mackay 29/7/27

Mr.

Mr. E. J. Harding.

Sir C. Strachey

Sir J. Shackleton

Sir G. Grindle.

Sir C. Davis.

Sir S. Wilson.

Mr. Ormsby-Gore.

Lord Lovat.

Mr. Amery.

D.
R. 29 JUL
D. 29/7/27

3 August 1927

Confidential

DRAFT.

In Small Canyon

KORVA

I am directed to forward
to you for your info
the accompanying copy
of a despatch with
enclosure, which has
been forwarded to
the Office Administering
the Govt. of the Tanganyika

To Mr. Cliffe
Enclosure

Receipt

Territory regarding a
 private visit which
 Sir Edward Grey
 recently paid to Belgium
 I shall be glad to
 receive any notes which
 you may wish to make
 on the question of
 entering into the Belgian
 Congo

(Signed) E. G. MACHTIG.

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- Mr. ~~Allen~~ 10/17
- Mr. ~~Green~~ 19/1/17
- Mr. E. J. Harding
- Mr. B. Strachey
- Mr. J. Shackburgh
- Mr. G. Grindle
- Mr. C. Davis
- Mr. S. Wilson
- Mr. Oswald-Baker
- Baron of Clarendon
- Mr. Amery



8 AUG 1927

26 July 1927

DRAFT.

1. Kenya C.A.C.
 2. ...
 3. ...
 4. ...
- Green Stanley
 and
 17/1/17

I have pleasure to transmit
 to you, for your information,
 the accompanying copy
 of a memorandum
 signed by Sir Edward Grey
 private visit which he
 recently paid to Belgium,
 together with a note
 of a conversation which
 took place between him
 and M. Jaques, the
 Belgian Prime Minister
 and Minister for the
 Colonies.

Memorandum of visit
Notes of conversation
(Sir E. Grey & M. Jaques)

21/9/27
 to the D. Cameron
 (Lloyd) also

in Belgium, with a view
to obtaining further
information on Congolese
affairs.

4. A similar copy has
been addressed to the
Secy to Uganda & the
Secy to Kenya
Governors of the P. T. &
N. Rhodesia as also being
concerned in the
transmission as above.

By The Secy to
Kenya & the Governors
of N. Rhodesia &
W. P. T.
Uganda as also being
copies of their recommendations
as regards these territories.

Chavara

The Secretary of State
(Signed) W. ORMSBY GORE.

To Secy
Uganda &

To P. T. &
N. Rhodesia

RECEIVED
SECRETARY OF STATE

in Belgium, with a view
to obtaining further
information - Congolese
affairs

If a similar report has
been addressed to the
Govt of Uganda & the
OTS & Kenya
Governors of the T. Tan &
N. Rhodesia as well as
other former
mandatories or agents
of the territories

Tolerance
Uganda ref

If the OTS &
Kenya & the Governors
of N. Rhodesia &
Uganda are also kept
aware of this recommendation
regarding the territories

To: T. T. &
N. Rhodesia

Chavon
The Secretary of State
(Signed) W. CHAMBERLAIN

RECEIVED IN OFFICE
1952

~~Reference to the subject~~

I do not know if Prince de Sagne has taken any action on Sir E. Grigg's letter of June 24th, in which I notice that he recommends liaison between the Belgian and British Governments in Africa. Those Governments will best be able to work out the details: so far as the Kenya-Uganda pair are concerned, the liaison must be with the transport administration and the Government of Uganda combined, so far as transport is concerned and with the Government of Uganda as regards native affairs. This last not merely because Uganda is the co-terminous country but because one of the most important subjects will be the seasonal migration of Congo labour (from ~~the~~ Ruanda and the Lake Albert region) into Uganda.

The first thing to be done is to send copies of the papers to Sir W. Jowers so that he may be aware of what is going on and act in concert with Sir E. Grigg.

N.B. When a central authority is set up, dealing inter alia with questions of native welfare, I think that it will still be necessary to include Uganda itself in any arrangements for liaison. The details of native administration will not, as at present suggested, be centralised.

Apart from local liaison, there can be free interchange of information in London between the Colonial Office and any selected member of the Embassy Staff - of course subject to Foreign Office consent. But on transport there is very little to be said until we have definite recommendations from East Africa. Sir W. Jowers favours the Kampala route to the West, as against the previous idea of a line to the Albert Nile, so that there is no difference between him and the Belgians. But the line to Kampala is the first step: when its route has been chosen

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Note on the early history of the project
for a railway across Uganda towards the
Belgian Congo.

(See "The Map of
Africa by Treaty"
Vol. II, Page 585).

In 1906, in connection with the negotiations
with King Leopold II regarding the Uganda-Congo
boundary, it was agreed to grant certain facilities
for the construction of an Anglo-Belgian railway
from Mahagi to Rejaf, which was intended to give the
north-eastern Congo trade access to the Red Sea via
the Nile and Port Sudan. In a despatch dated the
2nd of July in the same year, the then Commissioner
for Uganda, Sir W.H. Bell, referred to an alternative
proposal which had already been put forward in a
letter from the Colonial Office to the Foreign Office,
namely for the construction of a railway across
Uganda between Lakes Victoria and Albert, which, it
was hoped, while developing Uganda, would at the same
time attract the Congo trade, to which it could offer
better and cheaper facilities than the Nile-Sudan
route.

The Commissioner, while confirming the superiority
of the Uganda over the Sudan route as a corridor for
the Congo traffic, put forward an alternative and
cheaper proposal for attracting the Congo trade, namely
for utilising the facilities for water transport
offered by Lake Kioga and the Victoria Nile, helped out
by two connecting railways, one roughly along the line
of the present Busoga Railway and another between
Foweira and Fajao, to eliminate the unnavigable
stretch of the Nile between the north-western arm

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The possibility of eventually extending the latter route across the Semliki into the Congo was also contemplated, whereas one of the objections urged against Route "A" was that it would "hit Lake Albert about the middle" and so offer no opportunity for extension.

In the end, the cheaper makeshift route via the Pusoga Railway and Lake Kioga was put into use, and Captain Stevenson's proposals lapsed. It will be observed, however, that during this period from 1906 to 1911, when the question of tapping the Congo traffic was prominently to the fore, there is no mention of any kind of obligation on the British Government to link up the Uganda Railway with a line leading south from the Congo.

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suitable provision for the storing and transshipment of merchandise shall be established at the terminus of the railway. When His Majesty's occupation of the Enclave determines, a Congolese or Belgian Company shall be permitted to possess a commercial depot and quays on the Nile at this port. Such depot and quays shall, however, in no case lead to the acquisition of extra-territorial rights, and all individuals in, or connected with, them in the Sudan, shall be wholly subject to Soudanese Laws and Regulations.

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Dr. C. Stuebel

The original has been sent by
Dr. S. Wilson to the S. of S.

Dr. S. Wilson has given my
suggestion (as a result of the proposed
when I attended the Government
Loan (see yesterday) that
(personally)
Dr. G. Schuster should see this.

It should go down after you
have seen

Dr. G. Schuster
Dr. S. Wilson

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24th June, 1947.

My dear Prince de Ligne,

I enclose for your personal information and that of M. Jaspard, a copy of the memorandum on Imperial Policy in East Africa which I wrote on my return from Kenya this Spring for the Secretary of State for the Colonies.

Mr. Abery has allowed me to send this on the understanding that it goes not so beyond M. Jaspard and yourself, because it is entirely confidential, and must not be taken as necessarily representing the views of the British Government. It is probable that a declaration of policy will be made by the Government very shortly. In the meantime, the memorandum represents nothing more than the confidential opinions of the Governor of Kenya. But it is the only recent document at present available which contains a comprehensive survey of our East African problems, and it will serve, I hope, to give M. Jaspard a broad idea of the principles and policies which we have

at present under discussion. I assume that M. Jaspard already has the Report of the East Africa Commission published in 1925.

Since I returned from Belgium I have reported the lines of my Conversation with M. Jaspard to Mr. Amery, and I have recommended, in accordance with M. Jaspard's own idea, that further steps should be taken to explore, quite informally, the possibility of co-operation between the Belgian and British Governments in Africa with regard to the main problems of development. In particular, I have suggested:

(1) that we should endeavor to bring about co-operative development in regard to the clearing of transport and communication, by informing each other of our plans for future construction and arriving at such agreements in regard to them as may be practicable.

(2) that we should also co-operate in scientific research into questions of health, native diet, animal and plant diseases, and so on, by exchanging information and arranging so far as possible for our research work

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to be done on mutually helpful and complementary lines.

(3) that we should act on the same principles in regard to all fundamental questions of native policy and white colonization.

M. Jaspard will be able, I think, to judge roughly from a perusal of my memorandum whether progress can be made towards co-operation on these and other subjects. I gathered from him at our meeting in Brussels that he might then desire to arrange for another private conversation in order to see what form our co-operation might usefully take. If these informal exchanges proved successful, they might be followed by a formal exchange of views with a view to establishing definite methods of co-operation. Mr. Amery hopes that this course should be followed.

There may, I fear, be no time for me to see M. Jaspard again, should he desire it; and I would therefore like to arrange for you to meet Mr. Amery, Mr. Crosby Gore and Sir Samuel Wilson informally at the Colonial Office next week, so that Sir Samuel Wilson or another may take my place if I unfortunately have to sail

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-4-

without seeing M. Jasper again. I will expect you at the Rhodes Trust, just opposite the Athenaeum Club, where I have a small office, at 12 noon on Monday next, 27th, when we can further discuss the matter.

I am still full of my visit to Beloeil and Brussels. It was simply delightful, and I hope it may prove the beginning of discussions which will be useful to the interests of both our countries in Africa.

I am, with much regard,

Yours sincerely,

MEMORANDUM ON A PRIVATE VISIT TO BELGIUM

June 17th to 20th, 1927.

I crossed to Belgium accompanied by Colonel Walker on June 17th and went to stay with the Prince de Ligne at Beloeil. I saw M. Jaspas, who is both Prime Minister and Minister for the Colonies, in Brussels on Saturday, June 18th, and talked to him informally for an hour. Colonel Walker has kept a Minute of the interview. Afterwards I had a private talk with M. Luypens, lately Governor-General of the Congo, who is now a Senator and the leading unofficial adviser and critic of the Government on Colonial affairs. He is also a Director of the Banque d'Outre Mer, has taken up private interests in the Kivu region of the Congo, and is one of the main driving forces in Belgian colonial politics. I also discussed African affairs very fully with the Prince Eugene de Ligne, ^{Prince} Albert de Ligne, Count de Gruyne and General de ... lately Governor of the Eastern Province of the Congo and now going out to advise on the alignment of the new railway to run east from Stanleyville.

It is significant of the practical interest now being taken by the leaders of the country in the development of the Congo that all the above-named, except M. Jaspas, proposed to go out to the Congo ~~again~~ with little delay, and asked if they could stay with me on the way in order to get an insight into our development:

There is, in fact, every evidence of a new and powerful colonial movement in Belgium. People there have awoken to the enormous asset which they possess in the Congo, and a new cult is reviving the memory of Leopold II. Everybody is talking of Africa. When any Congo enterprise is placed

upon the market, shares are eagerly taken up, and even the Socialists have secured participation in the development. I heard, for instance, of a Socialist group which had just received a concession for growing cotton in the area between Lakes Tanganyika and Kivu. All the largest financial concerns in Belgium, such as the Société Générale and the Banque d'Outre Mer, are talking of plans of development in the Congo, and the cotton industries are taking up concessions for cotton growing. The most popular form of organisation is that of a public-private company in which the State holds 50% of the shares, but hands over the management to a business board. This has worked so well in the Katanga that they are applying it to many other forms of enterprise such as railway construction, cotton growing, and land settlement. Another marked feature of the new situation is that young men of good family are being persuaded to go out to the Congo both as settlers in the Kivu region and also, they hope, as administrators. When I was staying at Baloeil, for instance, I met a niece of the Prince's whose fiancé, a young man of similar family, is going to take up an administrative post in the Congo at the age of 22, and to take his young bride out with him. This is an absolutely new departure among such families in Belgium.

The reasons are not far to seek. All the leading men in Belgium seem to have made up their minds that if they do not develop the Congo successfully they will lose it. They are afraid in the first place of the Germans, whose desire for colonies may, they think, very well be directed towards the Belgian part of Africa. They told me privately that they have had some warning of this, and that the Germans had not been at all favourable to the inclusion of the Ruanda-Urundi district in the Governor-Generalship of the Congo. For this

reason they are extremely anxious to make common cause with us, since they feel that our determination to hold Tanganyika will prompt us to a fellow-feeling with them in holding to their possessions in the Congo. They are also afraid of American money. It seems that American firms have lately been offering them large loans on very easy terms, and that they have been declined. The political consequences which follow American financial dealings in Central America have apparently made them anxious, and they clearly do not want to allow any Great Power to secure large financial interests in their Congo estate.

Apart from this form of anxiety, it is also undoubtedly felt amongst the leaders of the country that the successful development and administration of the Congo is as necessary as an outlet for national self-justification. They feel that their possessions in the world are considerably larger than what they might be supposed to be entitled to by their rank and size in Europe, and that they must see themselves capable of colonisation on a grand scale, and even of becoming a colonising nation, if they are not to suffer serious reverses. It is clear that they are undergoing a considerable reaction against the French, whose methods of colonial administration they criticise very ^{freely} ~~freely~~, and that they are at present moved by a strong desire for co-operation with us and for imitation of our methods. There is no doubt also some fear of our competition becoming serious to them if they do not secure our co-operation. I would sum this feeling up by saying that there is a general sentiment about that their success depends on their making common cause with us and that this, while it does not altogether neutralise, is considerably modifying the narrower pre-occupation of some of their business interests to try and keep all Congo trade

away from our side.

The matters in which they wish to co-operate with us are fairly clear.

In the first place, they want to have ^{more influence} ~~our understanding~~ assistance in regard to native policy. They are still finding it impossible to secure labour for public works without compulsion, and they are very much afraid of finding themselves wrestling alone with a strong movement of the Aborigines Protection kind against their forms of development. They are also still using conscription for their gendarmerie, each tribe having to find a certain quota. It must be said, however, that the quota is very small. They are watching our native policy with the deepest interest and would like to assimilate their policy to ours as much as possible.

They are also, I think, becoming ready to co-operate with us in all matters of research, and more particularly in research into the health of the native races. Their own researches have, I think, had not unimportant results, and I am sure that we have much to gain by securing their assistance in this form of work.

They are also watching our method of dealing with native organisation and the political status of natives. I think that they would follow us closely if they were clear what we meant to do.

In the second place, they are undoubtedly much impressed by the stability given to the position of the white race in Africa by the settlement of colonists who will make their homes in the country. At present Belgium has sent out nothing but administrators and a rather loose rabble which drifts into the mining areas. They feel very strongly that

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if their rule in the Congo is to succeed, they must place it in the hands of men more truly representative of what is best in Belgium; that white leaders are indeed needed of a stamp which they have rarely sent out in the past, and that ^{such leaders} ~~they~~ must, if possible, be established in the country by a steady process of settlement. They have therefore made up their minds at once to establish a model white settlement in the Eastern highlands of the Congo, abutting on the Uganda border, and are already interviewing promising young men with a little capital for this purpose. I think there is no doubt that the old families mean to do all they can to have themselves adequately represented in the colonisation of the Congo.

Finally they feel that the development and colonisation of their Eastern province depends largely on co-operation with us, that their best opportunities with that part of the Congo will fall through Kenya and Uganda or Tanganyika, and that the morale of their own settlers will be considerably affected by the relations which they are able to maintain with ours.

The detail of my talk with M. Jaspard is given in Colonel Walker's Minute. I would only say here that I regard it as most important to secure from him an informal agreement to exchange information regarding the development in particular of the railway and lake services. I think he is in a very ^{very} ~~very~~ favourable mood, and the fact that he is not only Colonial Minister but Prime Minister naturally makes the opportunity a particularly favourable one. It must be remembered too, that he has Socialists in his Government. It would be useless to proceed at the moment by anything but the most informal means, as he himself suggested, but I am persuaded that this might result in a very useful and effective understanding

regarding new railway construction.

The desirability of this was impressed upon me very strongly by the conversation which I had with M. Luybens. As an old Governor-General of the Congo he declared himself a firm believer in the white settlement of their Eastern highlands, and declared to me that such a settlement must always look eastward for support, and rely upon our railways for the majority of its exports and imports. He explained to me that the wide belt of forest separating the Stanleyville area from the Eastern highlands would prove a most serious economic obstacle to the success of railways running east of Stanleyville, and that the presence of this unproductive area coupled with the frequent breaking of bridges necessitated by the change between railway and river in their Western system of transport would give a very great economic advantage to our rivals running eastwards. Like M. Luybens he believed that a common understanding was desirable in regard to three things, namely, native policy, scientific research, and transport and development, and he insisted to me very strongly upon his fear both of the Germans and the Americans. He considered that West Uganda south to Lake Albert, through which he had travelled, was very suitable for white settlement, and he hoped that their project of settlement would be balanced by a similar development on our side of the frontier. In particular he expressed his hope that the Kenya-Uganda railway would in the next project of construction be carried beyond Kampala towards the area between Ruwenzori and Lake Albert, with a branch line possibly running south towards Kivu. With regard to their own development he thought it possible that they would take their new line from Stanleyville towards the Ruwenzori area rather than towards the Kilo-Moto area north-west of Lake Albert, but that he could not be certain of this.

But he was in any case convinced that our railway would get the bulk of the ^{North East} Congo traffic.

With regard to the Kilo-Moto area, he told me that to the best of his belief a definite understanding had been reached between the Belgian and British Governments in the time of Leopold II under which, if they carried their railway system to the frontier north of Lake Albert, we should continue it to the Nile or allow them to do so. I have never heard of this agreement. If it exists, I hope that it will be resuscitated from the archives, as it may considerably affect the policy of railway development in Uganda.

Edward Gigg

London.
21st June 1927.

TELEPHONES
REGENT 1770
1741

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TRAVELLERS' CLUB,
PALM MALLS,
S.W.1

22.6.27

Handwritten signature/initials

Dear General

As arranged the morning
I enclose herewith a copy of a part of the
Conversation between Mrs. Sanger & Sir Edmund
Gifford in Brussels in 18th June. as you will see
therein I give you a short report of Sir Edmund
on the opinions he expressed in Belgium with
regard to the development of the League of Nations

Yours sincerely,

Handwritten signature

Handwritten notes at bottom

CONFIDENTIAL.

NOTES of CONVERSATION

between

SIR EDWARD GRIGG and MONSIEUR JASPAR.

B R U S S E L S

18th June, 1927.

ALSO PRESENT:-

Prince E. de Ligne
Colonel C.W.G. Walker.

M. JASPAR welcomed Sir Edward Grigg, saying how pleased he was to renew his acquaintance with him and to get this opportunity of hearing his views on Colonial development in Africa; he asked what were the main principles being followed in the administration of Kenya and he would particularly like to know how the question of compulsory labour stood.

Sir EDWARD, before replying to M. Jaspars question, said that he had come over in an entirely unofficial capacity, to stay with his friend, the Prince de Ligne; however, he had mentioned his visit to Mr. Amery before starting and Mr. Amery thought that if he got an opportunity of an unofficial exchange of views with M. Jaspars, whom he had known before, it would be very valuable.

Sir EDWARD, continuing, said that he hoped there might be co-operation between the British and Belgian Governments in regard to the major questions of native policy in Africa. In Kenya the "Dual Policy" had now been definitely adopted by His

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Majesty's Government, that is to say, that white settlement was definitely accepted as an essential element of policy, while native rights were adequately protected and equal opportunity was given to both native and non-native production; certain areas had been definitely constituted as Reserves and these were ample for native needs. No pressure was exerted to induce natives to work for white settlers and they had a free choice either to work for themselves in the Reserves, or to assist settlers on their farms. Experience had shown that those natives who came out from the Reserves and worked for the settlers benefited considerably, a higher standard of living being inculcated thereby. Even on public utility works such as railways, forced labour had not been used for some considerable time and compulsory work was only allowed within the Reserves under the authority of chiefs, for such common services as the construction and maintenance of roads. A satisfactory solution of the relation between the settlers and natives was of primary importance and no real economic development or progress could take place if this was not achieved.

M. JASPAR congratulated the British Government on the advance made in Kenya, where forced labour was no longer necessary; he regretted that in the Congo it was still impossible to build railways without forced labour, but he hoped a day would soon come when forced labour could be abolished. He held the view that the best way of securing a stable future in Central Africa was by white settlement, and he intended to further that policy; he was convinced ~~that~~ that natives would develop more rapidly by being in close contact with the European, and, for this reason, he thought that the policy of Reserves might be less suitable than the policy which had been proposed for the Congo, of dovetailing white settlement into areas of native production.

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Sir EDWARD remarked that there was a danger in the dove-tailing method, so that the white settler in time would probably acquire the valuable lands and so leave insufficient for the native; this had occurred in South Africa.

M. JASPAR said that white settlement had not yet made such progress in the Congo that any definite policy of the relations between black and white as regards land could be considered to be fixed; he was, however, now most anxious to proceed with the settlement of the Kivu area; he thought that this ought to be done thoroughly with representatives from various grades of society, so that there might be a complete white frame-work from the peasant class to the large land-owner in that area. He then asked what railway developments were contemplated in British East Africa.

Sir EDWARD said that the Kenya and Uganda Railway would be the main line from Kampala on the north side of Lake Victoria and down on the east of Lake Tanganyika, but it had not yet been decided what further extensions could be made; the Live line might be carried on across-west to cross the Nile north of Lake Albert, or the Kampala line might be carried south-west towards the Belgian frontier; it depended partly on developments in the Congo. He hoped that there might be cooperation between the British and Belgian Governments and not competition; in the long run there would be ample traffic for all the railways, but competition in the early stages would be disadvantageous to all the railways alike. As regards Tanganyika, the main new construction proposed was a railway south-west from Dodoma on the Central Railway to open up the Highlands in the south-west of Tanganyika and to help the development of the north-east part of Northern Rhodesia and possibly Northern Nyasaland.

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communicated; the same applied to roads, but he was in a different position here since Kenya did not march with the Congo; in his capacity as High Commissioner, however, he controlled the Kenya and Uganda Railway. The view was now somewhat widely held that the interests of the British East African Colonies could best be served if there were a central authority responsible for the control of policy in the whole area; he understood that it was probable that His Majesty's Government would shortly send out a Commission to enquire into this question. If a central authority were instituted, then discussions between this authority and the Congo Government would on all questions of railway development and similar matters affecting both territories be much simpler.

M. JASPAN agreed and hoped that a central authority in British East Africa would be speedily established. He considered it essential for European nations with territories in Africa to work together and to develop a strong white "spine dorsale" running along the centre of the Continent; it was only in this way that the future of the white races in Africa could in his opinion be satisfactorily guaranteed. The development of the Congo was now of great interest to the Belgian nation and it was to be carried out largely by companies with both official and private directors representing all parties in the State, including the Socialists, so that the policy was likely to be a lasting one. The money required was chiefly to be found by the public, while the interest would be guaranteed by the Government, which would also control the work of the different companies. As an instance of the type of company he had in mind he mentioned the Kivu Development Company, in which both Princes E. and A. de Ligne had interests. This

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Company would, he thought, be most valuable in bringing about a really satisfactory type of settlement in Central Africa. He hoped also to make much progress in the future with medical, agricultural and other kinds of research. He believed that co-operation between the British East African and the Congo Government would be very advantageous in regard to the major questions of native policy, research and railway and transport development. It was, however, essential before approaching these questions to study the political aspect further, since he had, as was only to be expected, considerable difficulties with his own people. He would like to receive, quite informally, any information which Sir Edward could give him with regard to the intentions of His Majesty's Government in all these matters and would like to have a day or two to study them for himself, since he was not at present familiar with all the main ideas of the British Government in regard to East Africa. He would like to make himself au fait with these and then discuss the question again with Sir Edward. On hearing that Sir Edward was leaving for Africa in a fortnight, he said he would particularly like to have any information which he could give without delay, so that, if possible, he might arrange to meet Sir Edward again before he sailed. He believed that it should be possible to introduce a large measure of cooperation between the British and Belgian territories in Africa, but many of his people were nervous about British competition and needed education. The matter required careful handling and he thought, therefore, that the best way of proceeding would be first to establish some unofficial means of exchanging information as to railway and other projects concerned with development; by these means it should be possible to arrive at some useful plan of cooperation and the two Governments might then formally discuss how the cooperation could actually be achieved.

Sir EDWARD expressed his entire agreement with M. Jaspard's views; it was most important that they should be able to study each other's ideas and projects informally in the first instance and he said that he would see Mr. Amery immediately on his return and recommend to him the course of action suggested by M. Jaspard.
