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PARLIAMENTARY DEBATES.

HOUSE OF LORDS.

WEDNESDAY, 6th JULY, 1926.

Vol. 61.—No. 62.

OFFICIAL REPORT. (UNREVISED)



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- MOTION**—Ministry of Health Provisional Orders Confirmation (No. 8) Bill
 The Case of Major Adam
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- QUESTION**—Shipping Facilities in West Indies.
 Former Enemy Aliens (Disabilities Remedy) Bill—Second Reading.

proofs of the Daily Reports are sent. Any corrections which Peers desire to suggest in the report of their speeches for the Bound Volume should be indicated in this Daily Report, and the copy of the Daily Report containing the corrections suggested must be received by the Editor of Debates, House of Lords, within fourteen days of the date of the Debate.

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HOUSE OF LORDS

Minutes of July 7

CORPORATION BILL. The Committee to be referred to the Committee of Selection

CITY URBAN DISTRICT COUNCIL BILL. for Tuesday next

LIFE ASSURANCE COMPANY BILL. [H.L.] from the Commons, agreed Amendments.

MINISTER acquainted the Clerk of the Parliament with the Certificate of the Examiners that the further orders applicable to the bill have been complied with of Corporation.

Bill was ordered to lie on the Table

WATER SUPPLY ACTS, 1852 TO 1892 (LONDON AND HOME COUNTIES DISTRICT ORDER)

from the Select Committee on the matter appeared to have been sufficiently dealt with by Departmental arrangements. It was thought no opportunity should be afforded for petitioning against the Order.

the following amendments of the Order as desirable, viz. section 39, subsection 2, paragraph (b) after the first ("District" insert "represented on the local authority").

no further enquiry by a Select Committee appears to be necessary.

Bill ordered to lie on the Table

S. CHURCH, BIRMINGHAM GENERAL HOSPITAL BILL.

Amendments considered, and Bill ordered to lie on the Table

COURT OF JUDICATURE (CONSOLIDATION) BILL. [H.L.]

Report of the Amendments (which were appointed for this day) put off to the next day.

HOUSE OF LORDS

Wednesday, 5th July, 1925.

The House met at a quarter before four of the clock. The LORD CHANCELLOR on the Woolsack.

VISCOUNT ALLENBY OF MEGIDDO. Field-Marshal Sir Edmund Henry Hynman Allenby, G.C.B., G.C.M.G., having been created VISCOUNT ALLENBY OF MEGIDDO, and of Felixstowe in the County of Suffolk. Was (in the usual manner) introduced.

LORD BISHOP OF MANCHESTER. William, LORD BISHOP OF MANCHESTER. Was (in the usual manner) introduced.

LORD DORCHESTER

Dudley Massey, BARON DORCHESTER, of Dorchester in the county of Oxford, having succeeded to the said Barony by virtue of a Patent granted the second day of August, 1892, his mother the Honourable Henrietta Anne Carleton having been created a Baroness under the said Patent. Was (in the usual manner) introduced.

MINISTRY OF HEALTH PROVISIONAL ORDERS CONFIRMATION No. 4 BILL. [H.L.]

Read 3rd (according to Order) and passed, and sent to the Commons.

MINISTRY OF HEALTH PROVISIONAL ORDERS CONFIRMATION No. 5 BILL. [H.L.]

THE LORD PRIVY SEAL (THE MARQUESS OF SALISBURY): My Lords, the Motion standing in my name is in rather an unusual form. It appears that these Provisional Orders are included in various parts, and in respect of two there is no opposition. The remainder is opposed. It appears that if the Bill is not divided into two parts there is a chance that the unopposed Bills would not get through. In these circumstances it seems to be wise to divide the Bill into two parts. I beg to move.

or unwilling to explain this. Major Adam appealed to the War Office officially. What happened to the appeal is unknown, and he has never been able to find out. A few days later a War Office letter was forwarded to him. The General Officer commanding at Aldershot, intimating that the Army Council had decided to call upon him to accept the commission. The words used were to the effect that the King had no objection to his services. That expression employed only to denote what he has done something of a discredit.

There are two points which seem to be noted in the communication. This is that the Army Council was not only based upon the report which Major Adam had seen, although it had been shown to him when it should not have been shown to him, but that another report which he had never seen at all, and which he had seen had at that time not reached the War Office, so that it could not possibly have acted upon any report upon a report of the General Officer commanding at Aldershot, and never been shown to him, and since then been shown to him. Accordingly a letter was sent to direct that the King's Regulations, which state that such a report should be shown to the officer concerned. In the meantime the King's Regulations state that before an officer is asked to accept a commission, any unfavourable report should have been considered in connection with the case. That was not carried out in this case, for there is only a single report against him.

On receiving this communication Major Adam at once interviewed the General Officer who was responsible for the matter. The latter expressed unbounded indignation and dismay, and the very next morning went up to the War Office and not only succeeded in inducing the Army Council to withdraw their offer but actually persuaded them to offer Adam a post on the General Staff at Whitehall. He was further assured by the Brigadier that his report would have no deleterious effect upon his career. This procedure seems a most reasonable one. An officer holding a commission and command reports that one of his officers under his command is quite

impossible, and the War Office declare that he is unfit to hold a commission; but the very day after having come to that decision, they give him an appointment on the General Staff, which is generally regarded as the goal of every ambitious officer.

One year after this surprising and inexplicable occurrence—that is, in October, 1909—another hardly less mysterious incident occurred. Major Adam received an official communication informing him that on account of further unfavourable reports, the Army Council had decided to place five officers of the 5th Lancers on half-pay. One of these officers was Major Adam. As he had not been serving with his regiment for the past year, but had been at the War Office, it is difficult to see how any further report could have been unfavourable to him, but if there were any such report, it should obviously have been shown to him. He declares that it was not shown to him, nor were the other reports which reflected upon the remaining four officers shown to them. Besides, he had been distinctly led to believe that the only unfavourable report which he had ever seen had been cancelled. Accordingly he applied officially to see these reports on his conduct.

At this point the mystery which surrounds this very mysterious case becomes perceptibly deeper. He was sent for by the Chief of the General Staff, whose private secretary informed him that his request to see these reports was quite reasonable and justifiable, but if he insisted on seeing them he would be deprived of his Staff appointment. In these circumstances, of course, he had no choice but to acquiesce under protest, and to withdraw his application to see them. Major Adam continued to retain his Staff appointment at the War Office until 1909, when he stood for Parliament as Unionist candidate for Woolwich and was returned at the General Election in January, 1910. He was therefore seconded from the service, in order to fulfil his Parliamentary duties. All applications to the War Office for reconsideration of his case having failed, he decided to raise the question in Parliament of the unfair treatment of himself and his brother officers, by being placed on half-pay without being shown the evidence against them.

of Appeal was upheld in the Lords. Thus Major Adam again obtains satisfaction from the Council, who evaded responsibility on legal ground of privilege. The story may be very briefly told when the War broke out, in spite of his qualifications as a Staff College and his knowledge of foreign languages and Staff experience, he was given a few unimportant jobs at H. He continued to appeal for a year in his case, with the same lack of success. Finally, in 1917, his health broken down, he was required to leave the service. He continued to work for the War Office for a year, his last appeal being made in 1918, and met with the same result. During the whole period since his discharge, his character has not been questioned, and he has no chance of standing for

the facts of the case, as given by Major Adam and not by me. He is positively that there is a great deal of all this, and there would seem to be no reason for his assertion. It is difficult, for instance, to suppose that in 1906 the Army Council would have ordered an officer who seems to have been an impeccable professional soldier to resign his commission on the basis of a single unfavourable report. As a matter of fact, had not the Council been given in the order the terms of the order would have allowed any possibility of their having been given on account of his conduct. The whole attitude of the Council seems to indicate that they were given information which removed the matter apart from his military record.

Major Adam asserts that they were given information, that it was false, and that it was deliberately and maliciously given to them, and he is prepared to produce evidence proving that they were given information, that they imparted it to the Council, and that it is false, and I am prepared to produce that evidence. Moreover, he has written a book in which he sets out in black and white certain definite charges against a former officer of the Army Council whom he mentions by name, who was the Commanding Officer of the regiment, and he declares that this was the officer who was commanding the

regiment in 1906, deliberately supplied false information to the Brigadier and that the whole of the report of the Brigadier and General Officer at Aldershot is based upon that information. His charge against the Brigadier is that he acted recklessly and ignorantly and without due regard to the consequences of his action, and his accusation against the Commanding Officer is that he acted maliciously and out of personal enmity. Those were the charges made in 1914. They were never answered. The Brigadier had died by that time, but the Commanding Officer was and is still alive. If the charges be true that officer has been grossly libelled, and never in 1914, or since, has he ventured to defend himself against charges so injurious to his character, so far as I know. If all these charges are false then Major Adam should clearly be shown up. Obviously it is desirable in the public interest to prevent an ex-officer publishing defamatory statements about his former superior officers, and the Army Council.

The conclusion of the whole matter, as presented by Major Adam, is this. He has seen his military career wrecked, his political career lost to him, and his character as a gentleman impugned. His health is seriously affected, and all this, he claims, owing to the action of the Army Council, and the question is by what principle has the Army Council been guided. Let us suppose, what seems difficult to believe, that their action has been based solely on Major Adam's military record. In that case, if his story is true, he seems to have suffered serious injustice at their hands. In the first place, the King's Regulations, as I have shown, have been violated, because he was originally condemned upon one report, instead of upon two reports received in successive years, and also because the confidential reports upon which he was then and subsequently judged have not been shown to him; secondly, and more important still, because, while ostensibly judging him on his military record, they have gone out of their way to impugn his private character also. On the other hand, supposing the War Office have been informed, as he claims they have been, and as there seems some reason to suppose they have been, by other alleged

the notice of Major Adam at that
 will say nothing. I leave it to
 Earl who represents the War
 going to confine myself to what
 from 1906 to 1910, when I was
 This case was raised in the
 of Commons. I was Secretary of
 the time, and I answered fully
 Adam's case, and I believe to the
 of the House of Commons.
 decided accordingly. We have
 do with that here. We are
 with a case brought up by the
 Duke. I ask your Lordships' atten-
 one or two circumstances. I am
 to ask the House to rely on my
 but I am going to ask them to rely
 on the opinion given by the Law Courts and
 your Lordships' House, in which the
 case was disposed of in such a way
 as to decide the case raised by the noble
 Duke. The noble Duke will not desire to
 to let a decision on law and facts by
 the House.

For 1906 was a crucial year for the
 Army had been determined that the
 Cavalry Force, then in the making,
 be brought up to the highest state
 of efficiency possible. It was desired to
 be able to hold its own in the field
 against any foreign nation against whom
 we might be brought, and the instructions
 given to General French, who was then Com-
 mandant-in-Chief at Aldershot, were to see
 that he was done with the two Divisions
 training there, and also with the
 regiments which he was training
 at Aldershot at the time. One of the
 means of securing efficiency, and one of the
 most important means, is to make it
 certain that you have efficient leaders, and
 particularly cavalry leaders, because
 the Cavalry is the delicate arm and requires
 leadership at least as much as any
 other arm in the field. Those were the
 instructions given to the Com-
 mandant-in-Chief, and he proceeded to
 carry them out.

In the summer of 1906, Lieut.-Colonel
 Scobell, who was commanding the 5th
 Cavalry, became very uneasy about the
 fitness of his officers. He thought that
 some of his officers were not fit to lead
 a cavalry regiment in the field, and he
 consulted his Brigadier, Brigadier-
 General Scobell, afterwards Major-
 General Scobell, one of the most careful

and honourable officers in the Army. The
 powers of the Army Council were quite
 clear. Under the Royal Warrant the
 King, who is advised by the Secretary of
 State and the Army Council, may remove
 an officer at any time, and he may remove
 him without giving any reason. There
 is no question of confidential reports.
 The first consideration is efficiency—that
 there must be officers fit to lead in the
 field. That must be paramount, and that
 is a principle very carefully applied. The
 regiments are inspected annually, and
 also specially, and, if the reports are
 adverse, the King's Regulations declare
 that these reports are to be communi-
 cated as soon as possible.

That was the state of the law of the
 Army when Lieut.-Colonel Graham
 entered upon his investigation. He con-
 sulted his Brigadier, and he and his
 Brigadier made the most close and careful
 inspection of the 5th Lancers in its
 training, and they drew up a report
 which was very unfavourable to the
 capacity of certain of the officers in that
 regiment for the performance of their
 duties, and particularly of the duties
 which they might be required to perform
 in war. That report, made by Lieut.-
 Colonel Graham and Brigadier-General
 Scobell in conjunction, was made in
 October, 1906, and was referred to
 afterwards as the combined report. It
 was communicated to Major Adam, and
 the purport of it was that he was unfit
 to be a cavalry leader in the field. The
 Army Council, naturally concerned with
 this, directed General French to make
 a special report, and General French did
 make a special report in very scathing
 terms. I do not know that there is any
 reason why I should not tell your Lord-
 ships what that Report was. It is a
 long time ago, and I tell it the more
 willingly because, as I shall show in a
 moment, it was communicated at once
 to Major Adam. General French's
 Report is dated November 3, 1906, and
 I think I had better read it to your
 Lordships as it came. It is addressed
 to the Secretary, War Office, London—

" Sir,

I have the honour to bring to the notice
 of the Army Council that Major W. A.
 Adam, 5th Lancers, although he possesses
 some exceptional qualities fitting him for
 employment on intelligence work, none of
 them are such as are necessary in a good
 Cavalry leader in the Field. So much is

come to the next step. Had that a decision which was clearly the powers of the Army Council. Royal Warrant, a decision amply justified by the two reports had before them—the reports Major Adam had seen—been acted it would have been the end of the case, but, perhaps unfortunately, General Scobell was a kindly man, a body who knew him remembers (alas, dead), and he went up and said: "Give this poor fellow another chance. He cannot be in the field, but he knows

He has been at the Staff and he might be suitable for in one of the branches of the Department of the General Staff that was done. The Army did not insist upon his resignation, but put him upon half-pay, and he stayed in the War Office until 1900, the society I have spoken of, and not in the field. They never doubted the wisdom of their decision not to allow him to continue as a cavalry leader, but to put him in this kind of employment, and he continued to have it until he was removed, and then under the Army Act he went on half-pay in order

to come to the House of Commons and make a speech. Major-General Scobell was away in South Africa at the time, and he was on his way home and he said that General Scobell had done a great deal of good for the Government, and that he had saved him from dishonour by not being called on to resign. He did everything in his power to get him employment of some kind, and Major Adam said this in the House of Commons. It is important to note the words which followed upon them:—

General Scobell is on his way back to England at the end of this year. I hope when he sees the report

of the speech Major Adam was made in the House of Commons—

as I intend to do, he will be able to state the meaning of the words which are a deliberate mis-statement of

what he charged Major-General Scobell with.

We tried to make it clear, and I will turn up that paragraph in the

King's Regulations which compels an officer in a case like this"—

that is to say, charged with conduct unworthy of an officer and a gentleman—

"to refer the matter to his superior authority, the superior authority in this case being the Army Council."

After the matter had been gone into, this is what the Lord Chancellor said in your Lordships' House about that passage:

"This speech must have conveyed to everyone who heard it or read the report the impression that Major-General Scobell was charged with conduct unworthy of an officer and a gentleman within the meaning of the King's Regulations. It is impossible to suppose that Major Adam did not intend to convey this impression. At the trial, however, he stated that he did not impute such unworthy conduct to Major-General Scobell, and that he said what he did merely in order that Major-General Scobell might demand an inquiry to clear himself, in course of which Major Adam believed information might be obtained with regard to the attack upon him which he believed was in the general report."

The Lord Chancellor continued:

"I abstain from commenting on Major Adam's conduct in making, for such an indirect purpose, an unfounded attack upon General Scobell, who had rendered Major Adam great service at the time of his removal."

So much for that, but the Army Council naturally was very angry at what was said in the House. It was suggested that what was said in the House was privileged, but Major-General Scobell, feeling his character was impugned, appealed to the Army Council, and the Army Council made an investigation. It was a very careful and full investigation, and as a result, they replied to Major-General Scobell's request for an inquiry into his conduct, and they told him they had investigated the facts fully, that there was no reflection on him at all, that he need not be in the slightest degree under a misgiving about what he had done, and that it was the more surprising that Major Adam should have done this when he was under great obligations to Major-General Scobell. On that Major Adam brought an action against the Army Council for libel. I am not sure that I was named in the writ. I may have been, because I was one of the Army Council who had sanctioned the vindication of Major-General Scobell. But the action was brought at any rate against the Secretary of the Army Council, and in

I should like to say that in June the Commanding Officer of Adam's Regiment asked for permission to remove him from the command of the squadron on the ground that it was unsuitable. A copy of this letter was sent to Major Adam, and he took it to see the Brigade Commander. Then we have heard from the noble and learned Viscount of the Report of October—the combined report—and also the further report—the report—which was furnished to the Army Council by the General Officer-in-Chief, Sir John French. I was asked to bear what the noble and learned Viscount said about the communication of the report of October—the combined report—to Major Adam, because there was to be some doubt as to when it was communicated. The Lord Chancellor's judgment said it was not shown to Major Adam before being sent in, as it had been by the King's Regulations. It was shown to him some weeks before December 8, 1906. It would not be the case. It was shown to him at any rate was received at the War Office and acted upon, before the report was sent to Sir John French, which was done on November 3. In any case the report which was taken was upon the report of Sir John French written on October 8, and communicated to Major Adam on November 3.

On November 26 Major Adam was interviewed by the Military Secretary. At this interview he was asked questions, although his confidential advisers were not adverse to the technical meaning of the words used in paragraph 214 of the King's Regulations, many of them were not favourable. On December 1 Sir John French was informed that it was decided that Major Adam was called upon to retire from the command and the letter was communicated to Major Adam. Later, as the noble and learned Viscount has informed your Lordships, it was decided to give Major Adam a further trial on probation in the command of the Chief of the General Staff. I want to make it clear that it was not until after Major Adam accepted this appointment, and served for some time on probation, that in August, 1907, he was appointed Staff Officer, third grade, under the direction of Military Operations. My

noble friend in his letter to me said that Major Adam was under the impression that the adverse report which had been made about him had been cancelled. I should like to say that this matter has been investigated and there is no record in the War Office of anything which could have led Major Adam to suppose that the adverse reports had been cancelled. The noble Duke has said that there was a suspicion that there was something behind this action of the Army Council. As the noble and learned Viscount opposite has said, so far as I can see there is absolutely nothing to justify any such supposition, and in order to make that matter quite clear to your Lordships I should like to read an extract from the judgment of Lord Justice Buckley in the Court of Appeal. Lord Justice Buckley said this:—

"So far as I can see no imputation ever has been, or is now, made against either the character or the capacity of the Major, except in respect of his efficiency as a leader of cavalry in the field."

I hope this statement, combined with what the noble and learned Viscount has said, will show that it is not accurate to say that only one adverse report was seen by Major Adam. The letter of his Commanding Officer of June, 1906, was seen by him; the adverse report of October, 1906, was seen by him; and the special report of November, 1906, was also seen by him. In addition, the annual report of his Commanding Officer, rendered in 1907 after he had left the Aldershot Command and become a General Staff Officer in the War Office, which stated that there was nothing to add to what was said in previous reports, was also communicated to Major Adam.

The next point put by the noble Duke is that on December 1, 1906, Major Adam was ordered to resign his commission before any official report had reached the War Office. I think, this has been explained by the noble and learned Viscount, and it seems perfectly clear from what I have already told your Lordships that the official report had been carefully considered by the Army Council before any action was taken. Then the noble Duke alludes to the fact of Major Adam being placed on half pay in 1907. Perhaps I may be allowed to mention the facts as they took place. In the first place I should like to quote a

ing from neurasthenia. This on March 2, 1906. No term placed on his disability, and on 1st, 1917, he was placed on re-

That is the reason why Major Adam was gazetted out of the Army.

ble Duke says that between 1911 the Army Council have re- rejected appeals for a recon- of the case. I should like to this point. In 1911 Major

exercised his right under 42 of the Army Act to His Majesty the King.

of that appeal was that His on the advice of the Secretary was not pleased to issue any in regard thereto.

stem that an officer should exer- right only once in respect of any sult, Major Adam was allowed a second appeal in 1913, after

break of the War, but again, on of the Secretary of State. His was not pleased to issue any scriptions. Then, in 1916, Major

informed that the Army definitely and finally refused to his case.

d like to come to one point think, requires a certain amount ation, because it is a point h. I believe, considerable stress

laid by Major Adam. On 1907, the following letter was General Officer Commanding.

Command:— commanded by the Army Council you that in consequence of further he reports concerning the follow-

has been decided to recom- His Majesty's approval that these d be placed on half-pay under ns of the Dispensing Warrant.

ows a list of the names of the among whom Major Adam's ncluded. The use of the words

"unfavourable reports" has been understood as conveying impression—I think it conveyed to on to the mind of my noble

end that between the report of French, dated November 3, 1906, of October 16, 1907, reports had been

ived by the War Office in regard to Major Adam which had not been shown ing. The records of the War Office that this is not the case. A report he efficiency of the 5th Lancers had

received at the War Office, but it no mention of Major Adam.

It was referred to Sir John French for his observations, and he made a report to the Army Council on the subject.

There is only one reference in that report to Major Adam, and that reference was not an adverse report on Major Adam.

Sir John simply referred the Army Council to the adverse report made by him upon Major Adam, dated November 3, 1906, which, as I have already stated, had been shown to Major Adam.

As regards another point to which my noble friend has drawn your Lordships' attention, the statement that Major Adam's military career has been ruined,

I should like to point out that he served in the War Office on the General Staff for two years, as a General Staff Officer, 3rd grade, from 1906 to 1910, and that he only left the War Office in order to enter the House of Commons.

When the War broke out in 1914 he was given a commission and had every opportunity of serving at home.

He did serve at home and had it been possible—it was not possible, for he was prevented by ill health—he could have served with his regiment on active service abroad.

It appears to me, therefore, that Major Adam had ample opportunity, both by service on the Staff in time of peace and with his Regiment in time of war, to prove his military value.

As regards the alleged aspersions on Major Adam's private character, I do not think that I can do better than to refer again to the statement of Lord Justice Buckley, of which I have already quoted one or two lines.

After the words which I have quoted, Lord Justice Buckley went on to say:

"Secondly, that the grievance under which he has conceived himself to lie has rested principally upon a misapprehension upon his part. He has attributed the action which the Army Council have taken to the effect of the report or reports made by Major-General Sebell upon information supplied by Colonel Graham. In his evidence it is rather of the latter than of the former that he has complained as being the person who made on him reports that have been to his prejudice. He has forgotten or ignored that, as is plain from the evidence of Sir John French, the action of the Army Council was based upon reports made by that distinguished officer, reports based, not on information derived from others, but from Sir John French's own observation."

As I have said, Lord Justice Buckley prefaced those remarks with the words which I have quoted.

MR. EARL OF ONSLOW: I should like just one word. My noble friend will all the confidential reports at the disposal of the Government. That I think is rather a large thing to ask. I think I ought to limit it to confidential reports in the War Office. I think Major Adam has already said and was entitled to see.

MR. HINDLE: I have to withdraw my Motion for Papers, by leave, withdrawn.

UGANDA RAILWAY CONGESTION.

HINDLE: I should like to ask the Government what steps they propose to take to relieve the very serious traffic congestion on the Uganda Railway at the Port of Kilindini and Lake Kenya and Uganda; and to move the noble Lord said: My noble friend is some time since I drew your attention to matters appearing rather to East Africa or to Uganda, and I take up the time of your noble friend this afternoon only to draw attention to the state of congestion on the Uganda Railway operated by the Government of those territories, and the congestion at the various ports. There exists to-day a state of things which is extremely serious, and which, if the situation is not very quickly remedied, may have far-reaching and disastrous results both in East Africa and here. It is a state of things which is causing considerable dissatisfaction on all sections of the community in East Africa, black and white, and to all sections of the community in this country who are interested, either directly or indirectly, in the trade of those countries.

I am afraid, rather more than ten years since I first became connected with those two countries, and at intervals, almost in cycles, we have been confronted by this kind of increasing volume, and these increasing congestions are usually due to Government action or inaction, or to some other action. They encourage production, or they encourage an increase of settlers, or make provision for a branch line. They then fold their hands and go to sleep, and placidly let someone else watch the trend of the situation. Suddenly their plans come to

fruition. Settlers arrive, production increases suddenly, or railway material for building of the line arrives. The administration is caught napping, and chaos results. Sudden demands are made for engines, rolling stock, trains, and provisions of all sorts and kinds. Panic measures, both locally and at home, are resorted to, and much money is wasted. Everyone is discouraged, and trade falls.

I notice in the report of the general manager of the Uganda Railway for the year ending December, 1924, that he says—

"It appears to be almost forgotten that less than two years ago the production and trade of the two territories did not warrant, and in any case the financial position did not permit, of commitments to large capital expenditures, renewals of lines, rolling stock, etc."

I do not know what profit the railway made in 1922, but in 1923 it made a profit of £400,000, and in 1924 of £700,000. I think they are rather difficult to please. That statement, in my view, gives the whole case away. It is an example of the mortality of officials. They ignore cause and effect altogether. One of the causes of our troubles in East Africa and Uganda after the war was Mr. Chamberlain's budget in this country, and the terrific taxation at the same time imposed by the local administration, both in Kenya and Uganda. The buying power in this country was killed, and also the buying power of the natives in Kenya and Uganda. I remember calling attention to this in this House some years ago, and I remember telling how, in consequence of the taxation, those who would otherwise have bought Manchester goods had reverted to the wearing of skins. The result of the taxation was that production fell very badly. Then the taxation was reduced and encouragement given to production. Production increased very rapidly and very largely and, as exports increased, so imports increased too. This never seems to have occurred to the official mind, which never thinks ahead. They never seem to have realised what the effect of very high taxation would be nor what the reduction of taxation would bring about.

Following upon the statement of the general manager of the Uganda Railway, let me refer very shortly to what we think will happen in the future. The

... railway official. On Lake
 where most of the extremely
 cotton crop originates, there is
 only a single European railway
 there are nothing but Asiatics,
 there is an Asiatic clerk who is in
 an master, pier master, booking
 general clerk, and, in addition
 to superintend all the native
 and the pier, the railway station,
 wharf. Your Lordships can
 see chaos that exists under those
 I dare say this is due to
 Your Lordships would be the
 ones to dispute the need for
 and the first persons to welcome
 of arrangements of this or any
 Government, but there is a case
 many has suffered and loss to
 tion of the community is being
 through it. The case for the
 station is the alleged shortage of
 but I am assured from all sides
 by individuals and by corre-
 spondents from over there that it is not
 a shortage of labour as the
 way in which the available
 is handled.

I like to deal now with the ques-
 tion of facilities in Uganda at terminals
 ports where the cotton crops
 come. The railway, as I have
 already in a prosperous condition,
 the last two years made over
 a profit. They provide adequate
 terminal facilities for these goods
 frequently has to be exposed
 General Manager admits, is much
 exposed to all weathers, and in
 does not even protected by tar.
 In addition to that, ports have
 been closed to traffic with pro-
 ceeding, and cotton which may
 be 100 miles by road to be
 the steamer has to remain in
 and to be taken back home
 from the Tororo district has
 to be 200 miles. That is hardly
 for a Government, that in
 General Manager's speech talks about
 new markets to treat those
 markets.

I quote two cables received from
 recently from persons I do not
 and with whom I have nothing

from Kihindini has not been filled owing to
 congested state of Uganda Railway. Fifty
 per cent. of labour wasted owing to absence
 of supervision."

"June 27. Lake Chioga ports again
 closed. Namassagall port choked. Bales
 cotton in transit unprotected."

This is a letter from the General
 Manager of the same Company on
 May 10:

"Kampala Station is a sight calculated
 to make one weep, if they had goods lying
 there. Bales of lint and bags of cotton
 seed are lying all mixed up, thousands of
 them all unprotected in the open on grass.
 At Port Bell there are thousands of bales
 there in the open but very good damage is
 provided, and I believe an effort is being
 made to get the stuff moved."

I must apologise for all this detail but
 it is necessary to give these examples
 in order to show you, Lordships what
 has happened. I want to give your Lord-
 ships one more example of what happens
 there. It was obviously evident to the
 General Manager of the Uganda Railway
 in the early part of 1923 that considerably
 more steamer facilities would be
 necessary on Lake Chioga in the present
 year, 1925. In his report last year I
 find this

"On April 1, 1923 the local Administra-
 tion asked for a new steamer for Lake
 Chioga. The order was not placed by the
 Crown Agents until January 16, 1924."

after that date it is to be kept thought and
 vigilance.

Use the contractors now, within months
 the steamer will be ready to take the water-
 bill two years and three months after the
 purchase was asked for."

I am sure your Lordships will not re-
 quire any comment upon that.

I have taken up a
 subject of importance to your Lordships trust
 I hope I have given you, Lordships
 enough thoughts as to what the state of
 what the state of the congestion is at the
 moment and what a very serious con-
 sideration it is for the future. I hope
 that the Government will take steps and
 take them very quickly, not only to
 relieve the congestion which exists now,
 but to provide for the very much more
 serious congestion which will arise next
 year and the year after unless they
 exercise a very great deal more fore-
 thought and have a great deal more vision
 than they have shown for many years.
 I beg to move.

No. 15 Booking from Lake Chioga
 Uganda Railway, Jinja Pier has been
 and indefinitely. Steamer sailing

My friend Lord Emmott would have Lancashire wants cheap cotton - it can want it, and the cotton in Uganda has been sold to a very large extent. Some went to India and some to Japan. As it comes to this country. The Lord mentioned that the quantity sent from 20,000 bales in 1922 to 25,000 bales in 1924, worth £5,000,000. It will be still more. That shipped in April, it is ginned by June, but it is estimated cannot be got out of the country before February next. Concerning the Lords, what an enormous quantity. There is the interest in the money which is locked up in the warehouses, and, worse than that, the interest has been lost. That, as my noble friend Buckmaster very appositely said, ultimately falls back upon the State and he is not encouraged to grow cotton or to take an interest in cotton because he cannot make a proper profit out

of it. I endorsed in an extraordinary message received only a few days ago from the Chairman of the Company, in which he states that his company have been able to sell only 500 bales out of the 7,500 bales bought from the natives this year. He adds that some thousands of bales are in the hands of the State and railway authorities, and are in transit but that losses are incurred and delay is piling up in a considerable degree. I would suggest for consideration of the Government that they should send out more officers, more men, more men were called in the old days on the railway, "traffic hustlers," men of whom they could manage to get this year. These men, in the second place, should be selected with much care and not that has usually been the case with the Crown Agents for the Colonies. Thirdly, at Kilindini, consideration should be given to the question whether there could not be great concrete walls in order to prevent this congestion for lighterage. It seems to me that it is necessary to make charges for lighterage a few hundred yards from the wharf 50 per cent of the actual cost of the whole way from East Africa to the wharf. Surely this waste could be

put down to a certain extent. In view of the fact that recommendations have been made by many speakers throughout the country lately, and in particular by Sir Alfred Mond and Mr. J. H. Thomas, that credits should be given for railway and transport assistance in the Overseas Dominions, my noble friend's Motion might well be agreed to, and any Papers required for it should be supplied. I trust that the Government will accede to the suggestions that he has made.

THE EARL OF CLARENDON: My Lords, in reply to the Question raised by my noble friend, it is quite true that various complaints have been received in regard to the congestion on the Uganda Railway system, but the Secretary of State has refrained from burdening the General Manager of the railway at a time of admitted pressure with inter-rogations on this question. He has, however, confined himself to making it quite clear to the General Manager of the railway that he is at liberty to make all arrangements which he considers necessary in order to relieve the pressure of traffic within the next working year. The position is, or has been, the subject of investigation by three different bodies—the Inter-Colonial Railway Council in Kenya, and Uganda, the Uganda Traffic Control Board, and a sub-committee appointed by the Government of Uganda. The Secretary of State will see that he is furnished at the earliest possible opportunity with reports of these investigations, and when he has received them, together with any comments that may be made by the General Manager of the railway, he will see whether it is possible to lay Papers. I should like to request my noble friend not to press this afternoon his Motion for Papers for the simple reason that my right hon. friend the Secretary of State has not only not seen these Papers, but his information, or such information as he has, is yet totally incomplete with regard to Kilindini.

It is quite true there has been occasional congestion. There is undoubtedly a lack of space for dealing with the traffic, and the delay in building two new deep water berths has, at the moment of increasing traffic, necessarily made the position one of some anxiety. There has been a great strain both on the existing Government wharf and also on the

As regards the former case it seems to have been short lived, and there was no serious breakdown. The latter matter seems to have been somewhat exaggerated in communications which have been made to this country, particularly with regard to the allegations in respect of the damage which the cotton has suffered through exposure to the sun. It appears that the cotton which has so suffered is largely, or wholly, cotton of which the railway has accepted delivery, and that any damage was due to the exporters sending their cotton to the station or port without any previous knowledge that the railway was in a position to accept it and with it.

In this connection the only practicable suggestion which has been made to the Secretary of State for the immediate improvement of this position is that where loading accommodation is not available the railway should provide proper dunnage and tarpaulins. This suggestion has been laid before the General Manager of the railway, and he has replied that, with a few exceptions, has been properly dunnaged and effectively dunnaged. This is the case with cotton which is not in the hands of the railway. He has pointed out apart from accidental fires, which occurred in the month of March, this season has suffered very little damage while in the possession of the railway authorities themselves. The General Manager adds that during the last few months the railway has received a sum of £1,200 in the provision of dunnage, and he does not consider that any further facilities should be provided. As to his opinion they would only aggravate the bad features of handling cotton in Uganda, such as the failure of many ginning companies to provide adequate protection for the valuable cotton which is in their hands.

As regards cotton going to Lake Victoria over the Busoga Railway, the General Manager has temporarily limited the quantity of cotton to be held at the station at Jinja, where the stacks were so unwieldy as to delay steamers and create labour troubles. He reports that good results have been obtained since this course. I do not think it is necessary to state that the General Manager is constantly giving the most

careful consideration he can to any measures that can be adopted for improving the conditions, and I should like to make it clear that my hon. friend the Secretary of State has entire confidence in the General Manager's administration of the railway and has every hope that, apart from the largely artificial conditions which have prevailed during the last few months, the future handling of the Uganda cotton will give no reasonable grounds for complaint, especially when the arrangements now in progress for increasing the available facilities are complete. Trucks have been, and are being, poured into East Africa at a rate which has not been equalled by the facilities existing at the railway workshops at Nairobi where these trucks are assembled and repaired, and this will continue for some time to come. The facilities on Lake Victoria are being increased by the provision of a new tug and lighters, which will shortly be at work, and it is hoped that by making every effort the rails of the new extension of the Uasin Gishu Railway into Uganda will reach Tororo on the Kenya-Uganda border by January next. The extension to the River Nile is not to be contemplated until a year later, but the relief to the cotton traffic will begin as soon as the line is open up to Tororo. In view of what I have said we must anticipate that there should be no difficulty in handling the Uganda traffic in future years, although the fact does remain, and I must lay stress upon it, that if the amount of traffic offered to the railway during any given period is in quantities which no previous experience gives them reason to expect in that period, it is obvious that there will be temporary difficulties in handling it.

Before I conclude there is one matter which my noble friend mentioned as the conclusion of his speech upon which I must say a word or two. I refer to the ship, the building and construction of which occupied twenty-seven months. The interval from the time when the Colony's exact requirements were known to the due date of delivery in this country was eight months. The delays after the contract was placed were beyond the control of the Government. The difficulties to which I have referred were the following: a railway strike, a shipyard lockout, the failure of a cylinder casting, the contractors' trouble with their

Indies in 1921-22, accompanied by Messrs. Gore, and in his Report he states that they could not have visited different islands, broadly speaking the Lesser Antilles—had it not been for the Government were good enough to provide a vessel for them, so that they could go to each individual island. It bears out my contention that inter-communication between the islands is difficult indeed. I do not propose to take all the many ramifications of this question. That would take far more of your Lordships' time, and if I had a large scale map it would be difficult to elaborate or to define exactly what needs to be done. I will merely mention the more salient points which are open with this question of communication.

First of all, with regard to communication with the chief island of all, Jamaica. I do not think that there is very serious cause for complaint concerning the lack of service from this country. There is a regular boat of Elders and Fyffes, and there are occasional boats from the southern portion of the West India Sea in the direction of Jamaica. There is also a boat every two weeks, run by the Leyland Line. Communications are possible by cable to the United States and round the Cape to Jamaica—a very roundabout and expensive route, but still a means of communication at Jamaica. Accordingly, I do not wish to lay stress upon lack of communications in this direction, except to say that I think it might be possible to establish an arrangement that was recommended by the West Indian Shipping Committee, which reported in 1919. The Committee said, in Paragraph (47), sub-paragraph (b):—

"If direct communication between Jamaica and the United Kingdom could be secured by some service proceeding through the Panama Canal, a small subsidy would be worth paying for the purpose of securing such communication."

I think that this would be a possible undertaking, and not a very costly one.

I have so far referred only to passenger communications, but, as regards cargo going from Jamaica to the United Kingdom, the position is very different. The Elders and Fyffes boats, which carry on the main traffic with a fortnightly service, are all for the pur-

pose of carrying bananas, and the banana trade requires such special fittings that other forms of cargo cannot be taken, as, for some reason or other, it does some harm to the fittings that have been established. Consequently practically no cargo at all goes out by these boats to Jamaica, and there is only an occasional cargo boat—I am not sure whether the Leyland Line runs one or not—that goes there, with the result, among other things, that, in the first place, the Jamaican people feel themselves entirely in the hands of the great American Fruit Company that carries on its properties in Jamaica for the purpose of supplying bananas to the United States and to Canada, because the bananas of Jamaica do not for the most part come to this country. Those which do come from Central America. They are taken by boats which call at Kingston but have filled up before arriving there.

The Jamaican people therefore feel that they wish to have a more independent servicing for the purpose of marketing their own fruit in this country, and of a service or organisation which may be in any way controlled by the United States. I think that their fears in this regard are just, but at the same time they do feel that the trade is controlled by American companies. One result is that of the total shipping that cleared in Jamaica in 1923, four million odd tons, 1,700,000 tons alone were British. All the rest was foreign tonnage. This illustrates how the greater proportion of the cargo that goes to Jamaica comes from Canada or the United States, and very little is taken direct from this country to Jamaica. These trade figures are also shown by the imports into Jamaica for 1923. The total imports were 5,200,000 odd tons, and of these only 1,500,000 tons came from the United Kingdom. Of the remainder, no doubt a million came from other Colonies, probably almost entirely from Canada. Therefore about half the trade was of an Imperial character, and the other half was entirely foreign. The export figures are pretty much on the same lines. Out of the total exports of 4,200,000 tons, only 1,240,000 tons were to the United Kingdom, 800,000 tons going to other Colonies. That is not altogether a satisfactory state of things, and certainly you can appreciate that people

and that the other tendencies were, of course, that the connection with the United States had become so very strong that the way of trade even all the money transactions being in dollars, that there would be some risk that their feelings would be diverted so as to desire a closer connection with the United States of America. I do not believe that for a long time. Nothing is so strong as the fact that they should remain a component part of our Empire. I only wish that those who live in this country would have a more successful possession, they would be the West Indies which are full of interest and romantic interest, with their beautiful scenery. It is possible to go to the Mediterranean or to go to the winter were to go to the further and spend a holiday in the Indies, they would have an enjoyable and see a warm welcome from Britain.

BURNHAM—I am sure the people will be very grateful to say that Lord Bambergh for having given special attention to their shipping grievances, and to the fact, and I do not hesitate to say that the peoples of our Colonies will be glad to take advantage of the opportunity of seeing the speaker in the House when these matters are under discussion. It seems to me that the House of Lords never gives us a greater advantage than when it considers itself virtually the representative of our Colonies and Dependencies, the interests of which must be considered in another place, where these grievances are scarcely heard of in Parliament. This afternoon my noble friend has drawn attention to what is, of course, the great question in all the West Indian Sea. I suppose that in future these matters will be referred to the Shipping Committee which has just been set up at the Colonial Office to deal with the affairs of Colonies and Protectorates. I am far from saying that that is a bad thing. I conceive it to be a very good one. On the other hand, these Government Committees are sometimes the most dangerous agents for procrastination that the Constitution allows of. I am a little doubtful whether we shall be told on all occasions that such a question as this is

under the consideration of the Standing Committee of the Colonial Office. If it is, I hope that they will get through with their public business in such a way that the West Indian Colonies will not have to wait another quarter of a century before any attention is paid to their sea services, and, in fact, their communications as a whole.

My noble friend has dealt with several aspects of the question. Like the conventional sermon, it divides itself into three parts, the communications we have with the premier Colony of Jamaica, the communications with the other Colonies of the West Indies, British Guiana and British Honduras, and the inter-island communications between themselves. I do not intend to trouble your Lordships with the last matter, because it is at this moment being considered at a conference at Ottawa, at which all the West Indian Colonies as well as British Honduras are represented, and which is to determine the nature of the contract which, after October, will obtain for the conveyance of goods and passengers as between Canada and the West Indies. The service at present runs from Halifax and St. John to St. Kitts, and down the islands to British Guiana, whilst another service visits the Bahamas, Jamaica and British Honduras. This is capable of great improvement. Considerable fault is found with the Canadian service to the West Indies, which is said to provide no refrigerating plant and not to make the most of the arrangement by which mutual preference is given between Canada and the West Indies, which has resulted in a considerable consumption of West Indian sugar in Canada. It is to be settled whether the contract is to be renewed with the Canadian Royal Mail Line or with the Canadian Merchant Marine. However, that is out of our hands. I would like your Lordships to realise that for communications as between themselves the West Indies are almost entirely dependent on Canadian goodwill and Canadian self-interest.

The main point to which I wish to draw your Lordships' attention this afternoon is the state of our communications with Jamaica. It is quite true, as my noble friend has stated, that Elders and Ffies, which are really part of the huge

approved it will end in their drifting towards an American connection which, I suppose, no one would deplore more than your Lordships.

LORD OLIVIER: My Lords, I should like to join the noble Viscount in congratulating the West Indies upon having secured, in the person of the noble Lord who made this Motion, and I hope also in the person of the noble Lord who is speaking to him, two further recruits to the ventilation of their interests in this country, which was so fully done last year by the noble Viscount, Lord Curzon, in a speech full of knowledge and understanding.

This is a question with which I have been concerned for many years, and I speak with very great regret to what might be called the palmy days of West Indian communications. When I went into the Colonial Office rather more than forty years ago there was a reasonable and a liberal service of communication with the West Indies under the contract with the Royal Mail Steam Packet Company. The company received a subsidy of £100,000 a year, and for that they sent a line of steamers direct to Barbados, from Barbados they radiated three lines of steamers, one to the Leeward Islands, one to Trinidad and the Lesser Windward Islands, and a third down to Demerara. The main line steamers went on to South America. From Jamaica a small steamer went to British Honduras. That was a well-considered and logical and, I think one might say, a wisely conceived service of communication with the West Indies.

On the return journey the traffic was reversed. They converged, all the traffic and mails, and the subsidies passed from one part of that to another with, I think, the possible difficulty, over a fortunate and was an admirable and a satisfactory service.

The traffic of the West Indies went to the sugar industry fell into the hands of the banana industry had not yet been established, and the Royal Mail Steam Packet Company passed into the hands of an efficient business manager, well known in our Lordships' House and in the country as one of the most able of the steamship managers at the time. When my noble friend, Lord Curzon, then Sir John Phillimore, and I

now Lord Kysant, took over the chairmanship of the Royal Mail Steam Packet Company he found that he could not continue to carry out this philanthropic enterprise, as it then was, and forced by economic circumstances, he had progressively to reduce the facilities which the Royal Mail Steam Packet Company gave first to Jamaica and then to the other Islands. When the Post Office, as the noble Lord has said, found that by making ship contracts and simply paying for ship's letters they could increasingly get steam conveyed to the West Indies without any fixed contract. The result of that was that Jamaica was entirely disinterested from direct communication with the other Colonies and, indeed, very largely from this country until communication was again improved by the contracts entered into with Sir Alfred Jones, who founded the humane shipping connection between Jamaica and this country.

As both noble Lords have said, thanks increasingly resulted in the fact that though Jamaica can get a good passenger service, she cannot and does not get a good goods service because quite apart from the fact that Elders and Fyffes steamers are not well-constructed for the carriage of freight, and have to do their business too quickly to bother themselves very much with it, there is also the fact which has been pointed out to your Lordships that they are part of that very large American combine the United Fruit Company, which itself is a company interested in the conveyance of American goods and in the American export trade, and is not at all likely to go out of its way to do anything to encourage trade between this country and America.

Further than that when I went to Jamaica we were still enjoying the benefits, such as they were, of the contract which the Imperial Government had made with Sir Alfred Jones, and we were still paying a subsidy, although the management of that line had passed from Sir Alfred Jones and Elder, Dempsters into the hands of Elders & Fyffes, who were a sub-department of the United Fruit Company. From that time the Jamaica shippers complained increasingly that they could not get shipment for their goods, and that they could not get shipment for their fruit. And, whereas Jamaica produces admirable oranges and

between the West Indies and this
 and the second part with the
 of direct communication between
 and themselves. Dealing with
 I should like to say that
 Government are quite
 that the shipping arrangements
 the country and the West
 is altogether satisfactory.
 the proposed direct ship-
 have certainly derived
 which have been made
 by the West Indian Islands with
 direct service between this
 these islands and the
 I think that the
 was really not the
 of the Committee to qualify
 any steps in the matter.

difficulty, I think, is stated in
 report of the West Indian Shipping
 which was published as a
 report in 1919. I think in
 I believe it is made quite
 that the real difficulty is one of
 finding a regular service between
 scattered communities which only
 amount of passenger and
 traffic limited in extent, and
 subject of seasonal fluctuations
 that His Majesty's
 ready at all times to con-
 sider proposals that may be
 made by the West Indian
 Colonies, or rather to
 common affairs in view of
 these islands. I do not
 mean adding this further remark
 of what I have just said I
 feel there will be
 in the happy relations
 between this country and
 the West Indian Colonies. The
 of the Imperial
 Committee has, I yet been
 in this country, and I do not
 believe that Report this
 will make any recommenda-
 on this particular subject, but I
 assure your Lordships of this fact
 that I make any recommenda-
 these recommendations will receive
 the most careful consideration at
 His Majesty's Government.
 regard to inter-communication
 of the West Indian Colonies them-
 selves is very largely dependent upon
 the Mail Steam Packet Co. which
 between Canada and I believe,
 some groups of islands and also

upon a service which was instituted as
 a result of the Canada-West Indies Trade
 Agreement of 1920, made between
 Canada, the Bahamas, Jamaica, and
 British Honduras. As was pointed out
 by my noble friend Lord Brougham, one
 of the principal duties of the conference
 which is now sitting will be to review this
 agreement, if possible, and it will also be
 their duty to review the question of an
 adequate mail, passenger, and freight
 service between the islands, as well as
 any other subjects of mutual interest.
 Pending the result of the deliberations
 of this Conference, at which, I may say,
 His Majesty's Government is represented,
 I am afraid I cannot usefully add any-
 thing further at the moment on this
 particular aspect of the question.

Lord LAMINGTON: My Lords, may I
 be allowed to say one word. I think the
 noble Earl for having answered me in
 fully and kindly, but my chief point is
 that while there may be sufficient direct
 communication, or rather a fair amount
 of direct communication, between these
 islands and Great Britain, the lesser
 isles are practically cut off altogether. I
 want a service from Barbados which
 will satisfy the people living in this
 particular district of the Caribbean Sea.

FORMER ENEMY ALIENS
 DISABILITIES REMOVAL BILL

(Order of the Day for the Second
 Reading)

Lord FIRST COMMISSIONER of
 WORKS (Viscount Paoli): My Lords,
 the object of this Bill is to remove
 from disabilities on grounds of alienage
 resulting from the legislation passed
 during the War. The Anglo-German
 commercial treaty, signed on December 8
 1924, was based on the application of the
 most-favoured-nation principle, and, to
 secure that British subjects and com-
 panies shall enjoy this treatment in Ger-
 many, the Germans, naturally, put
 forward a claim that we should not treat
 German citizens and German companies
 differently from the subjects and citizens
 of other foreign countries. The particu-
 lar disabilities which are alluded to in
 the Schedule refer to seamen, traders in
 non-ferrous metals, and banking com-
 panies. Of course, while these special

... a period, as the noble Earl knows, with the idea that during that time British trade in these metals would be able to organise itself. The five years are now elapsed, and I understand that the Board of Trade consider that during that time this object has been attained, and that this British industry has been

able to organise itself upon a satisfactory footing.

On Question, Bill read 2^d; and committed to a Committee of the Whole House.

House adjourned at twenty minutes past seven o'clock.

1444 E.A. 571
3004

Mr. Bottomley. 23/7/25.

Mr.
Mr. Strachey 30/7/25
Mr. J. Shackleton
Mr. Q. Davis
Mr. G. Grindle
Mr. Ormsby-Gore
Mr. Amery

and

and
65394

S

DRAFT.

Aug 1925

21/10/25
289

Sir,

I have the honor to transmit

to you the accompanying copy of a *note*
patch which I have addressed to the

G.A.C. of Kenya on the representations
which have been made to me as to
recent congestion on the Uganda Rail
system.

2. I should be glad to receive
your views on the position generally
and on such points in my despatch to
Mr. Denham as appear to require your
comment from the point of view of
Uganda interests. In particular, I
should be glad if you will carefully
consider the suggestion

20/75

By with regard to item 3(c) of
the schedule, if it is the case
that an unusually large
percentage of the total crop
has come forward in the
early months of the season,
you will no doubt be able
to give some explanation. It
may be due to increased
facilities for auxiliary
transport, to favourable
weather conditions for such
transport, or to the
number of itineraries having
so greatly increased that
each finds its way rapidly
to the cotton buyers.

575

DRAFT.

Stirling
Stirlingburgh
Dunfermline
Glasgow
Manchester
Windsor
London

High / 3000y East Africa 578
125

Mr. Bottomley. 29/7/25.
Mr.
Mr.
Mr. Strachey. 30 p
Mr. J. Shackleton
Mr. C. Davis.
Mr. G. Grindle.
Mr. Ormsby-Gore.
Mr. Amery.

2nd
Wash
16/8/25



1/5

1925
Aug 25

DRAFT. for action

432

Sir,

I have the honor to transmit to you in reception of the Official Report of the debate in the House of Lords on the 21st of July, when the question of congestion on the Uganda railway system was raised by Mr. [illegible]. As you are aware, I have refrained from sending to the [illegible] of the General Manager of this line any communication with you on the subject except in regard to particular points on which such communication might have an immediate useful result, and I have

Official Report

to the General Manager

with A Committee
in track

40 10 + 10 14 Aug
32/60

2565

3. While I still wish to guard myself from appearing to ~~accept fully~~ ^{accept fully} the accuracy of all the representations which have been made to me from various quarters, I should be glad to be informed, in particular, on the following points which are not clear to me:-

(a) It appears that in spite of all difficulties, the transport system has handled more traffic both up and down during the period in question than during corresponding periods of previous years. Can that fact be substantiated by statistics and if so, does the increase in traffic handled fully represent the increase in traffic which might reasonably have been foreseen?

(b) To what extent and any difficulty in handling the downwards traffic during the first three and the first six months of 1925 been due to the

temporary

first six months than is usually the case.

If the latter, could the tendency to

early delivery to the Transport System

have been foreseen?

(d) Apart from difficulties at the

Lakes, it has been represented that

downwards traffic has been unduly delayed

in its passage along the main line. Has

the average time on the main line in fact

exceeded normal experience, and to what

extent has it been due to the necessity

for regulating the movements of trains so

as not to overload the port of Kilindini

by bringing to it traffic which could not

and be removed by the existing harbour, steamer

ship facilities? And that acceleration

can be expected as the harbour works now

under construction are gradually brought

into operation? On the other hand, is

there any reasonable ground for the

suggestion which has been made that the

time taken on the main line is due to

difficulty

only supervising, but also subordinate? The new arrangements for supervision foreshadowed in Mr. Telling's recent memorandum will, no doubt, greatly increase the efficiency of wharf control but it has been suggested that European foremen are required at the various wharves on Lake Kioga and Lake Victoria to take charge of the actual reception and despatch of cargo.

4. Apart from these special points on which my information is incomplete, it is necessary for me to draw attention to the importance attached by the Joint Committees of the Chamber of Commerce to the provision of shed accommodation at Uganda ports. While it is not the business of the Transport Administration to provide private persons with warehouse space, the Committee points out that cotton from outlying ginneries at great distances from the Lake Kioga system must be moved to that system according to the facilities

The proposal would, however, obviate much of the damage through exposure which is now experienced and which, if continued, may well bring Uganda cotton into disrepute and if the warehouse charges are suitably arranged and the liability for loss by theft or fire, etc., is left to the ginner, the provision of this accommodation need not involve any ultimate charge on public funds. The Committee have suggested that if the transport administration considers the supply of such facilities outside its duties, the Uganda Government might undertake the work out of the proceeds of the cotton tax. You will, no doubt, discuss this point with the Government of Uganda, with whom I am also in communication.

Separate

6. Correspondence has taken place

and is proceeding in regard to past delays in providing the transport administration with equipment and staff. Those delays

type, which are invariably productive of delay.

7. It is hardly possible for me to represent completely the various aspects of this question of the expeditious working of a constantly increasing, very varied and largely seasonal traffic over a difficult line and of its relation to the present inadequate harbour facilities and to some extent uncertain and irregular steamer facilities. I have no doubt that the General Manager, the Governor of Uganda and yourself will be in a position to ~~present~~ ^{bring forward} other points and I have no intention of limiting your reply to those which I have indicated. Nor do I wish to imply that there is any inclination on the part of the Transport Administration to forget the vital importance to those concerned in the East African trade inwards and outwards and, therefore, to that trade itself, of furnishing all possible facilities for quick transport.