

1923

E. AFRICA

48021

REC'D  
OCT 23

FROM  
COLONIAL

SEPTEMBER 1923

FOR CIRCULATION :-

SUBJECT

Mr.  
Mr.  
Mr.  
Asst. U.S. of S.

IMPORT ETC. OF MOTOR CARS

MINUTES ~~to~~ to be taken on points arising out of meeting of 31st July and Secretariat Circular No. 15 of March 27th in Govt 39209 / 23. and to OAG; despatch 26071/23

Term U.S. of S.  
Part U.S. of S.  
Secretary of State.

Previous Paper

in 6

25020

MINUTES  
WITHIN

*Diff. for course in minutes  
within. In Secretary's copy*

*Wes. 2/x/23 atome*

*15 October 20. 15 October 23  
copy (A) }  
copy of above to S.A. 31/10/23 Govt 39209/23*

Subsequent Paper

200.38328/A P. 3

*20520  
17/6/24*

the [unclear] (Crown agent)

The [unclear]

The question of regarding  
the [unclear] duty on motor cars  
etc entering into E. Africa  
was dealt with at the meeting  
held on ~~Dec~~ July 31<sup>st</sup>, and  
we are now waiting to see what  
results, if any, follow from  
the arriving of Messrs Denham,  
Dain, Taylor, Pickwood  
with copies of the Minutes of that  
meeting. But there are  
several other points in this  
despatch which require to be  
disposed of.

410  
4800

(a) Circular No 15 of March 27

The C.O. (despatch) of 21<sup>st</sup> Dec.

in [unclear] will be [unclear]  
on the terms of the provisional  
Circular submitted on that paper.  
The present Circular is to a  
considerable extent revised, and

29209  
103

I hold the following points. (1) as not sure in view of the action taken on 5307/22. Whether it is intended to offer to the Govt any criticism of the present Circular as regards details.)

Para 5. The maximum advance to purchasers of cars and motorcycles has been raised to £500 in the case of a car, & £200 in the case of a cycle car or motorcycle. Mr. Hoss, in his minute on 5307/22, regarded such an increase undesirable in the case of a cycle car or motorcycle; but £500 seems a large sum to advance for a car. The figure in Uganda, where neither there is in addition the cost of getting the car up & running from Nairobi, is only £400.

*Simply does compare to the lower quantity maximum for cars. b.c.*

Op. Treasury in (A) of their letter of 12 Dec. 1922 on 61518/22 Uganda. Uganda's reply & (1)(A) of 30262/22 Uganda. Perhaps we ought to ask

*referred to above*

*Observe on the Hoss's minute of 25/9, & note that in the case of*

for an explanation of their last figure, though in view of Mr Hoss's remarks on 5307/22 it might be making unnecessary fuss.

Para 6. I don't see the point of ~~the~~ this para. The idea is to suppose that if the Officer is not drawing all advances he has no money to repay the instalments; but in theory the all advances are only to cover the cost of running & his capacity to <sup>for his salary</sup> repay should be unaffected. There seems no news on why the Govt should stand out of its money for a further period (owing interest in the meantime).

Para 7. ~~to~~ 8.9. The allowances for B stations have been reduced slightly as against those in Schedule II of the Circular on 5307/22. They are now practically the same as those in Uganda. Compare 32(B) of the Govt's draft letter on 35252/23 Uganda. I was wrong. But because Minister for

(\* But see v below.)

No.

a passenger allowance, in ~~the~~  
Para 14 Uganda (handwritten)  
his (Sec. Circ. 34 of 1922, on  
Sec 54004/22 Uganda)

I elaborate regarding this para.  
that although as stated in para  
of the de-p. the rates for B  
stations are the same as those in  
force in Uganda, the allowance  
is <sup>in Uganda</sup> for fully loaded vehicles,  
and that no additional allowance  
is now payable <sup>there</sup> for carrying  
passengers. I enquire whether  
in view of this the continuation  
of passenger allowance as provided  
in this para is still considered  
justifiable.

On Para 17. I think it  
will be extremely difficult,  
if not impossible, to secure in  
practice that "the mileage traversed  
in Govt service by officers entitled  
to such allowance will be limited  
by the sanctioned provision for  
allowances in the several lists".

U/III No reference to Uganda

cp. 3(i)(B) of Uganda dot  
38282/23 Uganda

Learn it alone  
6.10.

It may be ~~impossible~~  
to do so in ~~practice~~  
but ~~it is~~ ~~impossible~~  
to do so in ~~practice~~

In this circular to the heads  
of cars, to see how many cars  
on 5307/22, and (as of date)  
that paper. I am not clear  
whether the proposal to hire cars  
has been dropped; probably  
not. The prov. promised on 5307/22  
a return at the end of a year  
showing what sums had been  
spent on the hire of cars.

Any of it  
to end of year  
with this  
! C.C.D.

Subject to any shows  
which it may be considered  
necessary to send out, I we  
should approve generally the  
terms of the Circular.

6.10.1

(6)  
As to the proposal to  
account Customs duty on cars  
purchased by officials for official  
use, the matter was discussed  
at the meeting held on July 31.  
See (b) of minutes of that meeting.  
As I understand it, we must  
now reply that S.B.S. has

2607  
for: 5

given further opinion to the matter  
than decided that it is undesirable  
to introduce any differential  
treatment as regards work duties  
in honorarium for Govt servants.

(I assume that this will  
mean that those who buy  
pass through the C.A. will  
also, if future, have to buy  
in port duty - but see Mr Hoss's

minutes of 29.6.23 on 2607/23) (Hinthorn)

Para 5-7 of the despatch  
(C) The question of encouraging  
British cadetship was also  
considered by the Meeting of 31 July,  
and for the present no further  
steps can be taken. But in the  
meantime the facilities offered  
by C.A. have been ~~was~~ brought  
to notice - see the Conf. Circular  
No 16 of 27.3.23 now submitted;  
and more officers may have recourse,  
through the C.A., to British cons.

to ed.

yes

2607

under the list of discounts  
we have now told C.A. that  
there is no objection to their  
such a list to the O.A.S. (competitively)

can from and at duties were  
fully realized by the Meeting,  
one method of assisting British  
cars without creating this  
difficulty was considered  
the proposal to assess  
in port duty by weight instead of  
according to declared value.

(d) Para 8 of the despatch

We have also received a copy  
of the letter from the E.A. Motor  
Traders Association from the  
C.A. (CA 29059/23). A copy  
of the C.A.'s reply is attached  
to Mr Hoss's minute on this  
paper. It will be seen that  
the C.A. did not reply to the  
suggestion that American  
cars could be obtained on  
special terms through them,  
but in view of para 8 of the  
O.A.S. despatch this would seem  
desirable.

In a note made so  
clear to be  
sent from  
one of the C.A. 10/1  
was a fact that  
American cars  
be that it was  
to be sent to  
the E.A. Motor  
Traders Assn.  
and was told  
by me that  
L.H.

(e) Para 8 and 9. The

Mr Hogg (Crown Agents) 171

Thank you for the note  
received of 27.1.23  
Have you any further  
observations, please?

ALP

27.1.23

Mr Parkinson

Seen: thanks.

I do not consider that £500 is an excessive allowance for a car in view of the enormous import duty of 30%.

Re para. 6 of Circular 15. I should assume from this clause that the Govt. takes the view that when an Officer, possessing a motor vehicle on which part of the purchase price is still unpaid, is removed to a station where the conditions do not warrant a running allowance, it is expected that he will still continue to run the vehicle in the pursuit of his official duties, entirely at his own expense. But I am not clear as to what this clause really means. Does it mean that, in the case of an official who has just borrowed £500 from the Govt. for the purchase of a car and is then forthwith transferred to a no-allowance station, that he only pays back £250 in the fifty percent instalments or is it intended that he should repay the whole amount - the time for repayment being extended on account of the reduction in the amount of each instalment? If the latter is intended the paragraph needs amplifying to avoid ambiguity by the addition of a sentence to the following effect viz: "The number of instalments will be increased accordingly until the whole of the loan borrowed has been repaid." On the other hand, if the former conjecture is correct and the reduction in the instalments is intended as a recompense for depreciation then the rate allowed - nearly 32% compound depreciation - seems excessive unless it is also intended to compensate for lack of running allowance. Para. 6 is certainly not clear as it stands.

- as it stands.

Re your remarks in para. V,  
I believe that the carrying of passengers  
is not generally favoured by Colonial  
car owners hence it will probably not  
affect the situation to any appreciable  
extent whether a passenger allowance  
is retained or not.

Re your para. (d),

If the Crown Agents were authorized  
to purchase American cars they would  
of course endeavour to obtain them on  
as favourable terms as possible. It  
is therefore questionable whether it would  
be discreet to remind the Col. Govt. of  
this in view of the present necessity for  
encouraging the purchase of British made  
vehicles.

W. E. Hogg, 25/9/23.

- as it stands.

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W. E. Hogg 25/9/23

CO 2607/23 Kenya

In Mr. Batterley's  
Signature.

*[Handwritten signature]*

15 October 1923

DRAFT.

2nd

Dear Denham

Denham Esq C.M.G.

In para 8 of

Sir Charles Bournis's Com<sup>o</sup>

resp. No <sup>252</sup>~~251~~, of the 4<sup>th</sup> of

April last, on the subject  
of motor car allowances,

etc., reference is made  
to a report by the E. African  
Motor Traders' Association

against the importation

of American cars by  
Govt. Officials through the

medium of the Crown

Agents for the Colonies.

You may like  
~~to know~~ <sup>to be</sup> ~~that~~ <sup>that</sup> ~~it~~ <sup>is</sup> ~~very~~ <sup>very</sup> ~~useful~~ <sup>useful</sup>

~~to know~~ <sup>to know</sup> ~~that~~ <sup>that</sup> ~~it~~ <sup>is</sup> ~~very~~ <sup>very</sup> ~~useful~~ <sup>useful</sup>

MINUTE.

- Mr. Seil 8/10/23
- Mr. Batterley 9 2607/23
- Mr. Bottomley 14/10/23

- Sir C. Davis.
- Sir G. Grindle.
- Sir H. Read.
- Sir J. Masertton Smith.
- Mr. Ormsby-Gore.
- Duke of Devonshire.

In Conn

3/1/23

C. D.  
R 12 OCT  
D 15

15 October, 1923.

**DRAFT.**

**CONFIDENTIAL.**

Governor Coryndon.  
**MINUTE.**

- Mr. Seal. 8.10.23.
- Mr. Battersby. 11
- Mr. Bottomley. 12/10/23
- Sir C. Davis.
- Sir G. Grindle.
- Sir H. Ross.
- Sir J. Easton Smith.
- Mr. Ormsby-Jones.
- Deputy Director.

copy sent to S. Agate - 21/10/23 80739209/23

Sir,

I have etc. to ack. the receipt of Sir Charles Bowring's Confidential despatch No. 252, of the 4th of April, transmitting copies of Circulars No. 15 and No. 16 of 1923, which have been issued in connection with the scheme for assisting officers to provide themselves with motor transport, and to inform you that I approve the terms of the Circulars, subject to the following observations on Circular No. 16.

For conson.

*no Battersby*  
*This refers to*  
*draft submitted after meeting*  
*to the*

2. I observe from para. 6 of the Circular that the maximum sum which may be advanced to an officer towards the purchase of a motor-car has been fixed at £500. I would <sup>like</sup> have drawn to their ~~own~~ <sup>attention</sup> to the fact that

See p. 6 of minutes.  
*should be held back of action*

from a strict interpretation of this paragraph that such an officer should pay back £250 only, in 24 reduced instalments. I do not imagine that this can be intended but rather that he should repay the whole £500, the time for repayment being extended accordingly.

If, as I assume, the latter is the meaning, the paragraph should be amplified by the addition of a sentence to the effect that the number of instalments will be increased accordingly until the whole of the sum advanced has been repaid.

4. I note the statement in para.17 of the Circular that in future years the mileage traversed on Government service by officers entitled to an allowance will be limited by the sanctioned provision for allowances in the several Votes. I shall be glad to learn

DRAFT.

MINUTE.

- Mr.
- Mr.
- Mr.
- Sir C. Davis.
- Sir G. Brizell.
- Sir H. Road.
- Sir J. Masterion Smith.
- Mr. Ormsby Gore.
- Duke of Devonshire.

learn what steps it is proposed to take to give effect to this principle.

... ~~last~~ from para. 5 of the despatch under reply ~~the~~ reference is made to the possibility of an infringement of Treaty obligations, in the event of exemption from import duties being granted to officers who purchase British Cars. After giving this matter my careful consideration I have come to the conclusion, that, in the circumstances of East Africa, it is not desirable to introduce any differential treatment for Government servants, as regards import duties on motor vehicles. I would, however, observe that, so long as the present high import duties are imposed, it is impossible to justify putting any <sup>kind</sup> ~~sort~~ of ~~pressure~~ compulsion on officers to provide themselves with motor transport at their own expense. In this connection

I may observe that the description of Schedule 1 in para. 3 of the Circular as comprising "officers the holders of which in the opinion of Government require to possess motor transport" appears open to objection as <sup>compulsory in</sup> ~~imposing~~ some degree of compulsion in the case of the officers enumerated, and I suggest that some amendment of this phrase is desirable.

§. I take this opportunity to transmit to you the minutes of a meeting held recently at this office on the subject of motor car import duties <sup>in East Africa</sup>, which Mr. Denham and Mr. Pickwood attended on behalf of Kenya. Mr. Denham has been furnished with a copy of the minutes of the meeting.

I have, etc.,

Signed DEVONSHIRE

DRAFT.

MINUTE.

- Mr.
- Mr.
- Mr.
- Sir C. Dome.
- Sir G. Grindle.
- Sir H. Read.
- Sir J. Masterion Smith.
- Mr. Ormsby-Gore.
- Duke of Devonshire.

(As we are now writing officially to the Governor, perhaps we had better enclose a copy of these minutes. H.F.B.)

P

CO48021/23 Kewra

S/S 15 October 1923

DRAFT.

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Amud  
17/15/23  
24  
Sin

Confidential (12)  
Kewra  
Kewra Compound

MINUTE.

- Mr. Seel 8/10/23 2607/73
- Mr. Bottomley 12/10/23
- Mr.
- Sir C. Davis.
- Sir G. Grindle.
- Sir H. Road.
- Sir J. Maclerton Smith
- Mr. Ormsby-Gore
- Duke of Devonshire

53077/22

With reference to  
 para 9 of Sir Charles  
 Bowring's <sup>Conf'</sup> despatch No ~~252~~ <sup>252</sup>,  
 of the 4<sup>th</sup> of April. I have etc  
 to inform you that under  
 the statement, ~~showing~~  
 details furnished in  
 accordance with para. (c)  
 of my Conf' despatch of the  
 21<sup>st</sup> of December, 1922,  
 showing details of the  
 amount realised by the  
 disposal of cars, motor  
 materials, and other

unallocated stores by  
the War Assets Department.

2. Para (c) of my

letter dated referred to  
above is directed to  
conversion of writing <sup>down</sup> the  
value of stores by the amount  
of special enhancement  
of 20% which has been raised  
in consequence of the change  
in value of stores. I shall be  
glad to be informed whether  
it has been decided to write  
down the value of the stores on  
hand at the time of the  
change in value or to  
take account of the  
enhanced value in fixing  
the price of <sup>future</sup> issues.

(Signed) DEVONSHIRE

unallocated stores by  
the Public Works Department.

2. Para (c) of my  
letter dated referred to  
above is directed with  
the intention of writing <sup>down</sup> the  
value of stores by the amount  
of the actual enhancement  
of the value of the stores  
in consequence of the change  
in the value of the stores.  
I shall be  
glad to be informed whether  
it has been decided to write  
down the value of the stores on  
hand at the time of the  
change in the value of the  
stores to  
take account of the  
enhanced value in fixing  
the price of <sup>the</sup> stores.

(Signed) DEVONSHIRE