

EAST AFR. PROJ
7766

7366
9 MAR 11



Section P.D.
Date
1911
8 Dec.
Last previous Paper.
5092

Quay & grain elevator at Kilindini

Submit proposals for construction at estimated cost of £173000 for port subsidy of £40000 per ton other terms & conditions specified.

Dr. Fiddler

present
There is no prospect of my getting the money for a port pier at Kilindini & it appears from the last part of G that in these circumstances the Govt wishes the Govt to be given an opportunity of constructing a pier & elevator.

3277
Sir P. forward naturally sees a difficulty about the port subsidy of £40000 a year. I understand from Dr. Kimble who came to see me a few days ago that the figure was arrived at in this way. The annual output of port freight with the British

copy comes for Lay and 17 March
sent under 27 April 1911

about 25,000 tons, the lightness of
which costs at present rates $\frac{5}{2}$ a ton.
If a pier is built, the Co^y undertake to
charge not more than $\frac{5}{2}$ a ton. The
difference is got - therefore $\frac{3}{2} \times 25,000$
= £3750 or (say) £4,000 - so

21/2 for
3 Rs to
or 4/2 to
Ghana 3 1/2

that the Gov^t practically does not stand
to lose by the arrangement.

The Co^y would probably accept, instead
of the subsidy, an undertaking that
we would lend all Gov^t funds at their
price; but there might be serious
objections to ~~any~~ this & the whole
matter should be considered by the
Commissioners etc.

Before proceeding further, however,
telegraph to the Gov^t saying that, as
there is no present prospect of
obtaining money for construction of
piers by Gov^t, it is presumed that
he wishes to arrange if possible
with the Co^y for the construction of
it & the elevator. You will see from
para 6 of $\frac{9}{3277}$ that the Gov^t does
not think that the Ingaladi Soda

never will meet the requirements

H. J. R.

13/III

Col. Lally
at Harcourt

I don't much like this. Even if
the French could be got to accept the principle
of a subsidy, conditions 3 & 4 ^{are} ~~are~~ ^{to} ~~to~~
be open to serious objection, and it is not clear
from 3277 that they were before the Gov. when
he wrote that letter.

I think it will be better not to telegraph,
but to send this over to Gov. saying that the
S. & A. would be glad to have his views, with
opinion upon them two conditions before
considering the question further. I suggest that
he might telegraph his views.

And explain to the writer that we
are referring not to the Gov. as the it is
not clear that these details were fully before
him when in England.

19/III

As proposed
19/III

Report from a Committee received in
Boston last year the British Cotton Growing
Assoc. as to the inadequacy of the present
arrangements, in special cases, for a
subject which has a forward march to
the country.

In the month of June last proposed a Bill
to be introduced into the House of Commons
for better regulation, & amendment of the
law relating to the Cotton Elevator and
the Cotton Ginning. The cost of the Elevator was
estimated at £70,000, and for the other works
then under construction, at £100,000. The
Hon. Secy. of the Committee asked that the Govt.
should guarantee £4,000 p.a. on the loan,
and also as to the Elevator should grant
a subsidy of 25 years on certain conditions
the guarantee of £2,000 p.a. was asked for
The application was referred to the
highest of the fact that the Govt. would
make a considerable saving in the light of
if the law were built.

The application was referred to the
Committee of the House of Commons who discussed the matter.

And the Estimates were submitted
 to the Hon^r of the Secy of the Admiralty, and accompanied
 his letter. Drawings accompanied the
 letter as he had specified, but there
 were no Estimates sent them. A letter
 was accordingly addressed to the P. Piccard
 who had in the meantime left the country,
 at Aden, asking him to send home the
 Estimates, which it was imagined
 he might have with him.

~~The P. Piccard replied by letter of
 the 15th of Oct that the Estimates
 were given by Spencer Esq who had stated
 Piccard was taken had to the
 Company, and they were asked if
 they could communicate the Estimates
 to the Ordn.~~

In the meantime the provision
 of a deep water at Melindri was
 undertaken by the CO. and the drawing
 of the 10th of Oct as one of the plans

4968

245/100

KILINDINI HARBOUR WORKS.

As far as the Colonial Office is concerned the proposals for the improvement of the landing facilities at Kilindini began with the request of the East African Syndicate to be allowed to build a pier for loading the soda to be brought from Lake Magadi.

Mr. Lyttelton decided that if a pier was built it must be built by the Government. Mr. Currie submitted a scheme for providing better landing accommodation by reclaiming land between the existing pier or jetty and the shore, and erecting sheds thereon. The first instalment of this proposal was to cost £7,700 and the fuller scheme £30,000 and a complete scheme £50,000. None of these plans however would enable the ships to come alongside, they simply meant filling up shallow water and turning the jetty into a wharf.

The East Africa Syndicate however were pressing for a deep water pier and accordingly on 14th February 1906 the Consulting Engineers were asked what would be the cost of a deep water pier alongside which ocean going steamers of 5000 tons could load and discharge.

The Consulting Engineers thought a pier to enable two ocean going ships to discharge could be made for £90,000 and, although they pointed out that in many considerable ports, all or much of the business is done by lighters, they were by no means opposed to the scheme and recommended that the local authorities

authorities should be consulted as to the best situation and mode of construction.

Local information was obtained and the Consulting Engineers reported that Mr. Currie's full scheme of reclamation etc., plus a pier to enable one ship of 450' length and drawing 27' water could be constructed for £80,000. This scheme was sanctioned by the Treasury and the Local Government were authorized to proceed with it by telegram of 2nd August 1906.

However on 5th October 1906 Mr. Currie, who was in England on leave, recommended that, as the Soda Scheme, for the needs of which the deep water pier was chiefly required, was in abeyance, the deep water pier should be dropped for the present and only the reclamation part of the scheme (estimated to cost £55,000) carried on.

After some discussion the Secretary of State decided that the deep water pier should be postponed indefinitely and orders were given accordingly on the 18th of November 1906.

The matter then slept until the visit of Mr. Churchill to the Protectorate in 1907. He sent home a memorandum criticising the progress of the reclamation scheme, condemning the lightering system and urging the necessity of securing to the Uganda Railway "an immediate direct and effective debouchment upon deep water". He favoured however a pontoon landing stage, rather than a fixed deep water pier, as the best means of securing such a debouchment.

The opinion of the Consulting Engineers was unfavourable to the pontoon suggestion, and it was decided

19442/06

25943/06

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7a 3101/08
6. A. /8363/08.

decided to abandon the idea of obtaining a deep water exit for the Uganda Railway for the present and to adhere to the lighterage system. The Governor was however asked to report on the reclamation works, and enquiries were at the same time made of him with a view to considering whether it would be advisable for the Railway to acquire one or more lighters for the purpose of competing in the traffic.

9543/08. On the 4th of May 1908 the Governor sent home a report by the Manager of the Railway to the effect that the expense of the reclamation scheme was considerably under-estimated. Mr. Currie estimated that the complete scheme would cost £82,000 instead of the £55,000 originally estimated, but he submitted a modified scheme estimated to cost £60,000, which he considered to be sufficient for present requirements, leaving the rest of the scheme (largely consisting of the erection of sheds sidings etc.) estimated to cost £22,000 to be undertaken when the necessity arose.

U.A./2779/09. The Governor's proposals were referred to the Consulting Engineers and after some correspondence they agreed that the works should be confined to the modified scheme estimated to cost £60,000 and that the further scheme should be postponed until further additional accommodation were proved to be necessary. The Governor was informed accordingly on the 12th of February 1909.

22256/08. As to the question of lighters, the Governor in a despatch dated the 28th of May 1908 expressed the

the opinion that the Railway could not do the work at less than the present prices, and that it would not be advisable to acquire lighters. In a despatch of the 11th of July 1908 the Secretary of State informed the Governor that in view of his opinion he would not press the proposal that the Railway should undertake the work of providing lighters.

Apart from a complaint received in October last from the British Cotton Growing Association as to the inadequacy of the present arrangements, no further correspondence passed on the subject until Sir P. Girouard's recent visit to this country.

On the 24th of January Sir P. Girouard addressed to the Department a memorandum submitting an application from Messrs. Kinchin, Spencer and Company for a concession to erect a grain elevator and Deep Water Pier at Kilindini. The cost of the Elevator was estimated at £70,000, and of a Deep Water pier with two berths, at £100,000. The intending concessionaires asked that the Government should guarantee £4,000 per annum on the pier, and as to the Elevator should grant a monopoly for 25 years on certain conditions. The guarantee of £4,000 per annum was asked for in view of the fact that the Government would make a considerable saving on lighters if the pier were built.

The application was referred to the Concessions Committee who discussed the matter with Sir P. Girouard. The Committee were of opinion that the first thing to be decided was whether the Government should construct a pier. It was agreed

that

that action regarding the elevator should be deferred pending a decision as to the construction of the pier, and it was recommended that the Governor should inform Messrs. Spencer in this sense.

3277

On the 30th of January Sir P. Girouard addressed a letter to the Under Secretary of State reporting further on the question and urging the construction of a two-berth pier by the Government. Taking the cost as £100,000 he adduced figures to show that the undertaking, after allowing for interest and sinking fund, would provide a small net profit. He estimated the net annual revenue to be derived from the pier (after allowing £6,000 for working expenses) at £3,400, while he estimated savings on Government lighterage at £4,000 per annum, - of a total net revenue of about £7,500 for the undertaking. As regards the estimate of £100,000 as capital cost, Sir P. Girouard stated that full drawings and estimates were submitted to him by Messrs. Spencer and Company, and were enclosed in his letter. Drawings accompanied the letter as Sir P. Girouard stated, but there were no estimates with them. A letter was accordingly addressed to Sir P. Girouard, who had in the meantime left the country, at Aden, asking him to send home the estimates, which it was imagined he might have with him.

In the meantime the provision of a deep water pier at Kilindini was included in Colonial Office letter to the Treasury of the 10th of February as one of the three works for which a loan of £250,000 was asked for. In that letter the cost of the pier was provisionally

545/10

provisionally estimated at £100,000, and it was stated that the Estimates and drawings would of course be submitted to the Consulting Engineers as soon as the estimates were received from Sir P. Girouard.

On the 15th of February Sir P. Girouard replied to our letter to Aden asking for the Estimates by a telegram to the effect that the Estimates were supplied by Spencer and Company who had details. Recourse was then had to the Company, and they were asked if they could communicate the details to this Department.

On the 21st of February Messrs. Spencer sent a very meagre letter estimating the cost of the pier at £100,000, and of the elevator at £75,000, but without giving in support of the estimate any details that could be submitted to the Consulting Engineers. It was felt that Sir P. Girouard had brought the Department into an unfortunate position, but the matter was allowed to drop for the moment as the Secretary of State stated that he intended to drop the Kilindini Pier in his negotiations with the Treasury in order to try to get the £150,000 for the Fort Hall Tramway, and Mombasa Water Works.

On the 5th of March, after an interview with Mr. Read, Mr. Kinchin wrote on behalf of Messrs. Spencer and Company submitting the scheme on the same lines as before but in somewhat greater detail and pressing for a decision. Even if the Treasury could be induced to accept the principle of a subsidy, some of the conditions which the Company attached to their

undertaking

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On the 21st of February Messrs. Spencer sent a very meagre letter estimating the cost of the pier at £160,000, and of the elevator at £73,000, but without giving in support of the estimate any details that could be submitted to the Consulting Engineers. It was felt that Sir P. Girouard had brought the Department into an unfortunate position, but the matter was allowed to drop for the moment as the Secretary of State stated that he intended to drop the Kilindini Pier in his negotiations with the Treasury in order to try to get the £150,000 for the Fort Hall Tramway, and Mombasa Water Works.

On the 9th of March, after an interview with Mr. Read, Mr. Kinchin wrote on behalf of Messrs. Spencer and Company submitting the scheme on the same lines as before but in somewhat greater detail and pressing for a decision. Even if the Treasury could be induced to accept the principle of a subsidy, some of the conditions which the Company attached to their undertaking

40

undertaking to erect the pier and elevator appeared open to objection, and it was not clear that they had been brought before Sir P. Girouard while in England. It was, therefore, decided to send a copy of Mr Kinchin's letter to the Governor saying that the Secretary of State would be glad to have his observations, with special reference to the conditions mentioned, before considering the matter further. A despatch in this sense was addressed to Sir P. Girouard on the 17th of March, requesting him to furnish his observations in detail by despatch and to send a brief summary of his views by telegram. A letter was at the same time addressed to Mr Kinchin saying that the matter had been referred to the Governor.

H. P. B.

17th February, 1914.

21/3/1914

15 Gordon Street,
GLASGOW, 8th. March, 1911.

H. T. Read Esq., C.I.E.
Colonial Office,
LONDON.



Dear Sir,

PROPOSED QUAY and SILO-ELEVATOR for KILINDINI.

From the enclosed correspondence you will see that the first proposal was to erect an Elevator. As, however, the shipping arrangements necessary in connection with such amount an additional expenditure of £25,40,000, with the prospect of the result becoming scrap immediately a proper quay was erected at Kilindini, my colleagues considered that if the Elevator was to go on with it was essential that such a quay be built, and further, that the power-houses for the Elevator-Silo and the Quay be united.

I wrote to His Excellency accordingly on 26th. August. He received his reply on 21st. October. At a meeting which took place in December I produced the proposed plans for Elevator-Silo and Quay, of which His Excellency approved. He informed me, however, that if the scheme was to go ahead, the Quay would require to be 800 feet long, against our suggestion of about 400 feet. My friends have carefully considered the position which has arisen from the discussion with His Excellency, and after a study of the Uganda Railway Report, and from information from other sources at their disposal, they think that there is a reasonable prospect for general trade at Kilindini, and in particular for the grain trade expanding. This expansion, however, for some time to come, will not be sufficient to make either a Wharf, or a Wharf, Grain Silo-Elevator, self-supporting. My friends are of opinion that Government assistance to a scheme which involves so much capital is an absolute necessity.

The/

522-105 - 7402-20

The quantities of grain available at present are insignificant, and admitting that the uplands of British East Africa are eminently suitable for the production of cereals, my friends understand that experiments are still to be made to determine the class of grain, Maize, etc. most suitable for the Country. This alone will take some time, and even more time will be required to promote the growing of grain, etc..

As requested at the interview on Friday, I beg to put the following unofficial information before you as to the lines on which the proposals were made (but not so fully detailed as given here) to His Excellency, in presence of my colleagues at a meeting which took place on 21st. January. There were present: Col. J. Smith Park, Managing Director at Glasgow of The Allan Line Steamship Co., Mr. James Campbell, Managing Director of J. Wild & Coy. Ltd., Merchants, Middlesbrough, and Mr. T. R. Murray, Managing Director of Messrs. Spencer & Coy. Ltd., Engineers, Melksham.

As already stated, I am now anxious that the Government give me a reply one way or the other, as my friends are pressing to have a decision as to whether the scheme is going to be entertained or not.

If the Government agree to grant a subsidy of £4,000 per annum, my colleagues are prepared to make the necessary arrangements to ascertain by report of experts who will be forthwith sent to Kilindini, as to the suitability of the proposed site as regards foundations, and also as to the depth of water being sufficient for the modern liner of large tonnage.

Should these reports prove favourable, as is anticipated, the necessary steps could then be taken for the registration.

registration of a Company, which would erect:

- (1) A Wharf 800 feet long, with the necessary Sheds, electric cranes, etc., at Kilindini, on the Island of Mombasa, British East Africa.
- (2) A Grain Silo-Elevator of the very latest and most up-to-date type with the necessary plant for dealing with grain in tropical countries, which would have a capacity, working freely, of about a quarter of a million bushels.
- (3) Erect the necessary Power Station.
- (4) Have the Plant so constructed that extensions could be carried out at any time without interfering with the working of the present proposal.

The Company would require to hold the following rights:

- (1) To levy dues on cargo, and passengers, at certain maximum rates.
- (2) To become Managers of the present lighter Wharf and hold power to levy dues at same rate as Quay.
- (3) To receive undertaking from Government that no other land be leased at Kilindini or on the Island of Mombasa for the erection of Wharves for at least 25 years.
- (4) Hold right of Quay for 25 years.
- (5) Hold exclusive right for 25 years for the construction of Silo (or Silos) Elevator on British East African Coast Line.

The Government to have the following right:

After close of 25 years, Government to have option to purchase the Wharf with its appurtenances, on terms that will give reasonable compensation to the shareholders of the Company.

Of course the Government option would require to be open for acceptance say within six months from date, so as to give ample time for the completion of all the necessary arrangements.

The first expenditure on the Plant would be approximately as follows:

800 Ft. Quay with the necessary
Sheds, Electric Cranes, Section
Power Plant, Silo-Elevator,
Granaries, Loading Mins, Storages,
and Elevator Power Plant at the cost of..... £175,000.

I remain,

Yours faithfully,

Richard H. Hudson

(Copy)

UGANDA RAILWAY.

45

No. 2256
844

From The Manager,
Uganda Railway.

P. D. Kinchin Esqr.
C/O Unga Ltd.
Nairobi.

Dated Nairobi 16th June, 1910

Dear Sir,

With reference to your letter dated the 14th. instant to His Excellency the Governor, asking for an option on an area at Kilindini on the North end of the proposed Quay, I am instructed to inform you that His Excellency agrees to give you an option for six months from this date on an area of about 100 feet frontage and 200 feet deep on the site shown to you at your interview with His Excellency on the 13th. inst., for the purpose of erecting Grain Elevators.

This option will include access to deep water in front of the plot for discharging grain either into lighters or steamers.

I am to add that His Excellency will be prepared, on good cause being shown, to extend this option to one year from this date provided that such extension will not impede any project that may be contemplated by Government or other parties in connection with the port or railway.

Yours faithfully,

(Sgd)
Manager Uganda Railway.

15 Gordon Street,

DARFO, 26th August, 1947

To His Excellency

Governor of British West Africa.

Your Excellency,

Further to my visit to you and interview with you with regard to the proposed elevator for Grain at Kilindini. I have been instructed by the members of the Syndicate to write and ascertain on what condition you will be prepared to allow them to erect a wharf in front of the proposed elevator.

From the enclosed plan you will see that the loading arrangements are not satisfactory. My Colleagues will give their serious consideration to a more comprehensive scheme involving the erection of a wharf if suitable arrangements can be made.

I shall accordingly be obliged if you will inform me if you are prepared to grant the right to build a wharf in front of the proposed elevator, and if so upon what conditions?

Could the Uganda Railway Company extend their siding on to the proposed quay?

What references would you require as evidence of my colleagues ability to carry out the scheme?

I beg to remain,
Your Excellency's obedient Servant,
(Sgd.) P. Drummond Michin.

(Copy)

The Secretariat,
East Africa Protectorate,
NAIROBI.

M.P. No. 1350/1910.

October 21st, 1910.

Sir,

In reference to your letter of the 20th. of August
addressed to His Excellency the Governor, I am directed to
inform you that Sir Perc. Aronard will be in Nairobi on
December 2nd and will be glad to discuss the matter with you.

I have the honour to be,

Sir,

Your most obedient servant

(Sd.) [Signature] Secretary

D. Minchin Esqr.,

15 Gordon Street,

GLASGOW.

Telegraphic address: Kinohia, C/O, "Amor", Glasgow.

16th. January, 1911.

Your Excellency,

Sir Basil Finlayson, K.C.M.G.,
Colonial Office,

LONDON.

Your Excellency,

I am now in a position to submit detailed plans for the proposed scheme for Deep-Water Quay and Grain Silos at Kinohia.

I would esteem it a favour if you could arrange to grant me an interview on either Friday the 20th or Saturday the 21st. inst., forenoon preferred.

At this proposed meeting, the following gentlemen would accompany me

- Colonel Smith Park, M.V.O., V.D., Managing Director of the Allan Line.
- Mr. James Campbell, Managing Director of Messrs. J. & Co. Ltd., and probably another gentleman.

Mr. Murray, Managing Director of Spencer & Co. would also attend.

I should be glad if you will telegraph me the most suitable date so that I can take the necessary arrangements.

I am, Sir, to remain,

Your Excellency's Most Obedient Servant,

(Sgd.) P. Drummond Kinohia.

(5)
(COPY)

49

COLONIAL OFFICE,
30th. January, 1911.

Dear Mr. Kinchin,

I have submitted the proposal of Messrs. Spencer and colleagues to the Secretary of State, with the request that you should be further consulted at a later date.

I would like to use this opportunity to thank both you and all those concerned for the very great interest which has been taken, and the great trouble to which you have gone in this matter—a fact which I have more particularly mentioned to the Secretary of State.

I forward you some photographs as desired.

Yours sincerely,
(sgd.) Girouard.

Drummond Kinchin Esqr.,
Glasgow.

10
12

(Copy)

(omit)

51

25th November, 1910.

To His Excellency,

The Governor of British East Africa

Colonial Office,

London.

Your Excellency,

I have the honour to acknowledge receipt of your Secretary's letter of 21st October, informing me that you are to be in England in December and will be glad to discuss the matter referred to in my letter to you of 26th August.

I await your news regarding the meeting, which I presume you wish to be in London.

I beg to remain,

Your Excellency's Most Obedient Servant,

(Sgd.) P. Drummond Kinchip.

omit

Copy of wire.

Jan. 17th. 1911.

OHMS WHITEHALL 11 1/0

KINCHIN C/O AMOR GLASGOW.

GLADY SEE FOUR ELEVEN SATURDAY 21ST. - GIBOUARD.

Efficiency now matters now stand, and consequently you are expected
to bring you.

Yours truly,

(Sgd.) P. Drummond Kinchin.

Copy of wire.

Jan. 17th. 1911.

51

OPHE WHITEHALL 11 1/0

KIMCHIN C/O AMOR GLASGOW.

GLADIA SEE YOU KLEVIN SATURDAY 21ST. - BRIGUARD.

Omit

16

(Copy)

52
Omit

15 Gordon Street,
GLASGOW, 24th January, 1911

To the Private Secretary,
of Six Parc, Courage,
Colonial Office,
LONDON.

Dear Sir,

I confirm having wired you today as per enclosed copy
and await your reply.

I am not quite clear, after the interview with His
Excellency how matters now stand, and I therefore took the liberty
of writing you.

Yours truly,

(Sgd.) P. Drummond Kinchin.

24/1/11.

Copy of wire

sent

53

to the Secretary,

Sir Percy Girouard,

Colonial Office, LONDON.

REFERRING TO INTERVIEW WITH HIS EXCELLENCY ON SATURDAY INST.,
I SHOULD BE GLAD TO KNOW IF HIS EXCELLENCY IS EXPECTING TO HEAR
FURTHER FROM ME OR IF I AM NOW TO AWAIT HIS EXCELLENCY'S COMMANDS.

"KINCHIN".

(8)

Copy of wire.

London 19 13/2

July 28th 1911

Out

15 GORDON STREET, GLASGOW.

AWAIT FURTHER COMMUNICATION - GIRAUD.

(Copy)

15 Gordon Street,

53

GLASGOW, 25th. January, 1911.

His Excellency,

Sir Perc. Throusd B.A., G.C.M.

Colonial Office,

London.

Your Excellency,

I thank you for your telegram, from which

it appears that I am to expect further communication from you.

I am, Sir, remain,

Your Excellency's most obedient servant,

Encl 56

(Copy)

15 Gordon Street,
GLASGOW, 25th. January, 1911.

To His Excellency,

Mr. J. G. Bourne, R.S., K.C.M.G.

Colonial Office,

LONDON

Your Excellency,

I will be in London on Saturday, and if you would grant me an interview, I should be much obliged. I am putting up at the Grosvenor Hotel, Northumberland Avenue.

I beg to remain,

Your Excellency's Most Obedient Servant,

Omit 56

(Copy)

15 Gordon Street,
GLASGOW, 26th. January, 1911.

To His Excellency,

Sir Percy Girouard, R.E., K.C.M.G.

Colonial Office,

LONDON.

Your Excellency,

I will be in London on Saturday, and if you would grant me an interview, I should be much obliged. I am putting up at the Metropole Hotel, Northumberland Avenue.

I beg to remain,

Your Excellency's most Obedient Servant,

(10)

(Copy)

57

omit

COLONIAL OFFICE,

LONDON, 27th. January, 1911.

Dear Sir,

Mr. Harcourt Howard will
be very glad to see you tomorrow
morning (Saturday) at any time.

Yours sincerely,

(Sd.) A.G. Hoey,
for Private Secretary.

F. D. Ranchin Esqr.,

Metropole Hotel,
Northumberland Avenue,
W.C.

17 March 1872

965

Date referred to

DRAFT

D. Hamilton Esq

MINUTE

Mr. 1/13 1872

Mr. Biddle

Mr. Read

Mr. Piddes

Mr. Just.

Mr. Cox.

Sir C. Lucas.

Col. Seely.

Mr. Harcourt.

~~Receipt of your letter~~
advised to the effect of
the 8th of March
It is inform you that the
proposals have been entered for
the erection of a deep water

basin to be excavated
at Kildinane
~~and to inform you that~~

are
~~your letter~~ and inform
to the effect of the report
for the same, as it

is not clear that all the

copy taken off by Mr. 17 March

Drafts

detail of the scheme

As kind submitted
been fully brought before

him when he was in

England

The Commission has

been requested to

communicate to the

by the matter,

and in the

report of the

for the letter, will be

addressed to you

J. [unclear]
[Signature]

11

7766
7766
7766

Li

17 March 1901
With reference to
order of the 30th of Jan
which you had sent
and to your telegram from
the date which you
Adm of the 10th of Feb.

DEBATE

(Cost)

to the P. [unclear]

MINUTE

Mr. [unclear]

Mr. [unclear]

Mr. Fiddes.

Mr. Just.

Mr. Cox.

Sr C. Lucas.

Col. Seely.

Mr. Harcourt.

17 March

Spencer Feb. 18

on 4988

Spencer 17 Feb 21

March

17 March

and 12088

the lines to hand
to you, for your
the accompaniment of

to [unclear]

the output of

Messrs. Kitchen Spencer

Co's application for

to meet a deep water

from [unclear]

is [unclear]

at the

404-20

7766 7766

at the end of the year...
in respect of the application made to them for a loan
which is the present

possibility of obtaining money

for the construction of a pier

by the... ~~...~~

Considering the matter

of the pier, I shall be glad

if in the light of the

point you have proposed

we can give effect to

the two proposals contained

in the minutes dated the 8th of March

the more particularly with

reference to conditions 1 & 2

the conditions now based

on the report of the

committee attached to them

and which have been the

basis of the undertaking the

of the pier & alterations

X Mr Read

There is the first
formal intimation to
Sir P. Q. that he is to
bring to get money
for the pier. I presume
that we shall presently
get a reply from him
to our application for
loan, so that we shall
then explain the whole
situation to Sir P. Q.
in the meantime, per
his reference will be

of Part B

Prima facie, the two

conditions, no further appear

than the obvious objection

and it is not clear what

these details have brought

fully upon you, when

the scheme was submitted

to you in the Committee

3. I ~~think~~ ~~to~~ ~~be~~ ~~of~~

You will find me with

your views in detail

resp. by ~~...~~ ~~...~~

to see how I shall

may be ~~...~~ ~~...~~

glad if you would

to perform the duty of

your name in the report

I have to
L. Harcourt