

EAST AFR. PROT.
No. 1944 25/06

C.O.
1944
18 JAN 36



No. 1905
1905
1st previous Paper

(Subject.)

Landing facilities at Kilindini.

Two letters from Mr. [illegible] with report
+ plans of a scheme for the improvement of. Est^d cost
£4,400. Recommendation: cost sh^d. be met out of surplus
earnings of the [illegible]

(Minute.)

Mr. Read

This is a much less expensive
project than either of the two
submitted in 34379.

The cost is only £4,400. It really
has not add to the length of
the existing pier or jetty, but, by
filling up the space between the
jetty & the land, connects the former
with a wharf with sheds on the
retained banks on to which
goods can be placed as they are
unloaded. A railway line is
also to be run up to the wharf
apparently.
This improvement is a part

Copy to [illegible] 16. 1. 1946
I send to [illegible] 12. 1. 1946
Copy to [illegible] 17. 1. 1946
to [illegible] 20. 1. 1946

of the larger scheme, costing £30,000
has passed in 34, 373. And the amount
due can be carried out as if when
necessary.

Further scheme, nor indeed the max.
reference one ~~contingent~~ ^{disputed}
in 34, 373. ^{contingent} a few into
deficit; the trade will continue
to be done by lighters, which, as
the Consulting Engineer's report
is still the case at such an im-
portant port as Madras.

The Genl. Manager reports that the
cost £4700 can be met by
means on Capital estimated already
mentioned, or by the anticipated
surplus of the working of the Railway
per annum (£50,000 of which £25,000
is provisionally earmarked for the purpose)
Gold has been recommended to
commit to Treasury

= But first refer the pt. to the Com-
mittee inquiring through the C. I. for
the early day.

W. B. 21/2

W. B. 21/2
370 in amount
18/11
(See above)

of the larger scheme, costing £20,000
has been in 34,373. And the answer
has been to carried out as if when
necessary.

Further scheme, nor indeed the main
scheme one ~~contingent~~ ^{contingent} also proposed
in 34,373. ~~contingent~~ ^{contingent} a pier into
depth water; other work will continue
to be done by lighters, which, as
the Commission requires first
is still the case at such an
important port as Madras.

The Works Manager reports that the
cost £47000 ^{can be met by}
means of Capital ^{resources already}
sanctioned, or by the anticipated
profits of the Railway
for this year £50,000 of which £22,234
is provisionally earmarked for other purposes
and he should recommend that it
could be raised.

But first report the fact to the Com
mittee by which through the Com
missioner's hands.

1881

370 p. 1000
1881

Yesterday Dr. C. Hill, showing thinking
of joining the Board of the E. Afr. Syndicate
thought that since Mr. Carter, the Engineer
has been employed by Messrs. Barclay
to report on the railway which the
Syndicate propose to build to the
Victoria Lake. Mr. Hill & I, in accordance
with the promise made to the recent Com
mittee to the Syndicate, showed them the
plans we had in the deep: & explained
what was being done to improve the
existing landing arrangements. Mr.
Carter said at once that he was certain
that a deep-water pier where ships could
load alongside was essential to the success
of the ^{Syndicate} ~~Victoria~~ scheme, or that the goods could
not be worked in lighters. We pointed
out that the pier could not be expected
to build a pier on the same scheme of
the Syndicate's venture proving successful,
that the scheme might prove to fail &
that we should be left with the pier
on our hands. They saw the point & the
I understood now Dr. C. Hill, who has
called upon to-day, that the Syndicate
would be prepared to guarantee a certain
amount of interest on the cost of the
pier, if constructed by the State, or to
build the pier themselves & pay the cost
the option of re-purchasing them at an
agreed

agreed figure. I told him that the latter
course appeared to me to be the more desirable
one from our point of view, but ^{the way going to suggest to} the ~~syndicate~~
members that they should write
up the two alternatives -

In the meanwhile Mr Carter would like
to be allowed to study the attached
plans with a view to making suggestions for
the site of the pier or if it is decided
to proceed further in the matter. As he
has already seen them, there seems to be
no objection to send them to him
with Mr Currier's explanatory report (the
last time in this shape.)

H. J. R.

2/3

I agree. But, if Sir C Hill
is going to join the Company,
we must be careful to remem-
ber that he is no longer an
official.

W. H. Hill

In no emergency agree that
the plans may be sent

H. J. R.

2/3

Plan
sent
7/2
2/3
ack -

agreed figure. I told him that the latter
course appeared to me to be the more desirable
one from our point of view, but ~~the suggestion~~ ^{he was going to suggest to}
unfortunate mistake that they shall write
up the two alternatives - & in
the meanwhile Mr Carter would like
to be allowed to study the attached
plans, with a view to making suggestions for
the site of the pier & of it is decided
to proceed further with the matter, as he
has already seen them, then some of the
objections to send them to him
with Mr Currier's explanatory report (the
last one in the heap.)

H. J. R

2/3

I agree. But if Sir C. Hill
is going to join the Campaign,
he must be careful to remem-
ber that he is no longer an
official.

Wm. Hill

In no emergency agree that
the plans may be sent

H. J. R

2/3

Plan
int
+ 92
43
ad. - 1000
100

Commissioner's Office,

C. O.

Mombasa,

1944

December 26th

REC'D
1945. 13 JAN 23

AFRICA PROTECTORATE

No. 661

Printed



My Lord,

In continuation of the correspondence ending with this office despatch No. 44 of the 30th August, I have the honour to submit a copy of a letter from the Manager of the Uganda Railway, with report and plans attached, in which he draws attention to the urgent need that has arisen for at once relieving the congestion of trade at the Mombasa Customs. Mr. Currie proposes to furnish the necessary facilities at Kilindini, at a cost of seven thousand and seven hundred pounds, in accordance with part of the scheme submitted in this office despatch No. 14 of the 14th March 1904, and he suggests that funds could be met either

(1)

345
RECORDED
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F. C. W. H.
555 E. A.

H. C. Principal Secretary of State

for the Colonies,

Downing Street,

LONDON.

(1) by savings which he is prepared to effect out of the sum of ~~one hundred and ninety one thousand, five hundred and ninety two pounds~~, deposited with the Crown Agents on the 1st March last, for the completion of certain capital works, or

(2) by the surplus earnings in this and next year's working of the Railway.

2. I have been over the Customs here with the Chief of the Customs and the Traffic Superintendent of the Railway, and together we have inspected Kilindini and discussed the arrangements it is proposed to there make.

3. There can be no question that with the rapid increase there has been both in the import and export trade of this port the arrangements existing at Mombasa are insufficient to cope with the traffic, and that the congestion and delay which have resulted has given rise to bitter complaints by the merchants, and that it is imperative something should be done at once to afford the ordinary facilities for dealing with cargo that the port requires.

4. Mr. Curtis's scheme appears to me to be sound and to meet the port in view, and as

Very satisfactory profit returns, and our trade, both
import and export, has shown such rapid development, I
have no hesitation in strongly recommending the adoption
of Mr. Currie's proposals as they stand.

I would suggest that the question of funds be met
by the Manager's second proposal, i.e. by sanctioning the
expenditure from the savings on the working of the Railway
during the current and next year; it is estimated that
there would be a profit of ~~thirty thousand pounds~~ ^{£20,000} the
present year's working, and this will of itself almost
cover the proposed expenditure, after deducting the
sums already hypothecated against the year's surplus,
without taking into consideration the profits that may be
expected in the forthcoming year.

c. I would add in conclusion that I am informed by the
Manager that he does not recommend the construction of a
pier as stated in the above mentioned despatch (No. 434).

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3-23-43
2-15

I have the honor to be,
With the highest respect,

My Lord,

Your Lordship's most obedient,

humble servant,

J. H. Currie

Enclosure No

161

C. O.
1944
Dec 18 2 13

No. 199
844

Manager's Office,

NAIROBI, December 18 1944

Sir,

I have the honor to refer you to the corre-

No. 66/84 dated 18.3.04 Manager to V. J. Commissioner, No. 354, dated 18.6.04 & enclosure Foreign Office to V. J. Commissioner, No. 305 dated 18.7.05 Colonial Office to V. J. Commissioner, Nairobi, dated 18.8.05 by Manager and Colonial Office No. 305.

spondence noted in the margin regarding proposed extensions of facilities for handling

cargo at Kilindini.

The question has now reached such an acute stage that its consideration can no longer be deferred. The mercantile community is up in arms against the insufficient facilities for handling and consequent delays to goods at Mombasa and the Chief of Customs informs us that the only means he can devise of ameliorating the present position is to transfer, at any rate, part of the import cargo to Kilindini.

As can be seen from the enclosed plan A, although there are 5 cranes on the jetty at Kilindini there are no wharves near them into which cargo can be placed nor are there suitable sidings from which it can subsequently be conveniently loaded into wagons for despatch up country. The existing sidings are on a gradient and above the level

M. ACTING COMMISSIONER,

S. S. A. Protectorate,

MOMBASA.

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level of the sheds. To attempt to deal with perishable cargo in quantities at Kilindini with our present facilities can only make matters worse than they are at present.

Something must therefore be done as soon as possible and I have the honor to submit the enclosed estimate (with plan and explanatory report) amounting to 27700 for favour of transmission to the Colonial Office for sanction.

This is really a part of the larger scheme described in my letter No. 66/84, dated 17th March 1904, and which was generally approved of (in preference to Major Fringie's) by the Consulting Engineers.

I do not wish to unduly press my own scheme in preference to the others; if the balance of opinion was in favour of that scheme I should urge its execution. I maintain, however, that the great advantage of my own plan over the alternative, is that whereas it will give all the facilities that will ultimately be required, it can be gradually worked up to and extended as circumstances demand, whereas the other can not be equalled with. The estimate now submitted is really the second instalment of the scheme, the channel line from Kilindini to Mombasa and the filling in of the triangles coloured green (vide plan B) being the first instalment.

The important question is the provision of funds. These can be made available in either of the two following ways:-

- (1). On the 31st March last 2191,592 were deposited with the Crown Agents for the completion of certain Capital works (vide Colonial Office despatch No. 200, dated 27th April 1904). This estimate can be sanctioned

against this grant with instructions that economies must be effected in the execution of these works to cover this amount. Seeing how urgent this work is I am prepared to undertake that this should be effected.

(7). It can be sanctioned against surplus earnings in the current and next year's working.

In my letter No. 155/1900, dated 19th August last, I estimated that the working of the Railway for the current financial year will result in a profit of £17000 and suggested certain reductions being made in down rates; I also remarked that we might have to pay £4000 on account of the cargo jettisoned from the s.s. "Lybil".

I have received no reply to my suggestion about reducing rates so that even if it is now sanctioned it will not materially affect our results this year and I now find that the jettisoned cargo will cost us less than £2000.

In the Colonial Office despatch No. 359, dated 18th August, a s.s. of £2354 was sanctioned against this year's grant for piers at Entebbe and Jinja. In my letter No. 160/74, dated 31st August, I advocated a tug and three lighters being provided against the same, assuming that these latter will cost £15000 and that the Colonial Office agrees to their purchase against surplus earnings. The following sum will be required against the current year's anticipated surplus.

Jettisoned Cargo	£ 4,000
Piers	5,354
Tug and lighters	15,000

Total £24,354

The surplus accounts so far and of September show

of receipts over expenditure of £30,000, and as that date we have been doing very well I hope that will be a surplus of about £30,000 at the end of year 1.2. sufficient to cover the enclosed estimate. Should this anticipation not be realised the balance will have to be provided next year.

If the work is sanctioned it will take about 6 months to complete and during that period the Chief Agents and myself will have to devise means of temporary trading with cargo at Kilindini in temporary sheds, and I think, be done.

If any further argument is necessary to establish the necessity and economy of this work it is given by the following figures. The average cost of hauling up the hill from Mombasa Customs sheds to the Rail Station, which is 70 feet above sea level is, I believe, not less than Rs. 3/- per ton; this will be saved if the cargo is landed at Kilindini and loaded there into wagons for despatch to the interior. The interest on £7700 at 5% is £385 per annum or equivalent to 1155 tons at Rs. 3/- per ton. It would mean that if only 1155 tons of Government stores are landed at Kilindini instead of Mombasa in the year the expenditure is justified. As a matter of fact the same remark applies to general trade this as the same remark applies to general trade for the public which should also be relieved of an unnecessary burden as soon as possible.

I have the honor to be,
Your obedient servant,

(Sd). H. A. F. Currie.

MANAGER,
Mombasa Railway.

of receipts over expenditure of £10,000, and as that rate we have been doing very well I hope that will be a surplus of about £30,000 at the end of year 1913. sufficient to cover the enclosed estimate should this anticipation not be realised the balance will have to be provided next year.

If the work is sanctioned it will take about 6 months to complete and during that period the Chief Clerk and myself will have to devise means of temporarily dealing with cargo at Kilindini in temporary sheds, and I think, be done.

If any further argument is necessary to establish the necessity and economy of this work it is given in the following figures. The average cost of hauling up the Hill from Mombasa Custom sheds to the Rail Station, which is 70 feet above sea level is, I believe, not less than Rs. 3/- per ton; this will be saved if the goods are landed at Kilindini and loaded there into wagons for despatch to the interior. The interest on £7700 at 5% is £385 per annum or Rs. 5465 or equivalent to 1155 tons at Rs. 3/- per ton. This would mean that if only 1155 tons of Government stores are landed at Kilindini instead of Mombasa in the year the expenditure is justified. As a matter of fact the same or Government stores handled at Mombasa greatly exceeds this and the same remark applies to general cargo for the public which should also be relieved of an unnecessary burden as soon as possible.

I have the honor to be,
 Your obedient servant,

(Sd). H.A.W. Currie.

MANAGER,
 Mombasa Railway.

REPORT

The plan marked A. is a plan of the existing pier and sea wall. The tracing marked B. is a plan of the proposed improvements. The portion coloured green is now being filled in by the spoil taken from the cutting of the new line from Killidini to Killidini harbour marked X.Y. on the plan B.

It is proposed to fill in to formation level the portions marked blue, with the spoil obtained from the portions coloured red. This will reduce to formation level nearly the whole part, from the edge of the pier and sea wall to as far back as the red goes. On the blue portion, marked C, the Customs Shed N. will be partially built from the material afforded by sheds G. & H. and goods will be unloaded by the cranes marked X direct from the lighters in to this shed.

The ground shown on tracing B. will then be part of the complete scheme shown on plan C.

The existing line X.Y., plan B. which is now on a two per cent grade will be reduced to a 1.50 grade and run straight through to connect with the main line just outside Killidini yard.

The rate for filling has been put at Rs. 30/- per c/c whereas in the estimate submitted with my letter of 26/8/04, dated 17th March 1904, for the greater work it was put at Rs. 20/- Experience gained in the cutting X.Y. has shown that it will probably cost this higher rate.

It is probable that the execution of the work now proposed subsequent extensions will be possible on a somewhat different design to that shown in plan C.

and

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(8)

and at a reduced cost, but this is a question that can
be considered later.

(Sd) ~~W. I. S. Morris,~~

MANAGER,

Uganda Railway.

Enclosure No. 2

in Col. E. W. Sadler's despatch

No. 661 of December 20th 1905.

1944

Comms. ~~SA~~
1944

100



Printed (27 January)

DRAFT.

Crown Agents

Gentlemen,

MINUTE.

- Mr. Bottomley 25/1
- Mr. Read 25
- Mr. Antrobus 25
- Mr. Cox.
- Mr. Lucas.
- Mr. Graham.
- Sir M. Ommamney.

Hand 4/30

I am directed by
the Earl of Elgin to
transmit to you, for
your early observations
and those of the Consulting
Engineers for the
Uganda Railway, the
accompanying copy of

The Duke of Marlborough.

Mr. Eytelton: (N.B. This
is not a copy
of the S. 1. 2. 3.
Bill)

facsim

of complete two
despatches, with enclosures,
which have been received
from the East Africa
Protectorate and the
containing proposals
for improving the

no. 661 30 Aug (30373)
(plain copy)

no. 661 26 Dec (1944)

Hand 166 28/1/44