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1914

January

last previous Paper.

GROWN COLONY RAILWAY POLICY

Letters to the "Times" during 1914

S. G. Fielder

I thought that it would be
 as well to have this registered
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See General
Index

2nd. January 1914. Friday

CROWN-COLONY RAILWAY
POLICY.

1. THE USE OF THE TERM.

From the formation of railway companies and the opening of lines to the present Colombo is becoming more and more important. In its early days, high mountains impeded the course of twenty years ago the African Galle Colonies were inaccessible to the outside world, but now the railway has made the interior of Ceylon accessible to the outside world.

Within the last two decades a main line of railway has been built in the Colony of Sierra Leone, and another main line has been completed from the Gold Coast to Thompson's River, a distance of 160 miles in length and an area of 10,000 square miles has been built from Aroka to Kano. In Northern Nigeria a road system of over 1,000 miles in length has sprung up during the last ten years. On the other side of the continent we see the Uganda railway extending from Lake Victoria to Mombasa, the British East African railway, and the Rhodesian railway system, both so recently brought into being that at present hardly any reliable statistics can be had on them, but of speculations and works laid out we have a great deal.

British. The time is ripe for working these railways, now been undertaken by the British Govt. of India, together with independent firms, East Afric, and might now be profitably used.

The first railway was opened as far west as Port Elizabeth in 1862, and the Cape Government took over the line in 1874. The line was extended to Durban in 1878, and to Cape Town in 1880. The Cape Government took over the line in 1881, and it became part of the South African Railways in 1910.

The following statement was made by Dr. J. W. K. Eason, after whom the
writer has seen four years since, and who was
professor of English at a small college on the coast of
last year, 1912-13, the profits were used to
pay him in the cost of maintaining his family. The
result was that he did not receive a compensation even
of \$1,000.00 to be distributed among his wife and
two daughters short time ago.

At the present moment the colony of Samoa looks towards independence on the Gold Coast as the further extension of the "African Union".

The immediate consequence would be the end of the British colonial régime, the chief distinction between the two independent territories would probably remain, but the former would be more or less independent of the latter.

Such a state of affairs would be of much more value to the Samoans than the present condition of dependence on the British crown.

But it is British Rail, ADBR and Transvaal, to whom countries white settlers are now flocking in large numbers, that lie need for further railway accretions.

Not only are railway extensions required to make

Robert Edwards, and his wife, Mrs. Edwards, who were the first to buy a house in the new town of 1912-13, and still reside there. The house in every department was built to the taste and money of the buyers. The permanent home is large enough for all the requirements of the place and residence, and is surrounded by a well-kept lawn and trees. It is situated in a quiet residential district, and is accessible from the main street of the town. The house is built of stone and has a tiled roof. The interior is spacious and comfortable, and is well-furnished. The house is situated in a quiet residential district, and is accessible from the main street of the town. The house is built of stone and has a tiled roof. The interior is spacious and comfortable, and is well-furnished.

commercial development of the area. Large fields and the Argentine railway, which have brought greater numbers of people to work in the mineraliferous area. One key development is the new mining facilities in the Argentine Republic. While a large amount of ore is being sent to the United States, it is also being shipped to the United States, Mexico, and Canada. The commercial loss of gold in 1912-13 amounted to \$1,000,000,000, and the time of year. The Bureau of Western

In the Argentinean Republics the people of the provinces have full power with the districts of M. & O. A. P. which corresponds to the districts of the United States. They are elected by the people in each district with the exception of the city of Buenos Ayres where they are chosen by the Legislature of every province.

and the other, the *lateral*, which is the more important, because it is the one through which the greater part of the water passes. The lateral is formed by the union of the two main streams, and it flows along the bottom of the valley, receiving the tributaries from the right bank. The water is clear and cold, and it is used for irrigation purposes. The valley is about 10 miles long and 2 miles wide, and it is bounded by mountains on both sides.

For the purpose of this Article, the term "Passenger" shall mean any person who enters or remains in the Pass Aircraft, with or without payment of fare, for the purpose of traveling, or exceeds two hours in the Pass Aircraft.

After returning from the war, the Indians

~~Ballinger, etc., etc., in charge of dredging operations
and piping, etc., to mouth of river, to be made to change the location
of mouth of river, etc., etc.~~

possible. A group of 100000 which is really enormous. The advantage of such little air bags is that they are much lighter and can be recharged in batteries. The disadvantage is that they do not work like the electronic pressure sensors.

which should be done under the present circumstances, without consulting the Affairs in Britain. After a full investigation, it may seem unavoidable.

what the British Government can learn from Chile, particularly in fact 2. The Government of Chile may consider that it would be undesirable to continue a relationship with the U.S.A. What do they do?

DEPARTMENT OF STATE - 1913 - 1914
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1914

The results of this study clearly indicate that the

THE VILLAGE OF BETHLEHEM is a small town in the northern part of the state of New York. It is located in the town of Bethlehem, which is part of the Albany County. The town has a population of about 1,500 people.

PROBLEMS IN THE FIELD OF MATHS AND PHYSICS
AND IN THE FIELD OF MATHEMATICAL PHYSICS
IN THE FIELD OF MATHEMATICAL PHYSICS
IN THE FIELD OF MATHEMATICAL PHYSICS

1949-50 as the result of efforts and support from the American Councils. Conference was held at the University of Michigan, Ann Arbor, Michigan, during the period of January 11-15, 1950.

If the new system is adopted, it will be necessary to change the law relating to the state of residence, and consider the various state laws, and then propose changes relating to federal taxation.

FREDERIC STEPHORD,
Member, S. W. Nat.

The Times, January 5th, 1914, Monday

101

CROWN COLONY RAILWAY POLICY

TO THE EDITOR OF THE TIMES.

Mr.—In a long letter on the above-mentioned subject in *The Times* of to-day Mr. T. Sheppard states:—The Government of Chile merely expresses a wish that a railway from A to B shall be made, and it is made, and moreover the railway is constructed with out any expense to the Government at all. The railway pays from the start, and the Government never have to pay a shilling.

I believe this is quite incorrect. The Government, first, owe us 5 per cent interest and, secondly, 5 per cent amortisation, which amounts to paying the debt twice over. I believe the Government railways do not pay. The *Financial Review of Estates* of May 10, 1912, quoted in the *Financial Review of Estates* of June, 1912, page 72 says, "The railway receipts—for there are no profits being earned on any of the Chilean State railways—will probably not suffice to repay these millions."

Yours faithfully,

A. DISWELLER IN STATE RAILWAYS.

JANUARY 5.

REC'D
FEB. 7 JAN 14

THE RAILWAY POLICY OF THE COLONIAL OFFICE.

CASE OF BRITISH EAST AFRICA.

TO THE EDITOR OF THE TIMES.

Sir.—As Mr. Shelford expresses much surprise at the condition of the Uganda Railway in particular and at the attitude of the Government towards railways in Crown Colonies and Protectorates in general, I can only conclude that his experience of railways in Crown Colonies is slight. I fear that some persons, including myself, have long ago got over the stage of being surprised at the action, or more often inaction, of Colonial Office policy regarding railways.

Mr. Shelford devotes a considerable portion of his letter to the condition of the Uganda Railway and to the pressing need of money for permanent way, rolling stock, stations, extensions, locomotives, maintenance staff, &c. May I, Sir, be allowed to welcome Mr. Shelford as a recruit to the ranks of those who for years have tried to impress on the Government, or rather on the Colonial Office, that their so-called countries called British East Africa and Uganda, which were being rapidly developed and which needed immediate and complete railway facilities,

CRIMINAL MANUFACTURE.

In the year 1903 I ventured to contribute an anonymous publication, which I believe is the only book or paper of reference to date on the momentous subject of Uganda's early progress. Writing at the instigation of the Uganda Engineers I said—“Engineers were asked for, submitted, and rejected; the decision was refused; the third method was adopted, and a committee was formed to suggest, examine and worthily recommend to build a railway into the heart of Africa. An increased increase will be found necessary to meet the traffic without a large white staff. And a considerable sum needs to be expended upon rolling stock &c., while in my poor opinion of East Africa as a country in itself, the present metre gauge line will be quite incapable of handling and conveying the produce, and the Government and the taxpayer have, I fear, not heard the last of the misnamed Uganda Railway.”

I have on more than one occasion raised my voice on this subject in the House of Lords the last time as lately as June or July last, and if Mr. Shelford will turn to the pages of Hansard he will see that the picture I drew of the state of affairs existing on the Uganda Railway was described by Lord Chamberlain as slightly exaggerated, but that nothing was denied.

It will be seen that large engines have been recently bought and have been afterwards found to be too large to run over some of the viaducts and bridges, and that therefore the most powerful engines cannot be used between Nairobi and Kisumu, where the only really bad gradients occur and that a different type of engine, a tank type, has had to be ordered, to operate the only difficult part of the line. This is only one instance. The rolling stock and engines always have been bad, they have always been antiquated and seldom have existed in sufficient quantities. The increase in trade has, as Mr. Shelford says been enormous and is rapidly growing. The line for some time has been hopelessly congested, and with the large increases which are daily growing, even without the Lake Magadi output of soda, which will, if fancy, double the traffic, one way over one portion of the line, there appears to be no reasonable hope (outside officialdom) of the state of congestion being relieved. Mr. Shelford contrasts the policy of the Colonial Office with that of Chile. Why, even the Chinese have recently granted a concession to Messrs. Padding at 5 per cent. on the outlay. Mr. Shelford wonders why the British Government keep everything in their own hands; so do many other people. But is there not great pressure put on the Government? I would point out that there are a number of members of Parliament who, for some reason best known to themselves, evince great jealousy and fear of any concession to build any railway being given to any firm or

The Times Tuesday

6 Jan. 1914

193

company.

Again, so often Mr. Lloyd George, are we not up against vested interests?

The permanent officials I gather, much prefer the present system and so I imagine do the Civil Service, and I do not blame them.

What do the Crown Agents say when it is proposed to allow a railway in a Crown Colony to be built by a private firm or a company? Are there not splinters to the Crown Agents, are there not consulting engineers to the Crown Agents, and are not all these gentlemen, equally with the aforesaid, somewhat opposed to the giving of concessions or contracts to private firms to build railways within their spheres of influence?

THERE COULD BE OPEN.

The Treasury cannot now, of course, find sufficient money out of annual revenue, &c., is impossible. They cannot be blamed now for not finding the money. But the Treasury and the other Government Departments have a great deal to answer for for having adopted their big-in-the-manger policy, which has resulted in to use Mr. Shelford's expression, a state of asphyxiation in British East Africa and Uganda. Also, the policy of the Government Departments in picking other people's brains, allowing them to make and send in plans for railways, docks, &c., and then saying, “we will do the work ourselves,” is not a pretty one.

The Government have, if they wish to develop our African possessions properly with railways, three choices:

1. They can pay 5 per cent. on the cost.

2. They can issue securities, trustee or otherwise, and hold themselves.

3. They can allow a firm or public company to build and manage, forming the railway into a company, and keeping the majority of the Common stock in their own hands, hold control.

This was the policy of the late Mexican Government and, I believe, a most unsuccess-

ful one.

May I, Sir, without undue presumption, welcome Mr. Shelford as a valuable addition to those who have been “scrutining” for years, and I hope that his experience and his letter may lend weight and authority to our oft-repeated and long-neglected appeals?

I hope I have not taken up too much of your valuable space, but on the Uganda Railway alone pages could be written.

I remain Sir, your obedient servant,

HINDLE

Dover Hall, Derby, Jan. 4

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R.C. 7 JAN 14

CROWN COLONIES RAILWAY
POLICY.

TO THE EDITOR OF THE TIMES.

The question raised by Mr. Frederick Shiel in his letter on this subject which appeared in your issue of the 2nd inst. is a most important one, and since it has been raised it should not be dropped, until it is brought home to the Home Government so that some new method should be adopted by them to allow railway development to proceed on a sound and progressive basis.

In an article which appeared some months ago in Chamberlain's Journal Berlin, Mr. Shiel says that the Colonies of British Columbia are Proletarian. His statement is difficult to understand. Mr. Shiel's statements are not quite far to confirm the reason given by the writer of that article.

The colonizing policy of the Treasury is incomparable for the state of native. The system adopted by them instead of furthering the growth of the Colonies only weakens, irritates, and stops it. No one who has been in British East Africa has one single good word to say for the Home Government. Why? In this country there are no specimens of the finest land in the world untouched and practically closed, and yet what progress has been made? It has been nothing compared to that of Canada. The reason is easily discovered. The Canadian Government have not taxed railways. That enterprise has not been tabooed, but it has been encouraged. The railways have preceded the population. The very opposite is the case in East Africa, even though a far better type of emigrant went to East Africa than to Canada.

The answer that the Government allow private enterprises not only to private railways, but in general and for the last few years to all kinds of business in the same country, and the result in British East Africa shows that they do not grow in any measure, and the animals which grow are cattle, sheep, and pigs. These animals are not very useful and held cheap in the eyes of a government. Man the white man is however, artificial, cultured, and educated. A rocky country will not be capable of holding him, the Indians who were here before the Europeans came, had more or many advantages, especially in the matter of climate, and the soil, and the

Yours, &c.,

T. C.

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