

1926

KENYA

X. 2137

26 FEB 1926

CR FOR TRANSPORT
GRIGG

TEL
RCI

Date

25th February, 1926.

9

CULATION

GOVT HOUSE, MOMBASA
Meeting of H. Cr for Transport.

States that in view of the report of the Port Commission difficulties have arisen with regard to the allocation of £15000 towards the cost of renovation, and suggests that the contribution from the Railway towards the housing of the H. Commr should take the form of a grant to be allocated as found most convenient.

U.S. of S.
Mr. Shackley ✓
U.S. of S. *S.P. 6*
8.1.26
U.S. of S.
State.

Previous Paper

MINUTES

Nov. 688
1/16

Since I dictated the minutes & kept within, Mr. Jelling has arrived. He is coming here on Thursday afternoon and of 20 with Sean. Decision taken with him before action is taken.

Col. Stowling

13.26

Mr. Shackley

for please. C.A. 43.

Mr. Shackley.

Mr. Jelling was rather amused to see help L. E. Grigg in the form of Highland Regiments, he had read in his book, leaving it with the date 1895 [copy]

Subsequent Paper

1/16 6177

approval is given] He had no
recollection of (he did not object to) the amount
of £15,000, and said that it probably
covered the whole of the work was in sight,
he said to the suggestion of an advance from
Ranking funds, followed by an association,
but thought the shares would be £15,000,
and
I believe think that the £1. I have
regard to the £1. I do not want to make trouble
and the £1. (and
to return to the work with

G. W. M. M. M. M.
5.3.16

S.H. 6
8.3.16

170

Sir E. Grigg's proposal was in the form that the Railway should assist in the restoration of the Government House, Mombasa to the extent of £15,000 to be paid out as required. There was no indication, however, that any work would be undertaken apart from that to be paid from Railway funds; but, it would appear from Governor 688 that Sir W. Gowers has taken the word "assist" literally, since he suggested ~~that~~ ^{that} the work should be financed from Railway Funds in the first instance, the final allocation of the cost as between the Railway, the Port and the Kenya Government should be settled later.

The objection of the Railway Council now reported would appear to relate not to the Railway contributing to work in the first instance, but ~~to~~ ^{to} the Railway definitely spending £15,000. I cannot see that the Council's objection is got over by making the £15,000 a contribution by the Railway to the Budget of the High Commissioner without reference to the place at which it is to be spent. It is difficult, in view of their objection, to see why the Railway should contribute anything to a place of residence 20 miles from the Railway Headquarters.

One or two occurrences were given when it would be reasonable to suppose the new Port authority should be separate from the Railway and under the Government of Kenya. Sir W. Gowers' view was expressed with the knowledge of what the Port Commission had advised and represents a very reasonable solution of the difficulty. Sir E. Grigg's visits to the Coast will be largely for colony purposes, largely for Port purposes, but only to a minor degree in order to see what the Commission for Transport has to say for the Port and

the Railway are working together.

It is not difficult to guess that Sir E. Brigg is advised by his means to avoid having to go to the Legislative Council (the unofficial element of which is almost entirely Highland) for the residence at Mombasa. It cannot be popular in the Highlands, and it is liable to focus attention on the large sum to be spent on Government House, Nairobi, also.

It has to be remembered that the General Manager who has not yet arrived here had left Kenya on leave before Sir W. Gowers telegraphed.

I think that for the present it would be best to telegraph as in my draft. - It may be necessary to overrule the Railway Council, but we shall first consider the question fully and at leisure with the General Manager and the Governor of Uganda.

St

was

1.3.26

TELEGRAM from the High Commissioner for Kenya, to the Secretary of State for the Colonies.

Dated 25th February 1926

(Received Colonial Office 6.50 p.m. 25th February '26)

11

688
26

H.C.1. 25th February. My telegram of 18th January regarding the Government House Mombasa in view of the report of the Port Commission just issued Railway will not now be directly concerned with the administration of the Port of Mombasa. After discussion with the Railway Council there accordingly appears difficulty in the Railway agreeing to allocate £15,000 towards repairs and renovation of the Mombasa Government House. I suggest therefore that contribution from Railway towards the housing of the High Commissioner should take the form of grant of sum of £15,000 to the Kenya Government to be allocated by the latter as found most convenient. In view of your previous concurrence with the contribution of this amount by the Railway I am taking appropriate action.

C. D.
R. OMAR.
D. 10

*Send further information
to Mr. Callaghan
Sat. 4-15 pm
9/ March 1926*

Dorning Street,

DRAFT TELEGRAM.

9/ March 1926,

HCOMA

NAIROBI

9 read Your telegram of 26th

see MINUTE.

February H.C. 1. Government House

Mr. Bottomley 3/26

Mombasa. I consider that in the

Mr.

circumstances best course pending

Mr. Strachey

full discussion by mail will be to

Sir C. Dada

adopt Govern's suggestion see your

Sir G. Grindle

telegram of 18th January i.e.

Sir S. Wilson

regard the £15,000 from Railway

Mr. Charles Fox

funds as advance pending final

Mr. H. ...

decision

decision as to allocation.

You are no doubt sending despatch.

TELEGRAM from the Secretary of State for the Colonies to the High Commissioner for Transport, Kenya
(Sent 4.25 p.m. 9th March, 1948)

9th March. Your telegram of 29th February H.C.1 Government House, Nairobi. I consider that in the circumstances best course pending full discussion by mail will be to accept Governor's suggestion over your telegram of 18th January i.e. regard the £15,000 from Railway funds as advance pending final decision as to allocation. You are no doubt sending despatch.

AMNH.

crossed. There is no...
the C.O. of the High Commission's...
next -

C.O. (3210/6) 14 C. (3675/76)

(a) Superior Staff. Att⁶
promotions or terminations
to be reported separately.

Class B appls
(She reported in
monthly schedules
unless an is call
for special despatch)

(b) Subordinate European Staff.
Periodical staff list
only called for

No notification
of appls etc.
unless special
reasons exist.

As to (c). I think it is desirable that we
should have files for the Services,
a monthly schedule is not...
use. Certainly very inconvenient
to the H.C. may therefore be
asked to be included in the dept. 6/1/76
to him.

As to (d), he does not want...
1/1/76

all we wish is a periodical staff
post which we should still ask for

But the state, the convenience
seems to indicate clearly a reply
for the H.C., & we can wait
six weeks for this before deciding
what I say to him

J. B. Cecil

It is known whether the phrase "acting" 3/5/26
approval is used (good or doigned) but his
adoption of the proposals in the Dept. was done
with the responsibility in regard to the
senior staff to a new formality, which would
likely be expected to act as a sort of appeal in
the matter of procedure

To avoid any possibility of the local authorities
claiming responsibility as given consent
in spite of the Dept. on 3210 I asked my
the Dept. will consider it preferable to accept
the arrangement indicated in that Dept. to
which he will no doubt receive a reply in
due course

J. H. Allen

5/5/26

There will in fact be an appeal to the
Secretary of State so long as he remains responsible
to Parliament and the High Commissioner to him. We
have gone very far on 3210 in excusing the High
Commissioner from reporting the termination of the
appointment

Reference to 70
the D. C. J. J.
It is that the
quest has been
to the or report
with any regard
Clause 7 of the
has perhaps
it may mean
Cabinet
May 1926
S. G. D. W.
K. D. W.
1926

all we ask for is a periodical staff list which we should still ask for. But the state of the correspondence seems to indicate clearly a reply from the H.C. since we can wait six weeks for this before deciding what to say to him.

Local
I have written the three "cases" approved & need Govt or designed: but his adoption of the proposals in the 16th was some of the Govt's responsibility in regard to the senior staff to a new formula, which would like to be expected to act as a starting point in the matter of procedure to avoid any possibility of the local authorities' agreement regarding silence as given consent in spite of the Dep. on 3210. I acknowledge the Govt. will consider it preferable to accept the engagement as revealed in that 3210 to which he will no doubt receive a reply in due course.

D.H. Allen
5/5/26

There will in fact be an appeal to the Secretary of State so long as he remains responsible to Parliament and the High Commissioner to him. We have gone very far on 3210 in excusing the High Commissioner from reporting the termination of the

appointment

appointment of subordinates and not asking only for a periodical staff list; but of the cases most likely to be brought to our notice (men originally engaged in this country), we shall in general hear of terminations by means of their leave certificates etc. The staff list is essential unless we are to risk having to admit ignorance of a man's existence.

As regards first-class appointments, we must distinguish according to whether they are pensionable or not and according to salary. (These distinctions were not made on 3210).

i. The removal of pensionable railway officers is down for discussion with Mr. Felling when he has recovered - mainly as to the power of removing them for general inefficiency. But I think that the prior approval of the Secretary of State should be sought in all cases. That is, these men should be dealt with according to the Colonial Regulations whether in the case of actual delict or in the case of inefficiency. The power of suspension sufficiently provides a safeguard against danger to the public.

ii. The appointment of pensionable officers will normally be by the promotion of deserving non-pensionable officers or by appointment on probation, and there is no general necessity in these cases for the prior approval of the Secretary of State. In the case, however, of the more senior appointments, say with salaries exceeding £800 a year, the Secretary of State may well have candidates deserving of consideration in other Colonies, and I suggest that prior approval should be necessary in these cases.

Provisional appointments by the Governor, subject to the

But see the 7th
the Gov. C. I am
sure that the Govt
request has been
to the Govt or report
with any regard
to the Govt's
it will mean
Governance of
the Govt. I think
Sullivan
K. O'Brien
Secretary to
the Govt.

the sanction of the Secretary of State, are rarely satisfactory, as the Secretary of State's discretion is hampered by the fait accompli.

Sir E. Grigg makes no reference in his despatch to the desirability of consulting Mr. Felling, but if you agree I should like to go into the whole matter with him, at the same time as 1126 when he is able to come to the Office.

15 October 1917
8/10/17

except to Mr. Felling
(other matters)

HA

Notes
S. I.

MARKING STREET

JUN 1926

- Mr. J. Shuckburgh
- Sir G. Grenfell
- Sir C. Davis
- Sir S. Wilson
- Mr. Ormsby-Gore
- Earl of Clarendon
- Mr. Amery

for action

DRAFT.

Kenya & Uganda Railways

High Cr.

Confidential

High Cr. Grigg

Sir,

I have the honour to acknowledge the receipt of your despatch No. 6 of the 27th of March, and to inform you that, as your proposal with regard to appointments and terminations of appointments did not in all respects agree with those contained in my despatch No. 11 of the 31st of March, I caused an opportunity to be taken of discussing the matter with Mr. Felling.

2. In the case of subordinate Europeans, Mr. Felling saw no difficulty in furnishing a periodical staff list, as a return of changes in office. He undertook to get into the matter on his return to Kenya and if it is found that either...

21/5

involves serious inconvenience, I shall
not press the matter, ~~but~~ ^{having} I shall ^{hope}
to be fully informed of the termination
of the employment of subordinates
who, having been engaged in this
country, may represent their case
to me on their return or may apply
to the Crown Agents for further
employment.

3. The appointment of pension-
able officers will normally be by the
promotion of deserving non-pensionable
officers or by appointment on proba-
tion, and in these cases there is no
general necessity for the prior
approval of the Secretary of State.

In the case of the more senior appoint-
ments, however, with salaries exceeding
£1000 a year, which Mr. Felling considers
should be £1000 a year, there may
well be candidates in other Colonies
who are deserving of consideration,

and

18
and I should be glad if my prior
approval could be sought before such
appointments are made. Provisional
appointments, ^{made} subject to the covering
sanction of the Secretary of State,
are rarely satisfactory.

(on 2/26/26)

4. The removal of officers
holding pensionable posts is dealt
with in ^a ~~a~~ separate despatch. So
long as the power of suspension from
duty is freely ^{used,} ~~used,~~ I think that
the prior approval of the Secretary
of State is desirable before such an
appointment is terminated.

I have, etc.

(Signed) L. S. AMERY

27th March, 1966.

Sir,

I have the honour to refer to sections 5, 6 and 7 of the Kenya and Uganda (Transport) Order-in-Council, 1925, from which it appears that the High Commissioner has full powers to appoint and discharge all servants of the Kenya and Uganda Railway.

2. I am not aware that any instructions have been issued in regard to the manner in which appointments, etc., of European servants of the High Commissioner should be reported to you; and I propose, with your approval, to adopt the following procedure:-

- (a) In the case of officers on appointments carrying first class privileges, all appointments, promotions and discharges will be made by me, subject to your adverting approval. Such appointments, promotions and discharges will be notified to you in monthly returns unless the circumstances of the case appear to demand a separate despatch.
- (b) In the case of officers on appointments not carrying first class privileges, I propose to make no notification of their appointments, promotions and discharges unless special reasons exist.

THE RIGHT HONOURABLE
LIEUTENANT COLONEL J. C. M. S. AMERY, P.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET,
LONDON S.W.1.

3. My reasons for these suggestions are as follows. Officers on first class appointments are usually pensionable, and your sanction is accordingly necessary to alterations in their salary. Further, such officers may be considered for transfer on promotion to other Crown Colonies, and it is accordingly necessary that you should be in possession of full particulars in regard to their position and emoluments in the Kenya and Uganda Railway. Officers who are not on first class appointments are non-pensionable, are engaged on agreements for various periods, and their appointment, promotion and discharge are entirely within the powers of the General Manager, as approved in your Confidential despatch of 26th June, 1925, and as delegated to him by me under Section 5 (1) of the Order-in-Council. These officers are rarely considered for transfer on promotion to another Colony, and should such a question arise in any individual case full particulars could be furnished at once. The preparation and forwarding of quarterly returns of all appointments of junior officers, amongst whom changes are naturally frequent, entails a very considerable amount of labour and appears to serve no useful purpose.

OA en
21255
25

I have the honour to be,

Sir,

Your most obedient, humble servant,

Edward Gigg.

HIGH COMMISSIONER.

Mr. MacIntyre should see this at once in connection with the Advisory Committee, and I should like to have Mr. Green's views as to whether we should agree to publication in advance of the receipt of Sir D. Cameron's comments. We do not wish to have a second public ventilation of the difference of opinion.

2. Then I should like to minute further on other points, and especially to look up the position as to the customs arrangements (para. 46 of the report) and the application of the new Order-in-Council to the Voi-Kar~~a~~ Railway (para. 45 of the report).

W. G. MacIntyre
14.6.26

[N.B. In reply to H.C. & Co. correspondence re 1926 railway traffic figures & decision R/24543 Kenya]

Copy given to
Mr. MacIntyre
W.G.
27/6

(If here is a draft of your draft report, I sh^d like to circulate this to the members of the Schuster Ctee in town. I have not had time to read the report in detail, but it certainly contains much info on matters which the Schuster Ctee have been considering.)

W.G. 14/6/26

The third part, comprising half of the whole report, is in the main a criticism of the Tanganyika transport policy, and a plea for the

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W. G. M. M. M.

14.6.26

[N.B. In reply to H.C. is also copy of the 1926 railway traffic figures - decided a R/x 4543 Kenya]

Dept. Gen'l to
Mr. MacIntyre
12/6
27/6

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Em 14/6/26

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He has now
furnished a note
attached
J. M. G.

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J. M. G.
21. 8. 26

We can hardly decide as to publication until we have Sir W. Gowers' views, and in any case, I doubt the advisability of publishing a statement of policy before we know how far it can be carried out. There is much in the first two parts of the report which must wait for the Schuster Committee.

I am afraid that ^{it} the third part is ^{vulgarised} as Mr. Green indicates, (and I can only agree) ^{it} will not be at all what Sir E. Grigg wishes to publish on that subject, and will be in contrast with the rest of the report. We cannot, of course, contemplate making these excisions without consulting him first.

As regards the first part of the report, I should much prefer that special examination should be made into the economic possibilities of railway construction beyond Lira before anything in the nature of paras. 16 and 17 is published. These paras. really do not carry us further than the report of Mr. Ormsby-Gore's Commission. In particular I think we must endeavour to take from Brussels some definite information as to Belgian intentions in the North Eastern Congp. We know that railway surveys have

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extension to the North West and South West seems to me to require further examination of the actual necessities of the country. It was Mr. Ormsby-Gore's view that Buganda generally should feed the Lake Victoria Service, and if it can do so, I think that we should call a halt before piling up our railway capital charges any more.

I have not taken up the points dealt with in paras. 45 and 46, as they are really disposed of by Sir D. Cameron's despatch. We can wait for further communication on the other side of these points.

For the moment, I telegraph to Sir E. Grigg, say that we have received Sir D. Cameron's comments but not Sir W. Gowers', that the S. of S. hesitates to authorise publication until the position is clearer as to immediate railway development, but that in any case, he would not be willing to publish the third part of the report in full in view of the certainty of controversy, and that that section would have to be limited to paras. 28, 33 and 35-40, omitting in section 37, first para. ^{all} the words ~~and~~ after "never proceeded with". And confirm by despatch complimenting Sir E. Grigg on his very full report on his tour and also saying that the railway administration are to be congratulated on the 1926 railway traffic figures quoted in para. 3 of the report.

W. C. Somerville
23.6.26.

(4971) Very interesting, and Sir D. Cameron's remarks on the matters which concern T.T. (below) are reasonable and free from any obnoxious spirit.

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papers on subjects which are in an unworked stage or sub-jice - He either does not receive, or does not care, that this must entail more publication later - and in this case it would seem proper - if we publish the report - to publish also the comments of Sir D. Cameron - and Sir W. Gowers (if he makes any).

The reasons Sir E. Jeff gives for publication (in the last paragraph) are some quite inadequate. As for the T.E.A. Board, it is not entitled to anything of the sort. When schemes for transport are settled (and not when they are only under discussion) it is proper to announce them to the public.

I should like to say now to Sir E. Jeff that there are objections to publishing a report of this nature, which are more in the nature of recommendations than of announcements of what has already been done. I am sure that those persons who are interested in such development are really concerned with

Dr. Donohoe
Secy of State.

you will like to see this interesting

despatch in 1907/8 below
I hesitate to be continually disagreeing with proposals from Sir E. Jeff for the publication of reports etc, in case you think I am unreasonable.

I cannot honestly, however, recommend the publication of this report.

Only two nights ago I met a man from Kenya who laughingly told me that, as a taxpayer in Kenya, he rather resented Sir E. Jeff spending the Colony's money on having his operations printed!

J.H.H.
20.7.76

I agree. I agree particularly with Mr. Green's minute. This most interesting news proposal is to pull up the proposed infrastructure line & put it down again on the line infrastructure - Kenya proposals. I like his idea - but it should be done if it is decided to work the rule at proposals.

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157 26

Dr. Dumbky-Jane
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Kenya. I like his idea - but it should be
done if it is decided to work the rule at Kenya.

is clear that such a bridge & continuation of the through line to Kampala will eventually pretty quickly. I agree that feeder roads north of Lake Victoria similar to those in Bukoba and Uganda are required. But they are additional a lot in substitution for the unimproved Kinyungu railway. The development of the Kinyungu province has been slack as it has been shut in European possession of all roads & in the district committee. I see by J. Cameron's proposals & send with them to the committee. I am sure that the committee will be able to handle the matter.

20/7/26

On 20th July 1926 I was informed by the Hon. Mr. Cameron that the committee had decided to refer the matter to the Hon. Mr. Cameron for his consideration. I have been instructed to refer the matter to the Hon. Mr. Cameron for his consideration. I have been instructed to refer the matter to the Hon. Mr. Cameron for his consideration.

Yes

Sir C. Stackley

Please see preceding minutes and proceed as proposed.

27.7.26. P.H. 4

Tel to H.O. 37 August 1926

20

See 5268 Kamp + 5274 Uganda which have been waiting for the return of their papers.

As to Camp transfer - see the letter which I added to the report published by Sir G. Jones; another copy is with the C.O. report letter about uniform railway gauge.

Sgt. despatched herewith
C. P. Stackley
5.8.26

To H.C. Train book.
To En Uganda book (copy above)

11 AUG 1926

// August, 1926.

Sir,

I have the honour to acknowledge the receipt of your confidential despatch of the 15th May and your despatch No. 26 of the 27th May, on the subject of your recent tour of Lake Victoria and Uganda.

2. In my telegram of the 3rd August I informed you that I was not in favour of the publication of your report, as it was more in the nature of recommendations than an announcement of future lines of development. I have now received your telegram No. 11 of the 6th August, in which you agree that the report should not be published and inform me that everything sufficient for local purposes has been covered by an interview given by the General Manager to the press.

3. I read your report with the greatest interest and I desire to convey to you my congratulations on your very successful and valuable tour. I have also noted with satisfaction the figures which you quote in paragraph 3 of your report on the excellent work done by the railway administration in moving Uganda traffic in 1926. I should be glad if you would convey to the

Yours faithfully,

COMMISSIONER

KAMPALA

KAMPALA-UGANDA

// August, 1926.

sir,

I have the honour to acknowledge the receipt of your confidential despatch of the 18th May and your despatch No. 26 of the 27th May, on the subject of your recent tour of Lake Victoria and Uganda.

2. In my telegram of the 3rd August I informed you that I was not in favour of the publication of your report, as it was more in the nature of recommendations than an announcement of future lines of development. I have now received your telegram No. 22 of the 8th August, in which you agree that the report should not be published and inform me that everything sufficient for local purposes has been covered by an interview given by the General Manager to the press.

3. I read your report with the greatest interest and I desire to convey to you my congratulations on your very successful and valuable tour. I have also noted with satisfaction the figures which you quote in para. para 3 of your report on the excellent work done by the railway administration in moving Uganda traffic in 1925. I should be glad if you would convey to the

Colonial Office

No 14-0024 22.

General manager my congratulations on the success of his efforts and those of his staff.

4. In regard to the subject matter of your report, no question now arises as to the construction of the railway from Niyanza to Kwana. In other respects there is no difference of opinion as to the importance of constructing feeder roads as auxiliaries either to that railway or to the lake traffic itself, and I am satisfied that the proposals which you have in mind for the improvement of the lake services will be of the greatest value for the development of this large area.

5. On other points, it will be necessary to wait, in the first instance, your consideration of the report of the sub-committee constituted last October to investigate the need for careful survey, both engineering and economic, of future railway routes, and as much time must elapse before any additional lines can be undertaken, apart from those proposals which have been under the consideration of the Committee, there is little room for such surveys.

6. I believe that Mr. Miller's views are in favour of a line westward from Kampala, though not necessarily as far as Fort Portal. Such a line will, no doubt, be constructed and guaranteed by the Government, and I trust that in view of the rapid expansion of the railway system it will be fully recognised that there is increasing need for caution in

in regard to new capital expenditure, and that the justification for this or any other further extension will require closer examination.

5. I am communicating a copy of this despatch to the Acting Governor of Uganda and the Governor of the Tanganyika Territory.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) AMERY

General Manager my congratulations on the success of his efforts and those of his staff.

4. In regard to the subject matter of your report, no question now arises as to the construction of the railway from Chinyanga to Karamea. In other respects there is no difference of opinion as to the importance of constructing feeder roads as auxiliaries either to that railway or to the lake traffic itself, and I am satisfied that the proposals which you have in mind for the improvement of the lake services will be of the greatest value for the development of this large area.

5. In order to proceed, it will be necessary to wait, in the first instance, your consideration of the report of the Commission constituted last year. But the Commission will need for careful survey, both engineering and economic, of future railway routes, and as much time must elapse before any additional lines can be undertaken, apart from those proposals which have been in the consideration of the Committee, there is some delay in the execution of the surveys.

6. I am sure that in future years it is in view of a line westwards from Masaka, though not necessarily so far as Fort Portal. Such a line will, no doubt, be constructed with a guarantee by the Government of Uganda, and you do not doubt that in view of the rapid expansion of the railway system it will be fully recognised that there is increasing need for caution

in regard to new capital expenditure, and that the justification for this or any other further extension will require close examination.

5. I am communicating a copy of this despatch to the Acting Governor of Uganda and the Governor of the Tanganyika Territory.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) S. AMERY

Mr. Bottomley 6.8.26.
Mr. Mackay 8/8/26
Mr.
Mr. E. J. Harbord
Mr. Strachan 6-8 p
Sir J. Shuckburgh
Sir G. Grindell
Sir C. Davis
Sir S. Wilson
Mr. Ormsby-Gore
Earl of Claridon
Mr. Amory.

Chick

Downing Street.

11 August, 1926.

[Signature]

11 AUG 1926

Sir,

I have etc., to acknowledge the receipt of your Confidential despatch of the 15th May and your despatch No. 36 of the 27th May, on the subject of your recent tour of Lake Victoria and Uganda.

2. In my telegram of the 3rd August

I informed you that I was not in favour of the publication of your report, as it was more in the nature of recommendations than an announcement of future lines of development. I have now received your

telegram No. 22 of the 5th August, in which you agree that the report should not be published, and inform me that everything sufficient for local purposes has been covered by an interview given by the General

Manager

DRAFT.

UGANDA RAILWAY.

Commissioner.

Confidential

copy to Sir Ugea

6117

the improvement of the Lake services will be of the greatest value for the development of this large area.

5. On ~~the~~ other points, it will be necessary to await, in the first instance, your consideration of the report of the East African Guaranteed Loan Committee. That report emphasizes the need for a careful survey, both engineering and economic, of ~~the~~ railway ~~roads~~, and as such ~~the~~ must elapse before any international lines can be undertaken apart from those proposals which are under the consideration of the Committee, there is ample leisure for such surveys.

6. I understand that Sir William Gowers is in favour of a line westward from Kampala, though not necessarily as far as Port Natal. Such a line will, no doubt,

UGANDA PROTECTORATE

DOWLING STREET,

CONFIDENTIAL

// August, 1926.

Sir,

I have the honour to acknowledge the receipt of your confidential despatch of the 2nd June, and to transmit to you for your information the accompanying copy of a despatch which I have addressed to the High Commissioner for Transport, Kenya and Uganda, on the subject of his report on his recent tour of Lake Victoria and Uganda.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) L. S. ...

OFFICER ADMINISTERING

THE GOVERNMENT OF

THE UGANDA PROTECTORATE.

Mr. Bottomley 6. 8. 26.

Mr. ~~Bottomley~~ 6/8/26

Mr.

Mr. E. J. Harding.

Mr. C. Strachey. 6 Sp

Sir J. Shuckburgh.

Sir G. Grindle.

Sir C. Davis.

Sir S. Wilson.

Mr. Ormsby-Gore.

Earl of Clarendon.

Mr. Amery.

Ind

TO
MR. AMERY
10

Downing Street,

// August, 1926.

Sir,

I have etc., to acknowledge the receipt of your Conf. despatch of the 2nd July despatch No. 361 of the 14th

and to transmit to you for your information the accompanying copy of a despatch which I have addressed to the High Commissioner for Transport, Kenya and Uganda, on the subject of his report on his recent tour of Lake Victoria and Uganda.

I have, etc.,

(Signed) L. S. AMERY

DRAFT.

5529
4971

UNDA PROT.

f.

O.A.G.

UNVIKA TERRITORY

✓ 3

✓

Washington Square, Ltd.,
14 Washington Square,
Washington Square, W.1.

July 7th.

Dear Ormsby-Gore,

I send this note about the Congo-File railway which I produced - from the Belgian Queen Prince - who says he will send me any further information that I may want. I should like to have it back when you have done with it. Excuse the writing - I am rather bad at writing in bed - hope to improve with practice.

Yours sincerely,

(Signed) W. F. GUNDS.

34

Henrietta House, Ltd.,
14 Henrietta Street,
Cavendish Square, W.1.

July 7th.

Dear Ormsby-Gore,

I send this note about the Congo-Nile railway which I promised - from the Belgian Crown Prince - who says he will send me any further information that I may want. I should like to have it back when you have done with it. Excuse the writing - I am rather bad at writing in bed - hope to improve with practice.

Yours sincerely,

(Signed) W. F. GOWERS.

Henrietta House, Ltd.,
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Cavendish Square, W.1.

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Yours sincerely,

(Signed) W. F. OWENS.

CHEMIN DE FER CONGO-NIL.

- 1°) Le chemin de fer aura le tracé suivant: (voir carte jointe) Stanleyville, Kondolole, Panga, Medje, Betongwe, Kilo, Mahagi. Un embranchement partira des environs d'Andundu (50 Km Est de Betongwe) vers Gombari, Moto, Aba et la frontière du Soudan.
- 2°) Le tracé du chemin de fer est achevé depuis Stanleyville jusque Medje.

Les études sont commencées au delà de Madje et se poursuivront en direction de Kilo Mahagi d'abord et ensuite de Moto, Aba.

- 3°) Les caractéristiques adoptées sont les suivantes:

Ecartement: 1 M 067 (3' 6")

Rails type Vignol de 30 K^o posés sur traverses de 2 m pesant 42

kg à raison de 1500 traverses au Kilomètre.

Locomotives du type Mikado de 84 tonnes avec tender de 30 tonnes soit environ 110 tonnes

Wagons d'une capacité de 45 tonnes de charge nette.

Rampes maxima et Rayons minima (admis pour la région de Kilo, la

plus accidentée du tracé) Rampes 20 0/00
Rayons 150 m.

Capacité annuelle de la ligne dans chaque sens: 1.000.000 de tonnes

- 4°) La construction et l'exploitation de ce chemin de fer sont concédées à la compagnie des chemins de fer du Congo supérieur aux grands lacs africains.

- 5°) Conformément aux conclusions de la commission des transports chargée de discuter les questions relatives aux voies de communication il a été décidé que la construction ne serait pas entreprise en ce moment en raison de la pénurie de la main d'œuvre et de capitaux. Elle ne pourra être entamée avant 3 ou 4 ans.

Toutefois les études se poursuivent sans arrêt.

- 6°) En ce qui concerne la prolongation vers Redjaf, une convention avec la Grande Bretagne, passée en 1906, a prévu qu'il sera constitué une société Anglo-Belge pour assurer sur le territoire du Soudan la prolongation du chemin de fer aboutissant à la frontière S.E. de la Colonie.

Route traced from the topographic map of Africa
to Sir G. F. ...



The Secretary of State for the Colonies to the
High Commissioner for Transport, Kenya and
Uganda.

Sent 1.30 p.m. 3rd August, 1926.

Your despatch of 15th May Confidential tour
of Lake Victoria. Report is most interesting
but I am not in favour of publication, as it is
more in the nature of recommendations than an
announcement of what line future developments will
take. Latter is what those persons who are interested
in such development are really concerned with.

AMUSE.

X 4891 Kenya Uganda

- Jewell 30 7. 26
- Mr Green 30 7
- Mr Doherty 30 7
- Mr E. J. Harding
- Mr Strachey 31
- Mr J. Shuckburgh
- Mr G. Grindle
- Mr C. Davis
- Mr Wilson
- Mr Ormsby-Jones
- Mr of Chatterton
- Amery

~~Handwritten scribbles and initials~~
 K
 Paul

Codes & Sent
 1. 30 pm
 3rd August '26
 6.11.26
 [Signature]

B.H.6 of aice
 3876

C. D.
R 3 AUG
D 4

DRAFT. Telegram (Cable)

Highcom
 Nairobi

Your despatch of 15 May

Confidential Telegram
 Report is most
 Victoria. Report that
 interesting but I am not in
 see us advantage in
 form of publication, as it
 publication of report

Field required
 [Handwritten notes]

is more in the nature

of communications than

number of between 50 and 60 dhows included -
 Vessels based as a rule at ports other than Mwanza but carrying
 freight to or from Mwanza port during the produce season.
 Vessels undergoing repairs
 Several native owned vessels
 Several large boats carrying up to 5 tons of cargo.
 The effective average number of dhows carrying cargo to & from
 Mwanza port during the produce season is estimated at 40.
 Edward Gifford quoted 20 and in citing this number may have
 intended to refer to the vessels in commission at the date of his
 visit to Mwanza. As he visited Mwanza early in April the conditions
 would then have been those of the slack season when transport of
 produce is confined to hides & skins & ghee.
 The produce season starts about the end of May.
 When the railway is open to Mwanza port one may expect produce
 from some of the sub-ports on the southern littoral of the Speke
 Gulf to be transported by motor or wagon to the nearest
 railway port on the railway. In so far as the Speke Gulf is then
 reached the bulk of the water borne produce available for
 export by a tug & lighter service will be from sub-ports to
 Ukerewe & Ukeru Islands, those on the northern littoral of
 Speke Gulf, & the more distant southern littoral ports, provided
 that at certain places harbours are found suitable and the
 necessary piers constructed & equipped.
 A tug & lighter service is started between the Speke Gulf sub-ports
 & Mwanza it is possible that the Kenya-Uganda Marine will
 start a system whereby such cargo as ginned cotton (from
 new ginneries) & paddy (for milling in Kenya) is transported
 from the sub-port to Kisumu, thus competing with the
 Kenya Railway system. While the rules of the Kenya &
 Uganda transport systems will not be framed it is understood
 that through competition lines an economic balance will be
 reached, & exporters & importers will select the route offering
 the greatest advantages, efficiency, speed, and the best bunkering &
 other facilities.

The tug & lightin service, if started, will be a step in the right direction because it will mean greater efficiency & a saving of native labour. At certain times of the year there is a shortage of sailors on dhows, & wages of crews & maintenance & repair charges have much increased during the last two years. There has, too, been a loss in efficiency because dhows sailors find more & more to work on shorter periods.

Another important point is that suitable local timber for dhow construction & renovation is becoming harder to procure.

U. M. D. I.

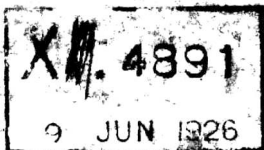
20. 6. 1926.

The big & lighter service, if started, will be a step in the right direction because it will mean greater efficiency & a saving of native labour. At certain times of the year there is a shortage of sailors for dhows, & wages of crews & maintenance & repair charges have much increased during the last two years. There has, too, been a loss in efficiency because dhow sailors find more & more to work on shorter periods.

Another important point is that suitable local timber for dhow construction & renovation is becoming harder to procure.

U. S. D. I.

20. 6. 1926.



15th May, 1926.

Sir,

I have the honour to refer to my telegram dated 11th April, 1926, and to enclose herewith two copies of a Report on my tour which include my suggestions for the future extensions of the Kenya and Uganda Railway and also for the future development of the south end of Lake Victoria. The Report has not yet been seen by the Governor of Uganda; but I am sending him a copy, and am asking him to forward direct to you any comments which he may wish to add to it. I am sure that on all points of importance it will have his full concurrence, as we discussed them together constantly during our tour.

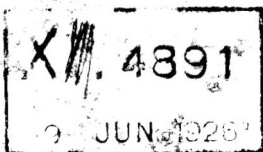
2. With regard to the third section, I had prepared this Report before the receipt of your telegram, Confidential, dated 5th May, which informed me that you had decided to sanction the construction of the Shinyanga-Mwanza Railway at once; and I have not thought it desirable to rewrite any part of it in the light of your decision, since the greater part of my recommendations stand, whether the Mwanza line is immediately built or not, and since it is proper in any case that the views expressed in the Report should be those which I formed in the course of the tour, on the ground, without regard to possible modifications imposed by subsequent events or decisions.

RIGHT HONOURABLE

LIEUTENANT COLONEL E. G. M. S. AMERY, M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, W. 1.

COMMISSIONER
TRANSPORT.OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

15th May, 1926.

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RIGHT HONOURABLE

LIEUTENANT COLONEL L.C.M.S. AMERY, M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W. 1.



OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

-2-

3. I need not say that, now your decision on that aspect of the question is given, I will do my utmost to prevent the development of transport services for the southern end of Lake Victoria, so far as they depend on me, from suffering in any way by lack of cooperation and coordination. I only hope that the expenditure necessary for the construction and maintenance of the Mwanza line will not prejudice the rapid provision of lighter ports and feeder roads in such places as reconnaissance and survey may prove desirable.

4. It is this latter subject which I desired especially to discuss with the Governor of Tanganyika, since the records show that in the past cooperation in land and lake surveys has not been obtainable. I was also anxious not to send you any opinions on the development of the southern end of the Lake without previously having had an opportunity of discussing them with him. In order that these discussions might not be carried on without expert advice and information, I took with me Major Rhodes, the Acting General Manager of the Kenya and Uganda Railway, who was prepared to answer any questions on which the Governor of Tanganyika might require more technical detail and explanation than my Report itself provided.

5. Sir Donald Cameron was unfortunately not at the time in a position to discuss the practical details of cooperation; but he expressed himself in general agreement with the Report

on the subject

on the subject of lighter ports and feeder roads, and undertook to send me detailed proposals on the subject after his visit to the Lake area next month. In the meantime he gave me to understand that he would be able to devote a sum of between £15,000 and £20,000 to this purpose in this year's estimates.

6. This sum is, of course, not large; but since, as Sir Donald tells me, it is still possible to make dry-weather roads in Tanganyika with tribal labour for from £10 to £20 a mile, the money will go much further in developing lake traffic than it would in Kenya or Uganda. I need not say that as soon as Sir Donald's suggestions are received, we will endeavour to meet them with the least possible delay and to the utmost of our capacity.

7. Reference is made in the Report to certain specific questions such as the status of that portion of the Voi-Lake railway which is in Tanganyika Territory and the barrier to trade between Kenya and Uganda and Tanganyika caused by the present Customs regulations; all these matters were mentioned in discussion between us and we arranged that they should be taken up forthwith and examined by our respective expert advisers.

8. Sir Donald said further that he would immediately after my departure forward you a despatch on the whole of my Report. As soon as I receive a copy of this despatch it shall have my immediate attention, and I will forward to you and to him any further remarks which may appear necessary.

COMMISSIONER
TRANSPORT.

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

9. There is a keen anxiety both in Kenya and Uganda for the fullest possible information regarding future development of the Railway and Lake Services. I shall be glad therefore if you are able to telegraph me permission to publish the Report when you have received and considered it. I should also be grateful if you would publish it simultaneously in England, as many bodies like the Joint East Africa Board are entitled to the fullest possible knowledge of the Railway's views and intentions. If you can let me have copies of it in printed form for later distribution and sale, I will not have it printed here, but will issue a typescript copy to the local press on the date selected by you for publication.

I have the honour to be,

Sir,

Your humble, obedient servant,

Edward Gigg

HIGH COMMISSIONER FOR TRANSPORT
KENYA AND UGANDA RAILWAY.

REPORT

by

THE HIGH COMMISSIONER OF TRANSPORT

for the

KENYA AND UGANDA RAILWAY

ON A

TOUR OF LAKE VICTORIA AND UGANDA.

APRIL - 1926.

RAILWAY ON A TOUR OF LAKE VICTORIA AND UGANDA.

APRIL - 1926.

As High Commissioner of Transport for the Kenya and Uganda Railway I have just completed a tour comprising Lake Victoria and a large portion of Uganda, particularly the areas now served by the Lake and River Services of the Railway and the areas which will be served in the future by the railway extensions already sanctioned or under discussion.

The Acting General Manager of the Kenya and Uganda Railway accompanied me throughout.

The detail of the tour is attached as Annexure I to this Report, but it may be of interest to record here that between the date of leaving Nairobi, March 31st, and my return on April 23rd I covered approximately the following distances:-

By Rail	514 miles
By Steamer	741 miles
By Road	1650 miles

inspecting during this time sixteen Lake and River ports.

A map showing the route followed is attached.

2. I had the good fortune to be accompanied on my tour round the Lake, and also during the whole time I was in Uganda, by His Excellency the Governor, Sir William Gowers; and I wish to take this opportunity of thanking him, not only for the help and advice which he rendered in connection with the examination of the many problems affecting the Railway which we passed in review, but also for his hospitality and the admirable arrangements made for my tour. I had previously informed H.E. Sir

Donald Cameron of my proposed visit to the Tanganyika ports, and asked that I might land at these ports in an informal manner and discuss questions with the local officials. Every assistance was rendered me by the officers concerned, who not only gave me such information as they had available, but also undertook to forward to me at a later date maps showing the present, and probable future, agricultural development of their districts, and other information of a similar character.

3. At this early stage in my Report I wish to invite particular attention to the great change which has taken place in the Railway Administration and organisation during the last year. In 1925 complaints were constant regarding the delays which arose in handling the cotton crop, the congestion at the Lake ports, and the damage to goods in transit. During the past year a great improvement has taken place, and the Railway services have not only recovered from the arrears of maintenance and betterment which were so heavy when Mr. Felling took over the management, but have also been increased and reorganised to deal with a much larger volume of traffic than they have yet been called upon to handle. At no port was there any congestion, either of exports or of imports, and information was everywhere forthcoming that the cotton crop had been evacuated without delay. To meet any criticism which might arise to the effect that this year's cotton crop is smaller than last year's, figures are attached which show that the total imports and exports for the first three months of this year cleared at the chief Lake ports in Uganda exceed last year's figures for the same months by over 50% in nearly every month.

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PORT BELL PIER

JINJA PIER

	<u>1925</u>	<u>1926</u>	<u>1925</u>	<u>1926</u>
<u>TONNAGE IMPORTED:-</u>	Tons	Tons	Tons	Tons
January	1329	2247	2986	3445
February	1757	2841	2110	2607
March	2397	2712	2951	3380
Total for 3 months	5483	7800	7926	9400

<u>COTTON EXPORTED</u>	<u>Bales</u>	<u>Bales</u>	<u>Bales</u>	<u>Bales</u>
January	-	-	6126	5726
February	-	571	2085	12488
March	2057	6751	5008	16135
Total for 3 months	2057	7302	19169	35264

The Railway and Lake Services are now, in fact, completely equal to the traffic demands made upon them; from next year, when the main line is completed to the Nile, they will be able to deal with a very much larger volume of traffic not only in Uganda but throughout the basin of Lake Victoria.

I was also particularly impressed by the progress and efficient organisation of the railway construction work on the Mpologoma River, the largest obstacle in the Turbe-Jinja extension. From bank to bank is a distance of about one mile, a certain proportion of which is clear water and the remainder papyrus swamp, for the most part with a current flowing underneath. Already the greater part of the embankment across the swamp has been made, and efforts are at present being concentrated on the construction of the concrete pillars which are to carry the bridge across the open water. It was originally estimated that the whole work would be completed by about June, 1927, but progress has been so rapid that the work

is now likely to be finished at an earlier date. When this has been done, through communication by rail from Mombasa to Jinja will be an established fact; and a considerable portion of the 1926-27 cotton crop should be evacuated by through rail to the sea with only one handling. I consider that great credit attaches to all concerned in the extension of the railway to Uganda for these results.

4. In the same connection I wish to draw attention to the excellent spirit now existing between the Railway Administration, the Uganda Government and the unofficial community in Uganda. In the past there have been many complaints that Uganda was not receiving fair treatment at the hands of the Railway, and that sufficient facilities were not provided for the moving of Uganda produce. Now complete harmony exists. The Governor of Uganda is entirely satisfied with the Railway service, while representatives of the Uganda Chamber of Commerce and other members of the commercial world whom I saw in Kampala and elsewhere, were now much pleased with the way in which the Railway services are worked, and were chiefly concerned with the rate at which further extensions to Kampala and further westwards, to Soroti, and further north or north-westwards could be completed.

5. Before starting on my tour there were certain questions which I considered required especial attention. These were as follows:-

- (a) Future Railway construction in Uganda;
- (b) The future of the Marine Services on Lakes Albert, Kioga and Kwana;
- (c) Development of Tourist Traffic to and from the Sudan;
- (d) Development of the Marine Services for the southern half of Lake Victoria, which will shortly be facilitated by the release of ships and lighters from the service of the northern Lake ports when the through Uganda Railway has been constructed.

These questions, which are wide in their range, can, I think, be most effectively dealt with in three sections, and I accordingly propose to deal with them under the three following headings:-

1. FUTURE RAILWAY CONSTRUCTION IN UGANDA.
2. THE FUTURE OF THE MARINE SERVICES ON KIOGA, LAKE ALBERT AND INTER-COMMUNICATIONS WITH THE SUDAN.
3. THE DEVELOPMENT OF THE SOUTHERN HALF OF LAKE VICTORIA.

FUTURE RAILWAY CONSTRUCTION IN UGANDA.

6. Before I deal with the question of future railway construction in Uganda, it may be advisable to recall how Uganda traffic has been dealt with in the past. There has been no through line to Uganda; produce has been brought in to Lake ports by feeder roads, then trans-shipped by Lake boats, and, finally, placed on the railway at Kisumu.

The practical value of this system of transport in the early stages of development, wherever water transport is available is illustrated by the table of tonnages carried on Lakes Victoria, Kioga and Albert during the period 1903-1925 attached to this Report. (Annexure II.). On Lake Victoria the tonnage has risen from 2148 in 1903 to 160,821 in 1925. It has nearly doubled in the last two years, and nearly quadrupled in the last five. On Lake Kioga it has risen from 10,097 in 1918 to 53,859 in 1925. On this Lake it has more than trebled since 1922. On Lake Albert, where the service has only been under the control of the Railway for two years, it has doubled in that period. This remarkable

expansion of trade and production has been based entirely upon transport by feeder road to lake port, and by ship or lighter from lake port to rail-head at Kisumu, without the assistance of any railway line in Uganda itself except the small line connecting Namagali and Jinja.

7. The rapidity of development, which has almost doubled yearly in three successive years, inevitably put a great strain upon the Railway management, which was also severely handicapped by arrears of Railway maintenance in previous years. It was therefore natural that at times of pressure the Railway should have found considerable difficulty in coping with the traffic, and that railway extensions in Uganda should have been delayed until the existing facilities had been rapidly expanded to carry the traffic of the year and until construction materials and other requirements could be brought up by a through line. The faith and energy with which Mr. Felling set himself to improve and expand the transport system have been amply justified by results.

8. The situation is now transformed. The extension from Turbo to Mbulamuti now under construction and the proposed branch line from Teroro through Mbale and Kami to Soroti will not only provide improved lines of communication giving better facilities for traffic already in existence, but will also prepare the way for further extensions in Uganda which could not be considered until through communication existed. The former line will relieve the existing Lake and rail routes via Jinja and Kampala. The latter will deal with the traffic on Lake Kioga, which is increasing so rapidly that in the near future it could not be handled adequately either by the road transport service to the Lake, or the Lake service itself.

When this line is completed to Soroti, further extensions in a north and north-westerly direction can be considered.

9. The question what further extensions shall be undertaken when the southern line is completed to Mbulamuti and the northern to Soroti, is therefore already a practical one. After consultation with the Governor of Uganda and with both official and unofficial opinion on the spot, I have no doubt that the first extension should be one connecting Kampala with the main southern line. Kampala is now established as the commercial capital of Uganda, and must steadily grow in importance as a business centre with a large distributing trade. It is surrounded by a very rich and populous country which will rapidly repay railway development. It is the focus of the educational as well as the commercial activities of the Protectorate. It has, therefore, an indisputable claim to be accorded through railway communication to Kenya and the Coast at the earliest possible date; to refuse or delay this would create much justifiable bitterness.

10. The only element of doubt is whether the connexion should be made through Jinja or through Mbulamuti. Either route of course involves the bridging of the Nile, and preliminary investigations have shown that suitable sites for a railway bridge are available at both places. In favour of the Mbulamuti route is the fact that it would pass through productive country on both sides of the line, whereas the Jinja route would run close to the Lake and would therefore tap a smaller area on its Lake side. On the other hand, the Jinja route would be much more direct and would be recommended by still other considerations, if, as I think desirable, a direct connexion were built between Jinja and the Mpologoma crossing.

11. I have in mind the following considerations. The present line from Jinja to Mbulamuti connects Lakes Victoria and Kioga, and, though it is not in itself productive, it is necessary as a link in the transportation system until Jinja is reached by the main line of the Railway. It has served a very useful purpose, in spite of the useless country through which it passes; but it would no longer be required, if Jinja were connected with Mpologoma. This connexion, if carried from the Mpologoma to Jinja through Iganga, would moreover pass through a very rich and productive area, which would soon give good returns on the capital expended. It is not likely that it would present any serious engineering difficulty, and its cost would be much reduced if the rails on the Mbulamuti-Jinja line were pulled up and credited to the new alignment.

12. It is, therefore, my strong opinion that the section Jinja to Mbulamuti should be pulled up and replaced by a line Mpologoma-Iganga-Jinja. If this is done, a very direct route will be established from the main Uganda extension through Jinja to Kampala, considerably shorter than the alternative route through Mbulamuti. This factor alone, will, therefore, probably be sufficient to ensure that Kampala will be connected to the main route via Jinja, an alignment which articulate public opinion in Uganda definitely supports. The whole question is being closely examined and a survey is now being made, so that a decision may be taken after all the relevant factors have been duly examined.

13. The survey of the branch line from Tororo to Soroti has been completed, and plans, estimates and reports are now in preparation.

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13. The survey of the branch line from Tororo to Soroti has been completed, and plans, estimates and reports are now in preparation.

14. From the preceding paragraphs it will be seen that projects are now in preparation for a line from the present Uganda extension in a westerly direction to Kampala and in a northerly direction to Soroti. When the surveys and reports for these lines have been completed, which will take place during the present year, there is no reason why construction should not proceed as soon as work is advanced sufficiently far on the Uganda extension to enable staff and labour to be diverted for this purpose, although it will naturally be some two or three years before either of these extensions can be completed. During this intermediate period it will be necessary to study closely the question of further extensions.

15. Kampala, in my opinion, is destined to become an important railway junction. Very thickly populated areas exist to the north-west and south-west of this town, and it appears to be an undoubted fact that sooner or later railway facilities must be provided for these areas. Uganda is a rich country, and there is a great need for further railway construction in order to facilitate development. The question of routes, however, requires close consideration, not only from the economic point of view, but also from the point of view of the construction engineer. With the close co-operation of the Uganda Government it is proposed that surveys and reconnaissances shall be carried out continuously during the next two years, in order that definite conclusions may be reached. There is no doubt that further extensions are necessary and for this purpose money must be ear-marked; doubt, however, does exist as to the exact routes which will prove most profitable, and this matter cannot be settled until surveys are available.

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16. The northern area, with Sproti as a base, presents a different problem. It is probable that an extension as far as Lira at any rate would be a paying one, but economic surveys of the area will be undertaken in confirmation. Beyond Lira there is some doubt as to the productive nature of the country. The West Nile district is exceedingly rich and well-populated, and there is also a vast area in the Belgian Congo to the westward which is poorly served at the present moment. Westward of Lira, however, before the Nile is reached, there is much barren country which would have to be faced before the richer districts on the western side of the Nile could be tapped. The best point of crossing the Nile is also one which requires close investigation. It may be closely connected with the question of the proposed barrage across the Nile to conserve the water supply for the Sudan and Egypt, since arrangements could doubtless be made to utilise the barrage for a bridge. If this line were taken, it could no doubt be profitably carried northwards along the left bank of the Nile to Rejaf. Until, however, a thorough investigation of the prospects of the country west of Lira has been undertaken and the question of the barrage has been settled, any consideration of this extension must be largely speculative.

17. From Lira in a northerly direction through Gulu towards Nimule and the Sudan there is little prospect at the present time of a line paying its way. Although the population of the northern part of the Gulu District is thick, there are large belts of fly and uncultivated country intervening. If such an extension were in contemplation, it would have to be considered more in the nature of a political line designed to connect the Kenya and Uganda Railway with the Sudan system of transport. I have recently had an opportunity of discussing

this question with Major Newcombe, Traffic Manager of the Sudan Railway, who is at present visiting Uganda and Kenya. He informs me that there is very little likelihood indeed of the Sudan Railway extending their railway system in this direction for a considerable number of years. There are, however, proposals for connecting Rejaf and Nimule with an all-weather road, and a river service is already provided from Nimule southwards to a port on Lake Albert at Butiaba.

S U M M A R Y.

13. My conclusions as regards future railway extensions in Uganda may be summarized as follows:-

1. An extension to Kampala to be made as soon as possible, the alignment of this extension to be decided when the surveys of the Mpologoma-Iganga-Jinja-Kampala and the Mbulamuti-Kampala routes are complete.
2. The existing Jinja-Mbulamuti line to be taken up and replaced by a line Mpologoma-Iganga-Jinja.
3. An extension of the Tororo-Kumi line to Soroti to be proceeded with as soon as staff and labour are available.
4. Surveys to be made for possible further extensions from Kampala westwards and north-westwards.
5. Surveys to be also made for an extension from Soroti to Lira, and further westwards or north-westwards.
6. The extension of the Kenya and Uganda Railway system to join up with the Nile north of Lake Albert cannot be considered until surveys have been completed northwards from Lira and information is available regarding the proposed Lake Albert barrage of the Nile. In the meantime the two Territories to be linked by the Rejaf-Nimule road which the Sudan Government contemplate making an all-weather one and the Lake Albert-Nimule river service.

THE FUTURE OF THE MARINE SERVICES OF KIOGA,
LAKE ALBERT AND INTER-COMMUNICATIONS WITH
THE SUDAN.

19. Lake Kioga is largely surrounded by the cotton producing area, and up to the present the cotton has been forwarded to the lake shores, where small ports have been constructed, then collected by the lake boats and evacuated through Namasagali to Jinja, and thence to rail-head at Kisumu. From the preceding section it will be seen that the method of export of cotton from the districts surrounding Lake Kioga will be considerably changed by the construction of the railway from Tororo through Kumi to Soroti, especially if that railway is extended further westwards. The districts to the north of Lake Kioga will then have through railway connection to the sea, and it is probable that a large portion of the cotton grown in that area will use this method of transport rather than Lake transport with the extra handlings which Lake transport involves.

20. All the cotton from these districts, however, will not be able to make use of the through railway; and, after discussion with the representatives of the cotton firms on the spot, I am of opinion that although the transport situation, as a whole, will be changed, there will still be a considerable quantity of traffic on the Lake shores which will still be most conveniently carried by the Marine Service. The ports of Bugondo and Kelle, for example, are not likely to be deserted simply because through railway connection will be available via Soroti and Kumi, for the reason that road transport from

the ginneries to the railway will be too long and costly. These two ports are of a permanent concrete design, generally suitable for cotton traffic, with a good deep water approach at most times. On the other hand, the ports of Sangai and Kali lie along a shallow arm of the Lake, which gives considerable trouble to lake boats when low water occurs; and as these ports are situated at no great distance from the proposed railway, they will probably be eliminated to a large extent, if not altogether, when the railway reaches Soroti.

21. Lake Kwania is practically an arm of Lake Kioga. The two ports at present in use for the Lango District to the north of this Lake are Kachung and Nabieso. The former is very difficult of approach, owing to the shallowness of the water; only one ship, the "Speke", is able to get near it at any time, and considerable difficulties are then experienced owing to the boilers becoming clogged with mud. As the general tendency of the lakes in this district appears to be to dry up, it is probable that the Lake Kwania service, at least as far north as Kachung, will ultimately have to be abandoned.

The other port on this Lake, namely, Nabieso, has a deep water approach, but its pier is only a temporary one, and the advisability of improving it is being examined, though no decision has yet been taken.

The Lango District, in addition to ports on Kwania, has another outlet at Atura on the Nile, which is to the north of Magindi Port, and this outlet is likely to be required for some considerable time.

It therefore seems likely that after the Kumi-Soroti line has been completed, even if the whole of the Lake Kwania traffic be eliminated, there will still be traffic from Atura, Kelle and Rugendo, and probably other ports on Lake Kioga itself, which can only be handled by the Lake Kioga Marine.

22. There is, moreover, another kind of traffic which will make the retention of the Kioga Lake Services essential, namely, the traffic through Masindi Port to Butiaba for Lake Albert, the Congo and the Nile. Masindi Port has now been considerably enlarged with works of a permanent nature, and must be retained for several years to deal with this through traffic, which it is hoped may increase in the future, especially to the Congo. It appears, therefore, that in spite of railway extensions around Lake Kioga, there will be a considerable demand for the Marine Service on this Lake for years to come, not only for the collection of coastal traffic, but for the through traffic to Lake Albert.

23. The development of Lake Albert also calls for attention. As I have already said, the Sudan Government will probably build in the near future an all-weather road to Nimule, and such a road will connect with the Kenya and Uganda River Service at that point. At present the "Samuel Baker" is the only ship of any real use plying between Nimule and Butiaba. Another vessel, the "Lugard", is on order and is intended to deal with traffic on the Nile reaches. The "Lugard" is a stern-wheeler, similar to those now in use on Lake Kioga, with excellent accommodation for passengers, and, in addition, is capable of pushing lighters. This ship will, therefore, be sufficient to serve the section of the Nile between Lake Albert and Nimule for some considerable time. It is not, however, suitable for navigation on Lake Albert, owing to the heavy storms which constantly arise. The "Samuel Baker" will, accordingly, be retained mainly for work on the Lake.

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24. A considerable traffic already exists between Butiaba and Kasenyi, the port for the Kilo Gold Mines in the Congo, and efforts are now being made to develop other ports, such as Nteroko at the south end of the Lake, in the hope that traffic may gradually increase over these routes. It is therefore doubtful, since the "Samuel Baker" is a very old vessel, whether sufficient reserve exists for Lake Albert, the only other vessel available being a small steam launch, the "Livingstone", which carries very few passengers and is of little use for towing purposes. Two new 50 ton lighters are now in course of erection at Butiaba, and these should be capable of dealing with all cargo traffic offering from the West Nile for the next two or three years.

25. Apart, however, from cargo traffic, there is an aspect of the development of the services on Lake Albert which needs to be considered, namely, tourist traffic. Evidence is already available that tourists are coming through from the Sudan in ever increasing numbers. Most of them at present find their way over-land by somewhat indifferent roads, but if proper facilities were provided, an increasing number would doubtless make use of the River and Lake Services. The building of the road to Nimule by the Sudan Government, already mentioned, will certainly facilitate such an increase, and it is a matter for urgent consideration whether something more definite should not be undertaken by the Railway Administration to cope with this traffic.

As explained above, the "Lugard", when available, will provide good accommodation on the Nile itself. From the point where the Nile leaves Lake Albert there is a run of some four

hours across the lake to Butiaba, and for this the "Samuel Baker" is available. From Butiaba onwards there exists a motor service through Masindi to Masindi Port, whence the ships on Lake Kioga are available for onward transit.

26. One of the most important factors in connection with the encouragement of tourist traffic is the provision of suitable hotel accommodation, not only at points of transit, but at points where such traffic is likely to be attracted either by the scenery or for other reasons. Both Kenya and Uganda at present are lacking in good hotels, and it seems to be a matter of such importance to develop suitable accommodation that it may be necessary for the Railway Administration to create a department to deal with this question. Unless suitable hotels are available, tourist traffic will not materialise to any great extent. I consider that the capital required for this purpose must take second place to capital necessary for normal development; but the question of hotels should not be lost sight of, and as soon as a suitable opportunity can be found, definite developments should be undertaken. Tourist traffic in large numbers is very profitable, and even in small numbers it brings a return through the advertisement it gives to the country generally, for many tourists eventually bring capital into the country. This is a consideration which should be borne in mind and is independent of the more direct benefits obtained by the amount of money spent in the country by tourists.

SUMMARY.

27. I summarise my views on the future of the Lake Kioga and Lake Albert Services as follows:-

1. That the extension of the railway to the north of Lake Kioga will not eliminate the need for a Marine Service on that lake, since there will still be not only considerable coastal lake traffic, but also through traffic to Lake Albert for the Congo.

2. It is possible that the service on Lake Kwana may be eliminated, but the port of Abura is likely to be required for the Lango District for some time.
3. The question of the need for another steamer for Lake Albert requires consideration, though the ship on order for the Nile appears to be sufficient for passenger traffic on the Nile. Lighters, now in existence and being erected on Lake Albert, are sufficient for cargo traffic.
4. Endeavours should be made to increase the Belgian traffic through Port Kasanyi and to develop Ntoroka and other ports round the Lake.
5. Efforts should be made to develop the tourist traffic to and from the Sudan. This will probably entail the erection of hotels by the Railway Administration, capital for which should take second place to capital required for other forms of development.

THE DEVELOPMENT OF THE SOUTHERN HALF OF LAKE VICTORIA:

28. I come now to the southern end of Lake Victoria, and before dealing with the questions which it presents, I should like to repeat my thanks to Sir Donald Cameron and his officers for the courtesy and ready cooperation accorded me. I landed informally at Musoma, Mwanza and Bukoba; and at the two latter places motored some distance in the neighbourhood. From Mwanza I went 60 miles into the interior along the Shinyanga road, and would have gone to Shinyanga itself but that the heavy rains had made the road impassable. From Bukoba I went 20 miles to the excellent natural harbour, at present unused, of Lalemba Bay. Every kindness was shown to me, and I found everywhere a confident belief in the

productive capacity of the country. It seems certain that the provision of adequate transport facilities will bring rapid development.

29. Round Bukoba the roads are numerous and excellent, but there is no road communication with Mwanza or any point on the Tanganyika Railway. There is also a good road system in the vicinity of Mwanza. Round Masoma and the Speke Gulf roads are deficient, and there is, I was told, no communication except by Lake with Mwanza or the railway. I mention the situation with regard to roads, because roads are of course necessary to the development of an adequate Lake Service.

30. Throughout the observations on Lake development which follow I have assumed, like my predecessor, Sir Robert Coryndon, that it is the policy of the Imperial Government to avoid competition between British railways, lake and port services, and that the Kenya and Uganda Marine is accordingly called upon to endeavour to serve the whole of the littoral of Lake Victoria. I have therefore studied the means by which that Marine may assist production and trade on the Tanganyika littoral as successfully as on the Uganda littoral of that Lake and on Lakes Kwanja and Kioga. Given such cooperation between the Railway and the Tanganyika Government as has been developed effectively between the Railway and the Uganda Government, there is every ground for counting on a rapid expansion of trade and production throughout the Tanganyika littoral during the next few years.

The history of the last two years, in which the ~~interests and~~ interests of that littoral have not merely failed to expand but have actually diminished, shows however that cooperation is an absolutely essential condition, if the Kenya and Uganda Marine is to do all it can to assist native

development, as both in its own interests and in the interest of the littoral it desires to do. I am sure that had such cooperation been forthcoming - say, on the Speke and Emin Pasha Gulfs - when it was sought by Sir Robert Coryndon at the end of 1923, the native production of these areas would now have been much greater.

31. I would make two other preliminary observations. In the first place I think it just to assume that the provision and administration of transport services by the Kenya and Uganda Railway within the boundaries of Tanganyika Territory may be carried on with as little prejudice to the control of the Tanganyika Government over its own demesne as in Uganda. The point is raised with regard to a small section of the Voi-Kahe line by a despatch from Sir Donald Cameron which I append to this Report. (Annexure III). I deal with the points which Sir Donald very properly raises in paragraph 45 below. I need only say here that I see no reason to doubt that a system which has proved eminently workable in Uganda without impairing in any way the sovereignty within its own boundaries of the Uganda Government is equally applicable, in principle, in Tanganyika Territory.

In one point, however, the conditions are different. In Kenya and Uganda the railway and lake services are all one, and the revenues are paid to a common account. Tanganyika has its own transport system, and it would obviously not be fair that all profits that may be made by the Kenya and Uganda Railway or Marine in Tanganyika Territory should be credited to the Kenya and Uganda Railway revenue. There seems to be, however, no reason why this difficulty should not be met, and

fairly met, by crediting to the Tanganyika Railway revenue, on some fair basis to be agreed between the respective administrations, an appropriate share of the revenues earned by the Kenya and Uganda Railway on transport services operating in Mandated Territory. This has always been my view as to the proper distribution of profits if the policy of demarcation of railway basins were carried out in accordance with General Hammond's recommendations on railway development which I laid before the Governors' Conference. The principle is, however, equally applicable, whether the policy of demarcation is carried out or not.

32. In the second place, I would observe that the development of the southern littoral of the Lake must depend very largely on the cooperative development of lake and road services, whether the Shinyanga-Mwanza line is immediately contemplated or not. Experience in Uganda has shown that the economic limit of motor transport in regard to cotton is between 30 and 40 miles from the nearest railway station or lake port. In regard to cotton-seed the limit is even smaller. It is, of course, larger with regard to less bulky or more highly priced crops, and it must always vary to some extent with prices, freight rates, and other conditions affecting the economic growth of crops. But it is safe to assume that, in general, the area served by a railway and feeder roads with regard to agricultural produce is not larger than a radius of 50 miles on each side of the line.

On this basis the Shinyanga-Mwanza line will serve a belt of, roughly, 100 miles in breadth in the centre of the southern littoral of the Lake, while the total area requiring transport facilities amounts to many hundreds of miles. I have therefore ventured to argue in subsequent paragraphs that,

in the matter of priority, the provision of feeder roads to lake ports is more pressing and more useful to the areas of native production to be served than the construction of one central railway line with feeder roads. The two systems are, moreover, very different in the essential matter of capital cost. But whether the Shinyanga-Mwanza line is immediately completed or not, it is evident that it cannot serve the whole southern littoral of the Lake, more especially on the rich Bukoba side and on the Speke Gulf, and that development in those areas which lie outside the 100-mile railway belt will continue to languish unless the Kenya and Uganda Marine is enabled to expand its Lake service by the construction of feeder roads radiating from small lake ports.

33. The last report on this portion of the Lake from the standpoint of the Kenya and Uganda Railway Marine Services was made by my predecessor, Sir Robert Coryndon, in a despatch dated March 12th, 1920. Discussing the possibilities of the eastern shore, he stated that between the Mwanza boundary and Ukerewe Island the country was thinly populated and would "probably not contribute much traffic to the Victoria Marine steamers for some time to come". I would only qualify this verdict by recording the opinion of the District Officer at Musoma that, given some arrangement in regard to quarantine regulations, in Uganda, there might be developed a useful export trade in native cattle from Musoma to the Uganda ports, while, in addition, there might be a considerable traffic of the same nature between Musoma and Bukoba. The present traffic is mainly in ground nuts and sisim.

"It is very different in the Mwanza area, in which I include the Ukerewe Island group, Speke Gulf and Smith Sound. The whole area is well populated by an industrious and progressive population, and there is no reason why the production of cotton, rice and ground nuts should not reach very high figures.

There is a considerable Indian Bazaar at Mwanza, one or two Italian firms and a few Arabs engaged in the trade in rice, hides and ground nuts. Mr. Turnbull, the Officer-in-Charge of the Province, is a firm believer in the possibilities of his province, but observed that he was remote from headquarters at Dar-es-Salaam, and that except for the motor road from Mwanza to Tabora on the Central Railway, there were practically no roads suited for motor traffic and no feeder roads to any points on the Lake shore. I suggested that, if he would be kind enough to indicate three or four of the most suitable points on the Gulf shore to which such feeder roads should lead, Mr. Felling would instruct one of his Marine Officers to survey steamer routes to those points, for the Gulf is shallow and subject to violent squalls, and navigation for the large Lake Steamers is not too easy. This survey is now proceeding as officers become available. Most of the Mwanza rice is grown along the Gulf and taken to Mwanza by dhow. Mr. Turnbull advised that, with the provision of feeder roads on the Gulf shore and ex-cart transport, and an efficient service of tugs and lighters, a very large trade would grow up round Mwanza and the Gulf and group of islands. But, apart from crops already raised, I am confident that there is a great future for cotton in this Province. The soil, rainfall, population, are all exactly what is required. It is the richest and most populous part of the Lake coast. I am unaware of the policy of the Tanganyika Government in this respect, but I am confident that the Province would surely and rapidly repay development.

I take this opportunity to refer to a proposal of which I have seen mention in the English Press, namely, the construction of a branch railway from Tabora to Mwanza. I would not touch on any matter purely affecting Tanganyika Territory but, in this case, the Uganda Railway Marine is concerned in the transportation problem of the south end of the Lake. An economic survey would show where what I have previously called 'the commercial watershed' lies between the two places, and such a survey need neither be costly nor lengthy. North of that line produce should naturally flow to the Lake shore where the steamers are waiting for it; south of that line it should flow to the Central Railway. If the increase in native produce becomes greater than the feeder roads can handle, short branch railways could be built southwards from the Coast, and northwards from the

railway - it strikes me as wasteful to build a railway directly across such a watershed. The German Administration did not, I believe, contemplate such a line. They used the English Lake Marine for the trade of the Lake shore; their Railway survey ran only half way towards Mwanza, and then turned north west to tap the Ruanda and Urundi countries.

The south west corner of Lake Victoria is thinly populated, and is generally reputed to be unhealthy and infertile. When I was Governor of Uganda I suggested to the then Secretary of State (Lord Milner) the advisability of building a railway, probably about sixty miles in length, from some point near Namugongo Bay to the Falls of the Kagera River, and I have marked the approximate position on the attached map. While it would pass through unproductive country near the Lake, it would tap the rich and densely populated Belgian Urundi and Ruanda country, which has no other outlet for its great potential trade. I realise, however, that there is so heavy a construction programme in hand that it may be impossible to consider this proposal at the moment.

The Bukoba District is again a fertile district, with a capable and industrious population. I am sure that cotton could be successfully grown over large areas. As is the case with Mwanza, the present exports bear no relation to the produce which could be grown. Mr. McKillan, Assistant Political Officer, subsequently prepared and sent me a map giving an idea of the economic position and possible future development of his district. The Kagera River is narrow, tortuous and swift, but it may be possible to use it to bring down produce from the northern parts of the district."

35. Sir Robert summarized his conclusions as follows:-

"Two important points stand out very clearly as a result of the journey. The first is, of course, that the trade and traffic resources of the Lake area as a whole are practically untouched. I suggest that the first step is a continued and organised effort by all District Officers on or near the Lake to encourage and stimulate native production of suitable crops. The second step is, after careful local enquiry, the construction of feeder roads from promising and populous areas inland to a port or landing place on the shore, and the encouragement of light ox transport. So long as they are sensibly aligned and graded these roads need not be costly in the first instance. I may cite Central Kavirondo in this connection, where the natives themselves have constructed and maintain many miles of sufficiently good roads; and, of course, the supreme instance of voluntary work on roads by the natives in Uganda. The third need will presently be the provision of tugs and lighters under the Uganda Railway Administration to transport the resulting traffic to Kisumu. There are now only nine ports at which the big steamers put in; the tugs

and their attendant lighters should be in a position to utilise at least twenty-five additional landing places, with primitive and inexpensive piers.

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36. From my experience on this later tour I have no hesitation in generally endorsing Sir Robert's opinions, except the suggestion for the construction of a railway from Hamanembe Bay; on this question I have not sufficient data on which to form an opinion, but it seems to me as if it would merely be competitive with the Tanganyika Central Railway for the Belgian Congo trade. Sir William Gowers, Major Rhodes and Colonel Walker were all as much impressed as I was with the possibilities of the Speke Gulf, Mwanza and Bukoba areas. It will, moreover, be possible to develop the Marine Services at the southern end of the Lake without further capital expenditure on ships, tugs and lighters, when the main existing traffic between Port Bell, Jinja, Mwanza and Kisumu is carried by the Uganda extension of the Railway. Much of this equipment will simply lie idle, if fresh traffic cannot be developed from other parts of the Lake; and what will be of value to the Kenya and Uganda Railway Marine will be of equal value to the new areas developed in Tanganyika. The Kenya and Uganda Railway is prepared to increase the tug and lighter services in the southern part of the Lake to any extent that may be required. More craft are already available than are being employed. Still more will become available, in increasing numbers, next year. No fresh capital expenditure will be required except on roads and ports. The rest is there.

37. As a result of Sir Robert Coryndon's tour, the Railway was furnished with an excellent map of the Bukoba area, showing the possibilities of development and the best points at which produce could be carried to lighter ports on the Lake.

I attach a copy of this map as an illustration of the kind of information which assists marine surveys. Sir Robert proposed to establish a lighter service to two ports in the area, in addition to Bukoba itself. Unhappily, the arrangements which he made to secure a similar survey of the Mwanza and Speke Gulf areas proved abortive. The Kenya and Uganda Railway deputed an officer to carry out a hydrographic survey of the Gulf shore and endeavoured to get into touch with the administrative officers on shore in order to determine where lighter ports could be most usefully established. The contemplated joint survey was, however, never proceeded with, and it may have been that the then Governor of Tanganyika Territory was not sufficiently impressed with the value of development on the Lake to depute an officer to cooperate with the Marine Service. In any case no adequate survey has yet been made.

Sir Robert Coryndon made his tour of the Lake at the end of 1923, and, so far as I know, there has been no development of roads to Lake ports since that time. From the table annexed to this Report (Annexure IV) it will be seen that the trade in 1924 was very small, particularly from Musoma and Bukoba, and that, far from expanding in 1925, the tonnage carried in that year was actually less than in 1924. It seems highly desirable to alter this state of affairs in the interests both of the Territory and of the Lake Marine. There can be no question that development profitable to both sides is within easy reach, if the necessary steps are taken.

36. I need hardly say that the Kenya and Uganda Railway management will do its utmost to provide the services on the Lake, if roads and lighter ports are simultaneously developed. The experience of Uganda is there to prove to what an extent development can be carried by these simple means long in

advance of any railway communications. It is clear indeed that provided a great natural means of communication like the Lake has some means of evacuating traffic borne on it to the sea, development round the Lake shores can be pushed forward most cheaply and effectively, at any rate in the early stages, by feeding Lake transport in the simplest. As compared with railways, this system of development is cheap and rapid and involves no great commitments in capital expenditure.

A railway is in itself of no value, unless it is equipped with feeder roads, the cost of which must be added to the capital expenditure of the railway. As has been already observed, such roads are not produced economically at more than a distance of 50 miles - because road transport is so expensive and the cost of transporting goods by road is so high that the railway itself tends to be uneconomical. This has been the experience.

The same expenditure on roads is not necessary. Lake ports can be made in the first instance to serve wider areas, and the method of transportation is well suited to the conditions of native production. A lighter, for instance, can be left at any small pier at which it can call and can be taken away again a week or ten days later when it has been filled with produce. During the time of waiting produce is safely stored under cover in the lighter itself. The cheapness and simplicity of this method has much to recommend it, though, of course, it must in due course give way to more elaborate systems of transportation by Lake or rail when the volume of production has been sufficiently increased.

39. I venture to hope, therefore, that the system of transport by feeder roads to inexpensive lighter ports will be developed without delay at the southern end of the Lake. With regard to the Bukoba area, I have no suggestions to add to those already put forward by Sir Robert Coryndon; but, if the Tanganyika Government have any other lighter ports to propose, the Kenya and Uganda Railway Marine will endeavour to establish adequate lighter services to such ports at the earliest possible date.

We also desire to establish a tug and lighter service without further delay in the Speke Gulf and at any points which the Tanganyika Government may consider desirable on the Lake shores of the Mwanza Province.

40. In the past one of the arguments which has discouraged the introduction of tugs and lighters in the Speke Gulf and the Emin Pasha Gulf has been the existence of a certain number of dhows, which at present carry on a small coastal trade to Mwanza. The number of dhows in existence is, I understand, extremely small, probably not more than 40 in all; and these dhows provide a most inadequate form of transportation which depends far too largely on uncertain conditions of weather and wind.

Though dhows are useful where no other form of transport exists, they cannot provide for the transport of produce or stimulate production as a properly organised tug and lighter service can do and the Kenya and Uganda Marine is prepared at once to enter into competition with the dhows wherever there is a reasonable volume of small trade to be evacuated to the Lake.

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The opposition to such development is maintained only by a few owners of dhows and there can be no question that the dhow traffic will disappear immediately where lighters and tugs come in. It may be mentioned that the dhows at present serving in the Speke and Emin Pasha Gulfs themselves once traded between the Sesee Islands and the Uganda ports. They were displaced when the Sesee Islands were evacuated as a measure against sleeping sickness, and though the trade which they once served has now revived there has never been any need or opening for the dhows in that area since they originally disappeared.

41. When discussing the construction of the Shinyanga-Mwanza line at the Governors' Conference in Nairobi, Sir Donald Cameron laid particular emphasis on the view put forward by the East Africa Commission, which he himself shared, to the effect that north of the watershed between Shinyanga and Mwanza the Mwanza line would act as a feeder to the Kenya and Uganda Railway Marine. He also argued strongly for the construction of the line as the cheapest and most economical means of stimulating production and evacuating produce to the sea. I would urge that on both these counts the construction of feeder roads to lighter ports is, for the time being, the better method. From the point of view of the Kenya and Uganda Marine we would hope much more from traffic brought to the Lake by feeder roads to lighter ports than from the Mwanza line, since the area served by such roads and ports would be very much larger and since also the cost of the feeder system would be very much less. A lighter port can be built for something in the neighbourhood of £1,000; an all-weather road can be built in most areas for a maximum of £500 a mile, dry-weather roads for one-fifth or less of that cost. Uganda has proved that heavy produce can be

carried by motor lorry at sufficiently low cost on such roads for a radius of from 30 to 40 miles; the roads also give an opportunity to native ox wagons, which, of course, offer the cheapest means of evacuation to native produce. Against these exceedingly low costs those of a railway are prohibitive. The lowest cost at which a railway can be built is in the neighbourhood of £5,000 a mile, and, when it is built, it serves, as has been pointed out, an area of usually not more than some 40 to 50 miles on both sides of the line.

42. I am not contending, of course, that railways are not needed when production is sufficiently advanced, nor am I arguing that the Mwanza line will not be sooner or later required to evacuate produce from some parts of the Lake. My contention, on the contrary, is only that the system of feeder roads and Lake transport should, wherever possible, precede railway development and point the way to where railways can be most profitably aligned. If the trade at the northern end of Lake Victoria has risen from 2,148 tons in 1903 to 160,821 tons in 1925, with the assistance of one small connecting line between Lakes Kioga and Victoria, the rest depending entirely on road transport to Lake ports, a similar development is well within reach at the southern end of the Lake and at an equally small cost. As was pointed out in my Memorandum on the Railway question, the Kisumu-Kilindini line and the Port of Kilindini are now well adapted to carry any expansion of trade which can be regarded as possible within the next few years. To put new capital into any railway and sea-port competing for the Lake trade can hardly assist development of the coastal areas of the Lake. It must mean evacuation of produce at a higher cost and therefore proportionately retarded development.

43. To recapitulate my argument, I plead that what capital may be available for the development of the southern end of the Lake may be invested in the first instance in feeder roads and small lake ports, since I am convinced that investment in this form will stimulate production more rapidly over a wider area than the construction of a single line through one part of the area to be served.

When once these feeder roads and lake ports are developed, the time will have come for the construction of railway lines.

44. I would repeat here, lest there be any misunderstanding on the point, that the Kenya and Uganda Railway in using these arguments is animated by no desire to divert revenue from Mandated Territory. If the Lake basin is developed in the manner which we recommend, we would desire that the revenue derived from railways and Lake Services within the boundaries of Mandated Territory should be fairly apportioned as to transportation costs, maintenance and betterment, and the surplus ^{or} to the revenues of the Tanganyika transportation system.

It seems probable that the revenues which would thus in due course become payable to the Tanganyika Railway system would be greater than those to be derived for some years from a branch line serving a smaller area and competing with the Kenya and Uganda Railway for the comparatively small amount of traffic at present available. Provided production can first be stimulated by simple means of transport, such as roads and lighter ports, these simpler means are in the first instance the most economic and the most profitable; and as in Uganda, profitable railway development follows in due course.

45. One further question arises with regard to the Order in Council constituting the High Commissioner-ship for Tanganyika which is raised by Sir Donald Cameron in the despatch which I attach to this Report. (Annexure I(I)). Since this question affects not only the Voi-Kaha line with which particularly Sir Donald Cameron deals, but also the whole development of services of the Kenya and Uganda Railway in Mandated Territories such as the southern half of Lake Victoria, it may be well to deal with it here. In the view of our legal advisers the Order in Council deals with services, not territories, and is not confined to the territories of Kenya and Uganda alone. The requirements of Article 3 (1) (i) and (ii) are in our submission the sole limitation on what should be considered part of such services. The Voi-Kaha line was taken over by the Kenya Government in February, 1924, with the knowledge and approval of the Government of Tanganyika. It was paid for and re-conditioned by the Kenya and Uganda Railway and has since been administered by the Kenya and Uganda Railway management. It is clearly, therefore, a service which, in the words of the Order in Council, was "owned, controlled or managed by the Government of Kenya". It was, accordingly, on February 3rd, 1926, declared by an Order of the High Commissioner, approved by the Secretary of State, to be included in the Kenya and Uganda Railway services. The permanent way and buildings are the property of the Kenya and Uganda Railway, but no claim is of course made to the land upon which the stations and other buildings stand.

With regard to Sir Donald Cameron's second point, it seems clear to us that the law at present applicable to that portion of the Voi-Kaha line which lies between the Kenya-Tanganyika border and the points of junction between the Tanganyika line and the two triangle arms at Kaha, must be the law of Tanganyika Territory; no other law clearly can run within that

Territory, nor is any claim to the contrary put forward by the Kenya and Uganda Railway. It is, however, highly desirable that uniform legislation should be applied to the whole of the services covered by the Order in Council, and I suggest that this can best be done if the Tanganyika Government will prepare a Bill modelled upon the proposed Railway Bill to be introduced in Kenya and Uganda. The relevant legislation of the three territories should be made uniform, without, so far as I am aware, detracting in any way from the control exercised by the Tanganyika Government over its own territory. The services which Tanganyika is entitled to expect from the Kenya and Uganda Railway system would be more efficiently rendered if this were done.

A sound decision on this matter is of great importance, since it affects not only the Tanganyika Railway question but also the Marine Services and ports in the Tanganyika section of Lake Victoria.

46. I would refer to one further factor which is at present unquestionably limiting the development of the southern end of Lake. The Customs Regulations at present in force between Kenya and Tanganyika deal somewhat hardly with imports carried across the Lake, inasmuch as all goods which have passed out of bond in Kenya and Uganda must pay duty a second time on entering Tanganyika Territory. The system of imports from Kenya and Uganda under drawback is also cumbersome and acts in restraint of trade. We heard complaints of this system from all quarters in the three Tanganyika ports which we visited.

The following table, which gives the approximate value of trade exports from Kenya and Uganda into Tanganyika Territory

(including exports of Kenya and Uganda produce, which, of course, enter Tanganyika free), shows the position:-

**REVENUE VIA KILIMBO AND KAMPALA TO TANGANYIKA TERRITORY
TAXE FORMS - 1948**

Exports to Kenya	£64,500
Re-exports to Kenya	£120,000
<hr/>	
Total in Bond	£184,500
Re-export under bond bulk	£120,000
Re-export broken bulk	£64,500
<hr/>	
Total payable duty	£184,500

It will thus be seen that nearly one-half the imports trade pays duty twice, and that on goods which, exported in broken bulk, the double duty is not re-levied. The drawback system alone, and still more the double duty on goods in broken bulk, unquestionably restrict the volume of imports from Kenya into Tanganyika by this route.

This is the more regrettable since Kenya and Uganda offer a valuable market for the produce of Tanganyika Territory, coming mainly from the coastal area. The Customs returns for 1948 show imports to the following value from Tanganyika for local consumption in Kenya and Uganda (that is, excluding all produce imported and re-exported by sea):-

(including exports of Kenya and Uganda produce, which, of course, enter Tanganyika free), shows the position:-

EXPORTS VIA KILIMBO and KAMPALA to TANGANYIKA TERRITORY

LAST FIVE - 1960

Exports to Kenya	204,500
Re-exports to Kenya	210,000
<hr/>	
Total in Bond	414,500
Re-export under Inland back	110,000
Re-export to East Africa	200,000
<hr/>	
Total paying duty	304,500

It will thus be seen that nearly one-half the import trade pays duty twice, and that on goods exported in broken bulk, the double duty is not re-refund. The drawback system alone, and still more the double duty on goods in broken bulk, unquestionably restrict the volume of imports from Kenya into Tanganyika by this route.

This is the more regrettable since Kenya and Uganda offer a valuable market for the produce of Tanganyika Territory, coming mainly from the coastal area. The Customs returns for 1960 show imports to the following value from Tanganyika for local consumption in Kenya and Uganda (that is, excluding all produce imported and re-exported by sea):-

The total Kenya and Uganda charges imported by Tanganyika for domestic consumption amounted in the same year to 2,000,000. Tanganyika therefore already enjoys in this respect a very favourable balance of trade with Kenya and Uganda. This advantage is enlarged, as the items show, mainly by the native products of the Kenyan area, and is capable in more favourable years of considerable development.

I would add that the 1955 returns show a total of imports by the Tanganyika lake ports from Kenya and Uganda amounting to 2,075,000 in value, against a total of exports from the same ports to Kenya and Uganda amounting to 2,015,000. Import traffic, therefore, does not pay for the export traffic which is carried at very low rates.

I urge that this question should be judged not merely by the interests of the merchants of Dar-es-Salaam and Mombasa, or by the profits to be made by the various railway lines, but simply by the interests of the territories to be developed on the Lake. All interests are ultimately best served by these means. It is evident that if the Kenya and Uganda Marine carries a fair share of the import trade, it can afford to carry the export trade at cheaper rates. If it loses the import trade and has to take lighters empty from Kisumu back to the southern Lake ports, the export rates will necessarily be heavier and development proportionately handicapped. Routes should properly take the cheapest route to the interior, whatever that may be, without artificial barriers of any kind. The hampering of import trade by separate customs dues, even under drawback, is undoubtedly an obstacle to the expansion of trade and production in the southern Lake area.

In conclusion, I desire to recapitulate the views which I have laid down for the development of traffic at the southern end of the Lake. There can be no doubt that all

this area are produce valuable crops, including in many parts
 cotton, in suitable quantities. Export trade in
 the ~~vicinity~~ ~~of~~ ~~the~~ ~~lake~~ ~~is~~ ~~actually~~ ~~less~~ ~~in~~ ~~1933~~ ~~than~~ ~~in~~ ~~1924~~.
 As it is necessary to alter this undesirable state of affairs
 is the provision of transport facilities. The first essential
 is the establishment of lighter ports at all suitable points
 of the lake, with feeder roads radiating from them into the
 interior for such distances as experience with motor transport
 and native wagons shows to be profitable. Such roads and
 ports can be built for less than one-tenth of the cost of
 railways and they constitute the natural first stage in
 developing any area possessing such natural facilities for
 transport as a great lake provides. Lake Victoria is already
 connected with the sea by a railway system capable of taking
 any produce that may be expected for many years to come. All
 that is needed therefore to give a wide and immediate stimulus
 to production is the provision of cheap facilities for bringing
 produce to the lake shores.

Another great stimulus to development would be complete
 freedom of trade in the lake basin. As handicaps to this at
 the present time, I have mentioned quarantine regulations at
 lake ports and the existence of separate customs dues on goods
 imported out of bond from Kenya territory.

There can be no doubt that railways in all this area
 will in due course be practically built, but railway development
 represents a later stage and is not economically as effective
 if undertaken when the system of small ports and feeder roads
 has indicated where the greatest production may be secured. The
 development of roads is a preliminary object lesson of the com-
 mercial value of the area. The benefit to be derived by native
 producers from this cheap and simple system is proved by the
 increasing progress of Uganda by way of the lake and by the success of
 such its activities now being.

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this area can produce valuable crops, including in many parts cotton, in rapidly increasing quantities. Export trade in ~~the principal products~~ was actually less in 1925 than in 1924. All that is necessary to alter this undesirable state of affairs is the provision of transport facilities. The first essential is the establishment of lighter ports at all suitable points on the Lake, with feeder roads radiating from them into the interior for such distances as experience with motor transport and native wagons shows to be profitable. Such roads and ports can be built for less than one-tenth of the cost of railways and they constitute the natural first stage in developing any areas possessing such natural facilities for transport as a Great Lake provides. Lake Victoria is already connected with the sea by a railway system capable of taking any produce that may be expected for many years to come. All that is needed therefore to give a wide and immediate stimulus to production is the provision of cheap facilities for bringing produce to the Lake shores.

Another great stimulus to development would be complete freedom of trade in the Lake basin. As handicaps to this at the present time, I have mentioned quarantine regulations at Lake ports and the existence of separate Customs dues on goods imported out of bond from Kenya territory.

There can be no doubt that railways in all this area will in due course be profitably built, but railway development represents a later stage and is most economically and effectively undertaken when the system of small ports and feeder roads has indicated where the richest production may be tapped. The development of Uganda is a striking object lesson of the considerations here urged. The benefit to be derived by native producers from that cheap and simple system is proved by the amazing progress of Uganda by that means and by the prosperity which its natives now enjoy.

James C. ...

this area can produce valuable crops, including in many parts cotton, in rapidly increasing quantities. Export trade is ~~practically stagnant~~ and was actually less in 1925 than in 1924. All that is necessary to alter this undesirable state of affairs is the provision of transport facilities. The first essential is the establishment of lighter ports at all suitable points on the Lake, with feeder roads radiating from them into the interior for such distances as experience with motor transport and native wagons shows to be profitable. Such roads and ports can be built for less than one-tenth of the cost of railways and they constitute the natural first stage in developing any areas possessing such natural facilities for transport as a great Lake provides. Lake Victoria is already connected with the sea by a railway system capable of handling any product that may be desired for many years to come. All that is needed therefore is a wide and immediate stimulus to production, the provision of facilities for bringing produce to the Lake shores.

Another great stimulus to development would be complete freedom of trade in the Lake basin. Alluded to this at the present time, I have mentioned quarantine regulations at Lake ports and the existence of separate Customs laws on goods imported out of bond for Kenya territory.

There can be no doubt that railways in all this area will in due course be profitably built, but railway development represents a later stage and is most economically and effectively undertaken when the system of small ports and feeder roads has indicated where the richest production may be tapped. The development of Uganda is a striking object lesson of the considerations here urged. The benefit to be derived by native producers from that cheap and simple system is proved by the amazing progress of Uganda by that means and by the prosperity which its natives now enjoy.

Edward Clegg

TOUR OF H.E. THE HIGH COMMISSIONER FOR TRANSPORT
LAKE VICTORIA and UGANDA.
APRIL - 1926.

<u>Date.</u>	<u>Inspections, etc.</u>	<u>Stopped at</u>
1st March	Left Nairobi	In train
1st April	Arrived Kisumu	at Clement Hill
2nd April	Musoma	" "
3rd April	Trains and motored over country towards Shinyanga.	" "
4th April	Mukobe and Tademba Bay	" "
5th April	Bukakaya and Mbandaka	Entebbe
6th April	Entebbe Port	
7th April	Kampala Railway Station, Port Bell, Jinja, proposed site of bridge over Ripon Falls. Interviews with Uganda Chamber of Commerce and other members of the commercial community and deputation of Indian merchants.	Entebbe
8th April	Railway M. R. works	Masindi
9th April	Butiaba, awaiting arrival of ss. 'Samuel Baker'. I	Butiaba.
10th April		

- I. Original plan had been to embark on 'Samuel Baker', visit Itabora and Kasongi on Lake Albert, then proceed down Nile to Kianga returning to Butiaba and thence to Masindi Port. Owing to the fact that the 'Samuel Baker' was aground this portion of the tour was eliminated and visits to Gulu and Lira substituted.

TOUR OF H.E. THE HIGH COMMISSIONER FOR TRANSPORT
 LAKE VICTORIA and UGANDA.
 APRIL - 1926.

<u>Date.</u>	<u>Inspections, etc.</u>	<u>Departed at</u>
31st March	Left Nairobi	In train
1st April	Arrived Kisumu	ss. Clement Hill
2nd April	Musoma	" "
3rd April	Mwanza and motored over country towards Shinyanga.	" "
4th April	Bukoba and Lakeoba Bay	" "
5th April	Bukakata and Masaka	Entebbe
6th April		
7th April	Entebbe Port	Entebbe
8th April	Kampala Railway Station,	
9th April	Port Bell, Jinja, proposed site of bridge over Ripon Falls. Interviews with	
10th April	Uganda Chamber of Commerce and other members of the	
11th April	commercial community and deputation of Indian	
12th April	merchants.	
13th April	Railway M.T. Works	Masindi
14th April	Butiaba, awaiting arrival of ss. 'Samuel Baker',	Butiaba.
15th April		

- I. Original plan had been to embark on 'Samuel Baker', visit Ntokora and Kasengi on Lake Albert, then proceed down Nile to Elgule returning to Butiaba and thence to Masindi Port. Owing to the fact that the 'Samuel Baker' was aground this portion of the tour was eliminated and visits to Gulu and Lira substituted.

<u>Date.</u>	<u>Inspections, etc.</u>	<u>Camped at</u>
16th April		Masindi
17th April	Atora Port	Gulu
18th April	Motored over country towards Nimalo.	Lira
19th April	Kackung and Nabiese Ports and Lira Ginney	Lira
20th April	Masindi Port	ss. 'Grant'
21st April	Kelle, Lali and bogondo Ports and visited cotton areas of Serara and Soroti.	ss. 'Grant'
22nd April	Namasagali Railway Station and Port where a new lighter was launched. Construction Works at Mpologoma Bridge.	IL Train
23rd April	Arrived Nairobi.	

TONNAGES CARRIED ON LAKES VICTORIA, KIOGA & ALBERT

1903 - 1925.

YEAR	VICTORIA	KIOGA	ALBERT
1903 - 1904 March 31st.	2148	-	-
1904 - 1905	6522	-	-
1905 - 1906	10967	-	-
1906 - 1907	14428	-	-
1907 - 1908	15026	-	-
1908 - 1909	18293	-	-
1909 - 1910	18718	-	-
1910 - 1911	34039	-	-
1911 - 1912	47336	-	-
1912 - 1913	56311	-	-
1913 - 1914	62362	10, 097	-
1914 - 1915	42646	8, 681	-
1915 - 1916	31073	10, 652	-
1916 - 1917	38570	13, 492	-
1917 - 1918	34636	9, 042	-
1918 - 1919	41942	9, 453	-
1919 - 1920	51170	10, 542	-
1920 - 1921	47927	11, 320	-
1921 9 months	45490	8, 944	-
1922	55722	10, 979	-
1923	55385	18, 879	-
1924	122517	24, 683	1690
1925	160821	33, 959	3112

TANGANYIKA TERRITORY.

GOVERNMENT HOUSE,

No. 2447/132.

DAR-ES-SALAAM.

3rd March, 1926.

Sir,

My attention has been directed to the Kenya and Uganda (transport) Order in Council, 1925, and to the Order in Council of the 3rd February, 1926, issued thereunder, declaring the Voi-Kane branch railway to be a 'Service' for the purposes of the former Order.

I am advised as follows:-

"The Voi-Kane line has been declared to be a 'Service' under the Kenya and Uganda Transport Order in Council, 1925, which applies only to Kenya and Uganda. Acts of the High Commissioner for Transport, as well as Ordinances relating to the 'Services' passed by the legislatures of Kenya or Uganda, and rules made thereunder, have no authority in this Territory. It is, therefore, doubtful if the system established by the Order in Council can properly absorb a line outside the Territory to which the Order in Council applies and outside the jurisdiction of the legislatures by which the 'Services' within that system may be controlled. It accordingly appears that the part of the line within this Territory must be administered under the law of this Territory, (the Indian Railway Act, IX of 1880) and that such general rules, conditions and rates as are to have the force of law over that part of

the line should receive their force from an act of the Governor under the law of this Territory. Without it, the rules, conditions and rates of the Kenya and Uganda Railway Administration relating to that part of the line could not be enforced.

3. I should be glad to learn whether the point raised in the foregoing quotation has received consideration, particularly that of the Secretary of State. The question of rights in the land over which the branch line passes and on which its building are situated also requires attention.

I have the honour to be,

Sir,

Your Excellency's obedient servant,

(Signed) DONALD CAMERON.

G O V E R N O R.

1/EAC

SUMMARY OF EXPORT LOADINGS - 1924.

TONS.

P O R T.	CHILLIES.	COFFEE.	COTTON.	COTTON SEEDS.	GOAT SKINS.	GROUND NUTS.	KNIVES.	RICE.	SIMSIM.	SUNDRIES (INCLUDING IMPORTED COMMODITIES).	TOTAL.
SUKOBA	859	3628			17	105	289			4	5074
MUSOMA			10			36	102		307	89	1177
WANZA			980	306	53	1839		1976	357	1258	12108
TOTALS.	859	3628	990	306	70	7190	1840	1976	664	1442	18359

SUMMARY OF EXPORT LOADINGS - 1925.

TONS.

P O R T.	CHILLIES.	COFFEE.	COTTON.	COTTON SEEDS.	GOAT SKINS.	GROUND NUTS.	KNIVES.	RICE.	SIMSIM.	SUNDRIES (INCLUDING IMPORTED COMMODITIES).	TOTAL.
SUKOBA	112	4249	101		8	49	167			140	4806
MUSOMA			60	12	2	502	103	5	159	118	944
WANZA			1245	716	70	4303	811	2624	314	1308	11385
TOTALS.	112	4249	1389	728	80	4854	1081	2629	473	1566	17130

Enclosures of