

1925

KENYA

C.O.
35586
4 AUG 25

DATE

7th July 1925

411

REGULATION:-

Alleged congestion on the Uganda Railway

Trs copies of papers relative to - Inter-colonial Rly Bd have visited the Lake Ports and it is understood that the result of the tour has been generally to satisfy the Uga Govt that all possible steps to deal with congestion have been taken, and Ag Gov considers it unnecessary to pursue the matter further with Uga Govt

MINUTES

When they come to me I will clear that it did not interfere with the necessity for our departure on 30/14, so I had them depart next day, explaining to the Director by letter (copy attached).

The papers will tell - except to our sympathy with the Railway - and are mostly old. There is nothing, I think, that we can use. For example, on 25th 15th Chambers of Commerce here has nothing; statement that "There is no reason in carrying traffic between Kisumu and the coast; Sir H. Leggett would simply say

Previous Paper

32162

Subsequent Paper

32167

Call now "That's not true"

? Wait

C.P.S. 12. P. 25

See how $\frac{9w}{1,842}$

2/9/15

Downing Street,

5 August, 1925.

My dear Denham,

415

Your despatch of July 7th, Confidential No. 10 reached us after the Secretary of State's despatch on the same subject had been completed and signed.

After reading your despatch I have decided not to suggest holding up the other, which deals with the matter from a different angle, and I hope, sets out the points which have been brought up here in the way which will give Felling least trouble and labour in answering them.

I do hope he won't class us with the Uganda Chamber of Commerce. What a gang!

One point - I see that he says that his statement in the Legislative Council about delays has been resented. Not here, nor by the Crown Agents, though they certainly put themselves too much on the defensive. Since then they have made great efforts to speed up
contract^{ions}.

DENHAM, ESQ., C.M.G.

²³
raction, and if the patching up of the coal
te does not come unstuck he will get his trucks and
otives out in good time. 423

Yours sincerely.

W. C. B.

no copies of the Congo Report.

KENYA.

No. 104.

CONFIDENTIAL.



GOVERNMENT HOUSE,

NAIROBI.

KENYA

C.O.
35586
7th
6 Aug, 1925

July, 1925.

417

Sir,

With reference to your despatch Confidential (2) of the 8th May, I have the honour to transmit for your information the marginally noted papers relative to alleged congestion and delays in the handling of Uganda traffic by the Uganda Railway.

The correspondence is transmitted at the request of the General Manager.

2. The Inter-Colonial Railway Council visited the Lake Ports between June 4th - 13th and it is understood that the result of their tour has been generally to satisfy the Uganda Government that all possible steps have been, and are being, taken to deal with complaints regarding congestion and delays to traffic. In the circumstances therefore the Acting Governor does not consider it necessary to pursue the matter further with the Uganda Government, an opinion in which it is understood that Mr. Gowers concurs.

3. The matter is one which illustrates the urgent need of the appointment of a High Commissioner for Transport with a statutory Railway Council as is the intention in the forthcoming Order-in-Council.

I have the honour to be,
Sir,
Your most obedient, humble servant.

J. A. S. ...
GOVERNOR'S DEPUTY.

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

From G.M.U.R.
dated 29-4-25 with
enclosure.
- ditto -
25-25 with
enclosure.
Despatch to Governor,
dated 1-6-25.
Telegram from - do -
dated 2-6-25.
Telegram to - ditto -
dated 4-6-25.
Despatch from - do -
dated 2-6-25 with
enclosure.
Despatch to - ditto -
dated 11-6-25.
From G.M.U.R.
dated 26-6-25 with
enclosure.

UGANDA RAILWAY

P. O. Box No. 181.

TELEPHONE No. 17

reply please quote ref.

S. P. 20 and vice

General Manager's Office,

NAIROBI, 29th April 1925

KENYA COLONY.

The Hon. the Acting Colonial Secretary,
Colony and Protectorate of Kenya,
Nairobi.

COMMISSION

I send herewith for transmission to the Colonial Office a transcription of shorthand notes taken at a public meeting held at Kampala on Easter Monday, the 12th April, 1925.

C. L. N. FELLING.

General Manager.

Enclosure!

NOTES OF A PUBLIC MEETING HELD AT KAMPALA IN THE
IMPERIAL HOTEL ON MONDAY,
15th APRIL, 1925

418

AGENDA :

Uganda Chamber of Commerce
Cotton Ginners Association
Numerous members of the public (including
Government Servants)
Acting Chief Secretary, Uganda Protectorate
General Manager, Uganda Railway
Chief Engineer, Uganda Railway

ATTENDANCE :

Mr. L. E. Smart (Commercial Assistant, Uganda Ry.)
Mr. A. G. Higgins (Private Secretary to General
Manager, Uganda Railway).

The President of the Uganda Chamber of Commerce
(Mr. Jones) opened the meeting by thanking those present for
gathering to meet Mr. Felling on the important matter of
delays to the traffic of Uganda.

Addressing the General Manager, the President said :-

"Mr. Felling, we all feel in Uganda that Uganda does
not get the attention to which she is due from the point
of view of the importance of her finding traffic for the
Uganda Railway. There are members here this afternoon
whom you met in July - August of last year, and certain
promises were made by you then which were unfulfilled, and
are unfulfilled. The fact that the construction of more
facilities is now in progress does not mean that those
promises have been fulfilled.

When this Chamber of Commerce first took the
question of the congestion at Port Bell and Kampala in hand,
they were informed the matter was receiving attention. For
that reason we thought it useless to address you again and
we went through our own Government. Since then things
have moved. You have had an opportunity of seeing the
station (Kampala) this afternoon, and I think you will agree
it is pretty bad

I would like you to draw on your imagination and
imagine what it would have been like without fourteen days
of strenuous work. There would have been no movement.

You promised us a shed. You now see the state of
the shed you promised us in July/August. It is now more
an obstruction than a use.

Uganda support of the railway is a very considerable
part of the revenue of the railway, you will agree. Another
thing - in Uganda we feel we do not see enough of you, we
feel you ought to send someone with sufficient authority to
come and see us. We feel this has not been done in the
past, and something must be done. We have reached a stage
of desperation, and something must be done. Uganda has got

"a voice and will make herself heard. She has done so in the past and will do so again. In 1918 we protested. We took it home and got full remedy and every satisfaction. You are acquainted with Colonel Hammond's report and can bear that out for yourself.

"I am speaking solely about the Kampala-Port Bell Railway. This departmental nonsense has got to cease. We must have our goods under one control from the time they are put off on the Pier until they reach the consignee. The Indian Clerk in charge at Port Bell has done excellent work. Goods arriving at Port Bell are handled by the Marine Department until they are loaded into trucks, when they pass from the Marine Department back to the Railway. A certain amount of control is required on both sides. In our report to you we asked for this to be done, and we want your assurance that it will be done. At the present time a little more give and take policy should be introduced in dealing with cargo and freights. Here the station is in a congested state. A cart is sent to the station at 8.0 a.m. to get goods for which a consignee has received an arrival notice. Out of 25 packages only two or three can be found. To take delivery of that portion of his consignment, consignee has to pay the whole of the freight and then go around and find his own packages. The Railway should give him his goods. A certain amount of help is given by a clerk running to and fro. What we want is proper supervision and a proper staff. If we have 10 packages for us we want 10 packages - we don't want two.

"If strict adherence to Railway rules had been followed, packages would have stretched from the station to this hotel. If people here had not taken the interest they have done, goods would not have been delivered yet. Goods booked in December last year are still undelivered. Four months, I think you will agree, is certainly out of the question. Merchants here ordered goods in July last year with the hope of getting them to the coast in September or October and up here in December or January. The loss sustained by these people in missing the market is almost colossal. Many goods to be delivered next month will have to stay over a year before sales can be effected. We feel the Railway has not done its share in helping the public in anticipating this state of affairs. We think that some intelligent anticipation should be exercised. The Railway were warned increases in traffic would be considerable. Some people said it would be double, but you are in a better position to know what it would be.

"For the next two months we should have a staff here that will be sufficient until such time as similar happenings will not happen again. We want your assurance this afternoon that this will be done.

"There are dinnere here this afternoon whose incomes are incapacitated solely because they cannot get their goods. She is going to compensate these people for their losses? Other people who have imported goods are suffering in the same way.

"Is there any justification for goods coming 10,000 miles in thirty days taking three to four times longer to come up 600 miles of railway?

"We must insist that Mr. Smart is not taken away from this place until the congestion has been settled, and we want someone to control steamer, Railway, and pier. We must insist upon having this.

"If our Government will not give you the labour you require

"require, we will fight them for you. We cannot do anything more. In all your public utterances you have stressed labour. You report our Government to us and we will see they do their share. Beyond that we cannot do anything further." (prolonged applause)

Mr. Collins, rising to reply, said:

"The first thing I understood you to say was that you had made representations to your Government and then action had been taken by the Railway to clear things up. The actual facts about this are that I only heard from your Government on the 4th April, and by that time Commander Horder and Mr. Hart were up here. They came as soon as could get Kismu clear."

I would like, before I go any further, to deal with the alleged broken promise. I was not here in July or August last year; I left for England in May. I was here in April. We had a meeting, and I undertook to authorise the shed, and the authority was given. The promise made was carried out by the Acting General Manager in my absence. Material was ordered and arrangements made to erect the shed. There is no question of a broken promise. I came back from England in September and found that delay had arisen in the supply of material. I object to being told that I broke a promise. All your statements related to the export of cotton and not to imports. The shed is late for imports, but will be ready for your cotton. I am sorry for the delay, but it could not be helped.

The railway should not be judged from the point of view of the matter of the rash here. There should not have been any congestion at Kampala at all. It should have passed through Karamoja in a steady line and it should have reached here in a normal way if there was a regular line. The trouble that caused congestion did not lie at Kampala - the cause lay at Kismu. The main cause of the trouble at Kismu was labour. As far back as the end of 1911, I warned the Government of Kenya that the natives were leaving one after another and that unless we got labour at Kismu, it would be congestion at Kismu. The Government at that time would be congestion at Kismu. The suggestion of the Government to recommend forced labour, which they did not get, cannot blame the Government of Kenya. We have a present force of 652 Porters and 236 Convicts. In January we got down to 250 Porters and we simply could not handle the traffic with that labour, and your traffic got blocked at Kismu. Once blocked, was very difficult to work off until the end of the year on the lake. No organisation at Kampala could have saved Kampala from the result of the congestion at Kismu.

As to the future, I desire to give you some advice or to make any promise whatsoever. I can only say that we can do, and if we are going to be faced with the same labour troubles next year, there will be the same block in traffic. The suggestion that we should be receiving the same treatment as Kenya is monstrous. There is not the slightest foundation for such a suggestion. The public memory is notoriously short. The first time I came to the country in 1902 the railway was in a very bad way and was being worked at a loss. The first thing I did was to establish the financial position.

I took the line in January, 1913, that development expenditure had to be incurred. From that moment we are the financial.

"financial position was going to improve and that revenue was going to come in, we commenced to place orders. A new steamer for Lake Kioga, ordered in September 1923, is not here yet. The lighters asked for have only just arrived now. On this Lake (Victoria) a tug and eight lighters are on order and should be arriving now. The tug and eight lighters are all that we shall be able to erect this year. I cannot guarantee that they will be sufficient.

"As to your Piers, I authorised extensions at Jinja and Kampala, but I did not anticipate difficulty in obtaining timber for Kampala.

"From figures I have here, apart from capital expenditure I have authorised £138,000 for Lake Victoria, £70,000 for Lake Kioga, £22,000 for the Masindi Port - Butiama motor service, £20,000 for the Busoga Railway, and £32,000 for Lake Albert.

"Extensions in Kenya affect you in Uganda as well as Kenya in the matter of carrying your traffic. I cannot help it if at times it is impossible to get work done quickly.

"At Kisumu I have authorised expenditure in connection with the extension of piers and sheds. I repeat, the whole trouble would never have arisen at Kampala if there had been no labour trouble at Kisumu. If there is no labour trouble at Kisumu next year, you will have your regular flow of traffic. If there is the same labour trouble, you will have the same trouble here, and will have to take the same heroic measures. You want to know the increase in traffic you spoke about orders placed about August to be at the coast in October. I have implored you, on the occasion of my previous visits, to place your orders in such a way as to get your imports through before the cotton exports start going through.

"The following figures of traffic handled at Kisumu between the 1st January and the 10th April this year should be of interest to you:-

18,500 tons - an increase of 10,000 tons over the figures of the previous year; and cotton 40% above last year's figure.

"There is no trouble in carrying traffic between Kisumu and the coast. Since September we have put 440 extra trucks on the line, our new engines are only just arriving. I have ordered by cable a further 300 trucks, and they should be in the country about September and will be erected at the end of the year. We have erected trucks at the rate of 80 per month, and while at one stage we had a shortage of trucks, this was not due to a shortage of numbers but was simply due to the number of trucks under load. In one day we had as many as 120 to 130 trucks under load.

"Kisumu is quite clear now and Kilindini is clear so far as imports for Uganda are concerned. I sincerely trust the position which has existed at Kampala will not happen again, but, as I stated before, it was entirely due to the shortage of labour at Kisumu. I propose to try and get round the trouble by introducing a Native Labour organisation inside the Railway. I have recommended to Government that an Administrative Officer of experience should be appointed as Native Labour Superintendent for the Railway. That Officer will organise the whole of the recruiting arrangements of the Railway and will study rates of pay, housing, etc., with the subject of trying to ensure that we shall not have to face

"again the trouble we have had this year.

" The trouble at Kisumu caught us in the back. I will not attempt to give you causes of labour trouble in Kenya, but the simple fact is that we had labour trouble at Kisumu for the first time in the history of Kisumu, which is right in the very middle of the Mavirondo Reserve.

" This Native Labour Superintendent whose appointment I have recommended will have to be the go-between between the Government and the Railway.

" Your own Government has put up a scheme for pier labour. I will not discuss this scheme now - the whole point of any scheme must be that we get work done. I do not mind what we pay for labour so long as we get the work done.

" In connection with the recommendation you put forward through your Government, you should not run away with the idea that the control of Piers and Railways would overcome your difficulties. At one time the piers were under the control of the Traffic Department, and when I questioned the correctness of the organisation, I was told that when the change to Marine Control was made tremendous improvement was the outcome. Colonel Haslam also supported Marine Control.

" You have asked for Mr. Smart to stay on here. I doubt whether I can arrange this. I sent him up long before I heard from your Government. I realised there was need to take strong measures, but I cannot keep him here. You must not forget that the central control of the Railway must be in Nairobi, and if the organisation of the rest of the line is not in order we should soon strike trouble elsewhere. Mr. Alias is on leave, his Operating Assistant is also on leave, and it is essential that Mr. Smart should get back to Nairobi as soon as possible, but he will not leave here until Mr. Jones comes. I will leave Mr. Smart here until the trouble is over. I have already arranged for Commander Buckler to remain in charge at Kampala and Jinja until the rush is over, so that you will have a senior officer on the lake to look after affairs.

" Referring again to the question of control, you are only expressing the opinion which I gave when I came to the country, that the piers should be under the control of the Transportation Department. I felt when I came here, and I still feel, that there should be one officer in charge of the railway and piers here, and of the railway and piers between Jinja and Mwanasaguli, and Major Rhodes agrees with me.

" The officer in charge of the marine service is retiring in August, and with his retirement and the appointment of his successor we shall have an opportunity of tackling the general organisation of the lakes. My present intention is to put all the piers with rail connections under the Transportation Department, but not until October or November. I am quite unable to state the actual date at present.

" You suggest in your recommendation that the Piermaster must have absolute authority from the steamer:

"one of the officers of the boat. You cannot have it both
 "ways. In any case, I think it will be better for the
 "piers to be under the control of the Transportation
 "department.

Addressing Mr. Smart, Mr. Felling asked if there
 were enough trucks at Kampala, and was answered in the
 affirmative.

Mr. Felling went on to state :-

"You should not use trucks as warehouses. We
 "have recently sent more trucks up here, and if the traffic
 "flows reasonably regularly it will not be trucks that will
 "be your trouble, but craft capacity on the Lakes. So
 "far as steamer sailings are concerned, I am only too
 "anxious to cut Antebbe out of the "Clement Hill's" run,
 "but the Uganda Government objects and must be considered.
 "I have tried to run the "Clement Hill" on a second trip
 "to Jinja or Mjanji, but it was not a success. If necessary
 "we can again try these extra trips.

"An extra craft, as I told you, is arriving and is
 "being erected, and you will shortly have the tug and eight
 "extra lighters on the Lake. The delivery of the tug was
 "promised in England about this time but I cannot tell you
 "whether delivery has been effected. As I stated before,
 "this tug and eight lighters are all that we shall be able
 "to get on the Lake by the end of the year. To the extent
 "to which that will assist, you will be assisted. As far
 "as Lake Kioga is concerned, we shall have all we can do
 "to erect the extra steamer and lighters by the end of the
 "year.

"The big question in Uganda is that of storage.
 "This is a very important point. As I said just now, the
 "shed at Kampala was not intended for import traffic, the
 "shed was authorised to meet the demands of the cotton
 "traffic. But your cotton people here have got to face
 "the fact that railways in Kenya, South Africa, Australia
 "or America do not undertake to warehouse traffic. Railway
 "sheds are transit sheds. In other countries private
 "enterprise puts up godowns with siding connections, and
 "the railway arranges a supply of trucks to and from those
 "godowns. In Kenya we have had to face this problem and
 "the maize growers put up godowns at Kisumu. The local
 "people have a number of godowns, and so have the coffee
 "planters. The position of the Railway would be truly
 "impossible if at every little station it had to erect
 "huge storage godowns.

"The one idea of shippers here is to get rid of
 "the cotton as quickly as they can, and they throw it at
 "the railway in any and every way. One shipper actually
 "threw his cotton across the railway line and almost
 "derailed a train. No Railway can possibly agree to
 "traffic being thrown at it in this way. The only thing
 "to do is to have godowns with sidings into which we can put
 "trucks. You will never succeed in getting your cotton
 "crop out in a regular flow unless you face the need for
 "storage. It is simply ridiculous to expect the railway
 "to have engines, rolling stock, and steamers on the
 "colossal scale that would be required if you expect all
 "your traffic accepted at piers and stations and moved in

"two or three months.

"In Kenya the system of the erection of godowns by private enterprise is established, and I hope to see a similar system established in Uganda when the Railway line is through.

"I have had telegrams about the traffic at some of the Lake Kioga ports. The space there is limited and we have only a limited number of steamers and lighters. Cotton should not be put on the piers beyond our carrying capacity and left in the open at risk of damage by wet and fire. It should be placed there as lighters are available to take it away. I am getting more lighters and a new steamer for Lake Kioga, but I cannot take the blame for the delay in the supply of a steamer, ordered in 1923, which is only just now arriving in the country. I wrote to one gentleman ~~asked~~ ~~to~~ ~~enquire~~ about the delay to his traffic - can assure you that he has my sympathy, but we really cannot do more than our maximum craft capacity permits.

"You may tell me that the native labour was badly organised at times, but there were practically no natives there at one time and no amount of organisation could have saved the position. The failure was mainly due to I regret all this delay in the supply of steamships ordered by this authority. I made a statement in the Kenya Legislative Council and that state was duly reported. The facts are facts, as the steamer for Lake Kioga proves.

"I am really very sorry for the delay in the erection of your shed, but I can assure you that I authorised it before I left for England and that my order was carried out that authority.

"Mr. Jones pointed out that the Uganda Government telegraphed to Mr. Felling before Mr. Smart's departure, and, with regard to the shed, said that if the previous meeting with Mr. Felling had taken place in April instead of in July/August as he had stated, under a misapprehension, it made matters all the worse. The Railway could not get away from the fact that it took from two to four months to get goods up the line. Why they should take that period he did not know, but he could not see that it could be blamed to congestion.

Continuing, Mr. Jones stated

"With reference to imports, you may remember that I had an impression upon us to get them here in 1923. Cotton does not start moving until the 15th of this year. It was the 10th of the year.

Mr. Felling: You speak for the period of the year to Uganda as a whole. The dates differ.

"I would remind you that in all my remarks I have been referring to the Kampala Railway, only I have seen a message from you that the new man here will have authority over the pier as well as the railway.

Mr. Felling: "No."

"I think that in reference to the building of godowns a good many people here will say that our experience of godowns has not been a happy one. The godown plots at

"Kampala Station were taken up in 1918 by various merchants, but no sidings were ever put in."

Major Rhodes explained the cause of this, and stated it was due to the fact that the Uganda Government had held up the matter.

Mr. FELLING :

"The telegram from the Uganda Government referred to by your President dealt with congestion. What I meant was that your report going into the matter only reached me on the 4th April, but I had already made arrangements for Mr. Smart to come up here when he had only been back in the country two days. Please do not forget that I have to look at the position from the point of view of the whole country."

Mr. A. J. CAMERON :

"Mr. Felling has spoken of the manner in which bales of cotton are thrown at the Railway, and suggests that ginners should supply godowns in which to store their bales pending the Railway being able to receive them. My experience of the Railway has been that if you were to put your cotton into godowns you would have to wait for the Railway to remove it, and that you would never get it taken away at all."

"There is no scheme on the Railway for getting away bales of cotton in the order in which they arrive, and the only way is to take them right down to the pier and put them on the lighters. The Railway provides no covering, and we have to stack in the open, and the goods look invariably like some silly remarks such as 'Bales likely to get wet'. Out of 1,200 bales in transit for my firm, only 800 had arrived at the Coast. We have space booked in ships but cannot take up this space, and the result is we are faced with heavy penalties for broken contracts. I would like to ask Mr. Felling if traffic is dealt with in rotation, or if the last consignments received by the Railway are dealt with first."

Mr. FELLING :

"I agree that some such system of priority is desirable. I am sorry to hear of the delay, but feel certain that this condition of affairs is ended. When I came through Kisumu on Sunday last there were only 200 tons there."

Mr. CAMERON :

"Meanwhile we have got to live."

Mr. FELLING :

"My dear Sir, I can't help that."

Mr. CAMERON :

"Are you correct when you state there are enough trucks, when here at Kampala private people are unloading trucks in order to make way for their own goods?"

Mr. FELLING :

"This is merely due to congestion. There are sufficient trucks on the Port Bell - Kampala Railway. I cannot undertake to give you trucks to cover a congested period. The only use more trucks would be put to is to warehouse goods."

Mr. RILEY :

"Are there sufficient engines for these trucks?"

Mr. FELLING :

"I think so."

Mr. RILEY :

"Is there sufficient firewood for these engines?"

Mr. FELLING :

"From what I can gather from what Mr. Felling has said, the only reason for this state of affairs has been on account of the lack of labour at Kisumu. Mr. Felling has not told us what efforts were made to obtain labour. Special occasions require special efforts, and we have not been told what the special efforts were and that failed. I personally am not satisfied that the Railway did their best. If special efforts had been made, I feel certain that they could have obtained the labour somehow or another."

Mr. FELLING :

"I can only tell you that Administrative Officers were detached to get labour. Other people in Kenya did not get labour. Messrs. Griffiths, the Contractors for the Uasin-Gishu Railway, were without labour for a very long period, and moved Heaven and earth to get it. To-day they have got forced labour. My Chief Engineer will tell you that his Contractors on construction also had difficulty in obtaining labour. I am not going to discuss the causes of the labour shortage in Kenya. I will only say that I reported the matter to the Kenya Government on the 2nd January, and we have always had the best possible assistance from that Government. They did their best. The late Sir Robert Coryndon did a lot of Missionary work in the districts affected and had intended going to Kisumu to interview the chiefs there, but Death intervened. All settlers in the area were suffering from the shortage in labour. The railway line had come to a dead stop, due to the shortage. To try to arrange things, I am going to have for the first time Railway Labour Organisation, but whether it will succeed I do not know."

Mr. FRASER :

"The storage promised us was one shed for imports and an umbrella shed for exports. Mr. Felling has said that it took longer than was anticipated. To start on the line at the height of the season was bad, and to start on the extension to Port Bell Pier at such a time was also bad. We want a man in Nairobi who will realise the position. I have had goods in Nairobi which have taken two weeks to reach Uganda."

When traffic arrives at Port Bell, instead of being

"loaded into trucks, it is bundled on to the pier. It is
 "no use us having Junior officials in Kampala, as the ships'
 "Officers will take no instructions from them. The man in
 "charge of the Piers at Jinja, Fort Bell and Bukakata should
 "have the final say in the stacking of cargo as it leaves
 "the steamers.

"Mr. Felling has referred to the question of godowns.
 "Might I ask what is to happen in connection with Bukakata?
 "At present there is an Indian in charge there, and I have
 "been specially asked to mention the trouble caused by this
 "Clerk. I think that this trouble, like the rest of the
 "trouble in Uganda, is due to the entire lack of supervision.

"Suffering goes on at Bukakata, and merchants there
 "are subjected to a considerable amount of insolence from this
 "Indian Clerk. One Company I know has its Head Office 23
 "miles away in the interior. It is, of course, entirely out
 "of the question for this firm to send a man down every day
 "to Bukakata to get their goods. 15,000 bales of cotton
 "leave Bukakata yearly, and it is worth as good money as that
 "which the Railway derives from maize."

MR. FELLING :

"There is no intention to put Bukakata under the
 "Transportation Department. There is, I understand, a
 "shed at Bukakata. I cannot have senior European supervision
 "at every little point."

MR. FRASER :

"The Indian is uncivil."

"I think that the Railway might exercise a little
 "more care when considering claims, as the flimsiest of
 "excuses seems to suffice for turning down a claim. This,
 "I think, gives the Indian Clerks a feeling of safety and
 "irresponsibility."

MR. RILEY :

"A steam engine arrived here some time ago. The
 "wheels arrived three weeks afterwards, and they are still
 "short of a funnel."

MR. DALAL :

"I would point out that not even the usual space is
 "available at the station for stacking cotton. What would
 "Ginners do if the Railway said there was no space?"

MR. FELLING :

"Can you tell me any railway in the world that does
 "provide storing for peak traffic?"

MR. DALAL :

"No: but not even our usual space is available."

MR. GILBRIDE :

"Is there any Railway in the world that gives such
 "rotten service as the Uganda Railway? The handling is
 "appalling. Picking that is good enough for Australia and
 "New Zealand and other countries all over the world is
 "apparently not good enough for the Uganda Railway. The
 "condition in which goods arrive here is disgraceful. Cases
 "are

"loaded into trucks, it is bundled on to the pier. It is "no use us having Junior officials in Kampala, as the ships' "Officers will take no instructions from them. The man in "charge of the piers at Jinja, Port Bell and Bukakata should "have the final say in the stacking of cargo as it leaves "the steamers.

Mr. Felling has referred to the question of godowns. "Might I ask what is to happen in connection with Bukakata? "At present there is an Indian in charge there, and I have "been specially asked to mention the trouble caused by this "Clerk. I think that this trouble, like the rest of the "trouble in Uganda, is due to the entire lack of supervision.

Suffering goes on at Bukakata, and merchants there "are subjected to a considerable amount of insolence from this "Indian Clerk. One Company I know has its Head Office 23 "miles away in the interior. It is, of course, entirely out "of the question for this firm to send a man down every day "to Bukakata to get their goods. 15,000 bales of cotton "leave Bukakata yearly, and it is worth good money as that "which the Railway derives from maize."

MR. FELLING :

"There is no intention to put Bukakata under the "Transportation Department. There is, I understand, a "shed at Bukakata. I cannot have senior European officials "at every little point."

MR. BRASER :

"The Indian is uncivil."

"I think that the Railway might exercise a little "more care when considering claims, as the flimsiest of "excuses seems to suffice for turning down a claim. This, "I think, gives the Indian Clerks a feeling of safety and "irresponsibility."

MR. RILEY :

"A steam engine arrived here some time ago. The "wheels arrived three weeks afterwards, and they are still "short of a funnel."

MR. DALAL :

"I would point out that not even the usual space is "available at the station for stacking cotton. What would "Ginners do if the Railway said there was no space?"

MR. FELLING :

"Can you tell me any railway in the world that does "provide storing for peak traffic?"

MR. DALAL :

"No: but not even our usual space is available."

MR. GILBRIDE :

"Is there any Railway in the world that gives such "rotten service as the Uganda Railway? The handling is "appalling. Packing that is good enough for Australia and "New Zealand and other countries all over the world is "apparently not good enough for the Uganda Railway. The "condition in which goods arrive here is disgraceful. Cases "are

are broken or smashed to pieces. I ask you, Sir, how can this happen unless the goods are very badly handled? We have all heard what has happened in the past, but have we any guarantee that this will not happen again?"

Mr. ...

"Can anyone here tell me whether the goods in Kenya got the same treatment and suffered the same damage? Because it goes right back to the question of congestion at Kisumu; and if there is congestion and convict labour, bad handling must result. It is no good saying 'Can I give you a guarantee?' I can't."

Mr. JONES :

"Is the growth of the country, then, to be limited to the capacity of the Uganda Railway?"

Mr. ...

"I trust not. I have told you that we are doing all we possibly can."

Mr. ...

"I just ask if the General Manager is satisfied with the handling."

Mr. ...

"How can I be satisfied with the handling when there has been this loss?"

Mr. ...

"Thank you."

Mr. JEN

"No one in this room has been so much at a loss as I have. There is one thing that I feel should be brought to your notice. Consignors here have to load their own traffic, after paying for loading. Surely this is a matter which could be remedied?"

Mr. ...

"I will have this matter brought up for consideration at the next meeting of the Railway Council."

Mr. ...

"I am surprised to hear that consignors have to do their own loading. I will suggest that the new system be adopted at an early date."

Mr. ...

"Before closing this meeting, I should like to express to Mr. ... my pleasure at having had him here. He has made no promise, but I have no doubt that good will result from this meeting. If not, Mr. ... will be very soon hearing from us again."

Mr. ...

"I really have more sympathy with you than you appear to

"to think, but our difficulties have been exceptional and my
 "Officers have had a very hard time indeed of it. I have
 "recommended the appointment of an Assistant to Mr. Elias,
 "and for some months of the year - in any case during the
 "rush season - this appointment will enable a senior officer
 "to be on the spot in Uganda. I think that next year things
 "will be far easier. In any case the imports should be
 "much less. For this year I can only repeat that the new
 "tug and lighters for Lake Victoria should be able to do a
 "great deal towards improving the position."

Mr. MOORE :

"I beg to propose a vote of thanks to Mr. Felling
 "for coming here this evening. He has heard our grievances:
 "some of them have been voiced in very strong terms, and Mr.
 "Felling will realise that we have just about reached the
 "limit of our endurance. We have been very frank, but Mr.
 "Felling has taken it very nicely indeed and listened very
 "patiently to all we have had to say."

Mr. HARRY :

I beg to second the motion.

COPY.

UGANDA RAILWAY,

GENERAL MANAGER'S OFFICE.

Nairobi, 4th May, 1925.

The Hon' The Ag. Colonial Secretary,
 Colony & Protectorate of Kenya,
 Nairobi.

CONGESTION AT PORT BELL AND KAMPALA.

In continuation of my letter G.1/73 of the 27th ultimo, I forward herewith copy of a letter No. 8642, dated the 28th April, 1925, from the Acting Chief Secretary to the Government of Uganda, together with copy of the resolution passed by the Legislative Council of Uganda on the 23rd April, referred to therein.

I also attach, for your information, copies of communications addressed by me to the Uganda Government on the 28th April and 2nd May 1925.

Sd/- C. L. N. FELLING.

GENERAL MANAGER.

COPY

No. 8642

Chief Secretary's Office.

ENTEBBE. UGANDA.

28th April, 1925

Sir,

I have the honour to enclose herewith a copy of the Resolution passed by the Legislative Council on the 23rd April, 1925, on the subject of the recent breakdown in traffic handling facilities on the Uganda Railway.

I have the honour to be,

Sir,

Your obedient servant,

(Signed)

C. C. SULLIVAN

for ACTING CHIEF SECRETARY

The Hon. The General Manager,

Uganda Railway.

HAIR 31

"Resolved that, in view of the recent breakdown in traffic handling facilities on the Uganda Railway, whereby serious congestion of upward traffic and much delay and damage to goods and consequent heavy financial loss to Uganda trade has been caused, this Honourable Council considers that the Uganda Government should hold an immediate enquiry into the causes of such breakdown with the view to initiating such further improvements as will obviate a recurrence, and that the Honourable the General Manager of the Uganda Railway should be invited to attend such enquiry. It is suggested that the main heads of such enquiry should embrace :-

- (a) provision and maintenance at Kisumu and Uganda ports of permanent surge gangs under trained European supervision;
- (b) the adequate provision of receiving accommodation at Uganda ports and stations for handling the export crops of the Protectorate;
- (c) the provision of adequate rolling stock and craft for speedily moving the ever increasing volume of Uganda import and export traffic;
- (d) the appointment of a senior Railway Traffic Officer to co-ordinate the working of the Uganda Railway traffic services in Uganda, and to be permanently stationed in Uganda."

On the motion of the Honourable W. S. Garnham, duly seconded, the Resolution was unanimously passed.

G.L/73

28th April, 1925

The Honourable the Acting Chief Secretary
to the Government of the Uganda Protectorate,
ENTREBEE

Sir,

I have the honour to acknowledge the receipt of your coded telegram of the 25th instant, to the effect that the Legislative Council of Uganda had passed unanimously a resolution regarding an alleged breakdown in the traffic facilities on the Railway, and requesting me to come to Kampala to be present at a Committee of Enquiry appointed by His Excellency the Acting Governor of Uganda.

I have replied by telegraph explaining my difficulty in leaving here at the present time, and I have submitted to the Government of Kenya my reasons for regarding it as essential in the public interests of both Kenya and Uganda that I should not leave the main line for the next few weeks. I shall, no doubt, be in further telegraphic communication with your Government on the subject before this letter reaches you.

2. Meanwhile, while it is difficult for me to judge precisely what the unanimous resolution of the Legislative Council means until I see the actual wording, I wish to place on record my opinion that, while there has been a certain amount of congestion as the result of the pace at which traffic was rushed to Port Bell and Kampala, there has been no breakdown or stoppage of traffic facilities and no justification whatever for a resolution of the character suggested by the code telegram.

3. It is also my considered opinion, based on a knowledge of the facts which the Legislative Council of Uganda could not possibly possess, and upon the closest touch physically possible with the Railway and Lake services, that while the existing conditions continue all responsible railway officials should devote the whole of their time to coping with the extremely difficult traffic conditions, instead of leaving their work to give evidence at an Enquiry.

4. In connection with the resolution in question, if it was passed unanimously as stated in the code telegram, must have been supported by the Governor's officials present at the meeting of the Legislative Council. I would point out that your Government is represented on the Inter-Colonial Railway Council by its Chief Secretary, and that any views held by your Government on the subject of railway organisation and equipment should have been represented to the Railway Council by your Chief Secretary who was associated with the preparation of the estimates, with the organisation provided for in those estimates, and with the programme of betterment and renewals expenditure.

5. I cannot recollect, and there is no indication in the minutes of the Inter-Colonial Railway Council, that your Government's representative has at any time, although traffic facilities were frequently discussed, made statements or moved a motion reflecting on the railway working in the manner of the resolution as expressed in the code telegram. I am also not aware of any recommendation by your Government's representative

on the Inter-Colonial Railway Council in regard to additional traffic facilities on the Lakes or in Uganda which has not been accepted by the Railway Administration.

7. I would remind your Government that when the Inter-Colonial Railway Council was brought into being, it was made quite clear that the Council would deal with all questions of Railway policy. If your Government felt, whether in connection with the allocation of loan funds or in connection with the allocation of renewals and betterment expenditure or improvements in the service, that more could and should have been done for the Uganda traffic, its representative should have moved accordingly at meetings of the Council, while if it was felt that the railway organisation or working could be improved, he should have made representations to the Inter-Colonial Railway Council, which is constituted in such a way as to provide fair representation of the interests of Uganda.

8. At the same time I wish to take the strongest exception to the action of the Director of Agriculture for Uganda, who, at the public meeting at Kampala on the 13th April, from the body of the hall, in a critical tone expressed surprise (amid applause) that the Railway Administration did not do the work of loading export traffic at Kampala.

9. The regulations make it quite clear that consignments of cotton seed and pressed and seed cotton in truck loads carried at export rates must be loaded by the consignor. The Director of Agriculture probably did not know the regulations, and probably also did not know that those regulations are in accord with similar regulations in most countries in which railways give export rates. In the absence of knowledge he should have refrained from public criticism.

10. If, on the other hand, your Director of Agriculture did know the regulations and felt they should be changed, he should have made representations to his Government and the matter should have been brought before the Inter-Colonial Railway Council.

I have the honour to be,

Sir,

Your obedient servant,

(Signed)

C. L. N. FIDDLING

General Manager,
Uganda Railway

20/1/47.

The Honourable the Acting Chief Secretary
to the Government of the Uganda Protectorate,
K A T K B B R.

I have the honour to acknowledge receipt of your letter No. 8642 of the 10th April, 1945, transmitting a resolution passed by the Legislative Council of Uganda on the subject of the provision of traffic facilities by the Uganda Railway.

Now that I have had the opportunity of examining the full text of the resolution - of which a summary only was telegraphed to me - I must repeat that I cannot accept the premises of the resolution, insofar as they assume a "breakdown" as an accurate reflection of the facts.

While a breakdown is not admitted, it is accepted that there was temporary congestion at two ports on Lake Victoria and that this congestion reacted on one station at the end of a seven mile line - not, as alleged, on the Uganda Railway, comprising several lines and lake services.

In regard to the suggested enquiry, it would appear that the existing constitutional position has been ignored. I have no information that the Kenya Government has been consulted, and it would seem that the existence of the Inter-Colonial Railway Council, in which the Governments of Uganda and Kenya are equally represented, has been ignored.

In regard to the main heads of the proposed enquiry, preparatory to improvements being initiated as stated by the Uganda Government, I would observe -

(a) In the matter of the provision of a permanent cargo gantry at Kisumu, it would appear that insofar as Government action is necessary, that action should be taken by the Kenya Government. So far as the Uganda ports are concerned, the Chief Secretary, Uganda, as a member of the Council, was aware when the resolution was passed that the Inter-Colonial Railway Council had accepted, in principle, the proposals of the Uganda Government for initiation as soon as the Uganda Government could detach an administrative official to handle the matter;

(b) Considerable provision if necessary accommodation at Uganda ports and stations has been made, not only from loan funds, but on a substantial scale also from renewals and betterment funds. The appropriate body for considering

what

what further provision is justified and can be made is unquestionably the Inter-Colonial Railway Council

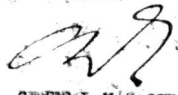
(c) While I am of opinion that it is impossible to obtain and erect rolling stock and craft faster than they are being obtained and erected, this also would appear to be a matter for the Inter-Colonial Railway Council, with due regard, so far as craft is concerned, to the position that will arise when the Railway connection between Kenya and Uganda is *completed* contemplated.

(d) This is a matter for consideration between the Inter-Colonial Railway Council and the Management and for subsequent decision by higher authority.

I have the honour to be,

Sir,

Your obedient servant,



GENERAL MANAGER.
UGANDA RAILWAY

TELEGRAM TO THE GOVERNOR ENTREE.

DESPATCHED 1st JUNE 1925.

Pelling has ^{submitted} informed to me telegram from Chief Secretary suggesting that he should be present at Committee Meeting on Traffic congestion at Kampala. He objects strongly being interrogated by this Committee of which this Government has no official cognisance and represents that Intercolonial Railway Council has been completely ignored by its appointment. The Council which is Intercolonial is visiting Uganda Ports next week and would seem to be in the best position to make all the necessary enquiries. I would point out that questions affecting the Railway and Ports whether affecting Kenya or Uganda or both have been considered by the Council which is in a position to advise both Governments. All questions of Railway Service would seem to involve consideration of Traffic over whole of Line and must necessarily affect both Countries which are now represented on Railway Council who are I suggest the body to investigate complaints in first instance, which the General Manager is fully prepared and ready to meet. Wret you fully Saturday's Post.

GOVERNOR.

4721/6.

TELEGRAM FROM THE GOVERNOR. ENTREE.

DESPATCHED 2nd JUNE. RECEIVED AND TYPED 4th JUNE 1926.

2nd June. Reference your telegram received today regarding the Committee appointed to consider the congestion on the Railway and invitation to Felling to attend in order to assist the Committee in putting forward definite proposals so as to avoid similar congestion in the future - I desire to refer you to telegram dated 25th April to the General Manager and his reply welcoming the fullest enquiry and expressing his pleasure to afford every assistance. His subsequent inability to attend now appreciated and understood. Committee accordingly postponed further meeting until it was thought possible for the General Manager or some other Senior Railway Official to attend. Felling's objections now to assist Committee appears inconsequent with above. If however you consider Felling's objections well founded and support it, this Government has no desire to press for his attendance and Committee will endeavour to submit proposals without his assistance for submission ^{to} Government and to the Railway Council through its Uganda members. Despatch follows by mail.

GOVERNOR.

4721/6.

TELEGRAM TO THE GOVERNOR. KATSEBE.

DESPATCHED 4th JUNE 1925.

Reference your telegram June 2nd. Have discussed matter further with Felling he informs me that his first reply was made before he had received the full terms of the Motion and details and the terms of reference to the Committee which he considers make prior reference to Railway Council essential. He considers that he can take no action now without reference to the Railway Council. Suggest that your Committee might arrange for Conference with the Railway Council when it can be made clear what questions have already been investigated by latter and the position today. Felling being present will be able to give details. He desires to make it clear that he is only too anxious to give all possible information to Uganda but feels that he can only do so now with the Concurrence or participation of Railway Council on whom he considers terms of reference to the Committee reflect as they do upon him.

GOVERNOR.

COPY OF DESPATCH FROM THE UGANDA No. 8642.

Dated 2nd June, 1925.

Sir,

I have the honour to inform you that, at a meeting of the Legislative Council of this Protectorate held on the 23rd April, the following resolution was passed unanimously:-

" Resolved, that in view of the recent breakdown in traffic handling facilities on the Uganda Railway whereby serious congestion of upward traffic and much delay and damage to goods and consequent heavy financial loss to Uganda trade has been caused, this Honourable Council considers that the Uganda Government should hold an immediate enquiry into the causes of such breakdown with the view to initiating such further improvements as will obviate a recurrence and that the Honourable the General Manager of Uganda Railway should be invited to attend such enquiry. It is suggested that the main heads of such enquiry should embrace:-

- (a) provision and maintenance at Kisumu and Uganda Ports of permanent cargo gangs under trained European supervision;
- (b) the adequate provision of receiving accommodation at Uganda ports and stations for handling the export crops of the Protectorate;
- (c) the provision of adequate rolling stock and craft for speedily moving the ever increasing volume of Uganda import and export traffic;
- (d) the appointment of a senior Railway Traffic Officer to co-ordinate the working of the

HIS EXCELLENCY

/Uganda

THE ACTING GOVERNOR, KENYA COLONY, NAIROBI.

Uganda Railway traffic services in Uganda, and to be permanently stationed in Uganda."

2. In order to give effect to this resolution, Mr. Jarvis, then Acting Governor, appointed a Committee consisting of the Director of Agriculture (Chairman), one of the unofficial members of the Legislative Council, and three representatives of the Commercial Community, to enquire into the causes of the recent congestion at Uganda Ports, and to suggest remedies. It was hoped that the General Manager and his Chief Engineer, or a Railway engineering expert, would be able to attend the enquiry to explain the point of view of the Railway Administration and the difficulties with which the latter is faced. Mr. Felling, however, has so far been unable to attend himself or to depute a responsible officer. I hope that it will be possible for him to meet the Committee in the course of his tour of the Lake Ports with the members of the Railway Council.

3. I enclose, for Your Excellency's information, a copy of minutes of a preliminary meeting of the Committee, at which only an informal discussion took place; also a copy of a letter received from the General Manager. It appears that Mr. Felling's contention is that, in the appointment of this Committee, the constitutional position has been ignored and that any grievances should be voiced by Uganda's representatives on the Railway Council. He is unable, moreover, to accept the premise of the resolution of the Legislative Council, in which a "breakdown" is alleged, as distinct from temporary congestion. It was, however, clearly in order for any unofficial member of the Council to move the resolution in question, and in view of the undoubted hardships to which importers and exporters in Uganda have been subjected, owing to the failure of the present transport system - from whatever cause - to cope

/with the

with the traffic, the resolution could not have been opposed by the official members.

4. There is, however, a certain ambiguity in the wording of the resolution in question which requires explanation. In resolving that "The Uganda Government should hold an immediate enquirywith a view to initiating such further improvements as will obviate a recurrence", the Legislative Council, did not, I think, intend to imply that this Government should itself initiate the improvements required in the traffic organisation. This is clear from the reference to Kisumu appearing in the resolution. I read this part of the resolution to mean that the enquiry set on foot by this Government should furnish the Railway Administration and the Railway Council with data and suggestions on which it should be possible to base improvements. Mr. Felling has, I think, read the text literally and bases his objection to the procedure on a misconception of its intention.

5. I have no doubt that the recommendations of the Committee will be of great value to the Railway Council, and I trust that your Excellency will agree with me that the constitutional position is not impaired by its appointment. It is desirable, at all costs, to prevent a recurrence next year of the conditions recently obtaining at Uganda Ports.

I have the honour to be,

Sir,

Your Excellency's most obedient servant,

(sd) W.F. Gowers

G. VERNER,

Minutes of a meeting of the Committee appointed to enquire into the causes of the recent breakdown in traffic handling facilities on the Uganda Railway, held in the Office of the Hon'ble The Director of Agriculture, Kampala on Wednesday 6th May, 1925.

Present:- The Hon'ble The Dir. of Agriculture
(Chairman)

The Hon'ble W.S. Garnham.

Mr. A.J.M. Cameron.

A.S. Widgery (Secretary)

The Chairman read a letter stating that Mr. A.D. Jones regretted his inability to attend the meeting as he had been called to Mombasa and is not returning until the 18th May.

The Chairman also informed the Committee that Mr. Mangal Das has telephoned from Jinja stating that owing to a breakdown of his car he would be unable to attend the meeting.

2. A general discussion on the points raised in the resolution of the Legislative Council followed.

3. The Chairman referred to the telegram from the General Manager of the Uganda Railway, which reads as follows:-

Jarvis, Government House, Entebbe, Wires exchanged with Chief Secretary. Think I should tell you that position on Main Line and at Port not only with Railway but with shipping and wharfage companies so difficult that I cannot come to Uganda. I also feel that to detach officials for enquiry at present stage may have the most serious consequences as all officials are working under most extreme pressure to keep things going. Estimate of traffic at Coast for next month is 72,000 tons or approximately double maximum yet handled at Port even under extreme pressure that existed there some time ago.

(dated 28.4.25)

The Committee appreciates the General Manager's difficulties.

4. Mr. Garnham expressed the opinion that the Committee could not do much without the presence of a representative of the Uganda Railway - an engineer is required to advise as to sidings, etc.

5. Mr. Garnham also stated that he wished to ascertain the attitude of the Railway and the Administration on the main question of the delivery of cotton to the Railway - ample receiving accommodation is essential.

6. The Chairman was of opinion that the one road leading to Kampala station is totally inadequate to cope with the traffic, and that there should be at least three roads - one to be reserved for traffic of imports.

7. The Committee agrees that traffic is further congested by the fact that the produce discharged by the Railroad is dumped at the station - the terminal of the Railroad should have been Port Bell.

8. The Chairman was of opinion that there should be raised platforms for everything - even if the space could not be covered.

9. The Hon: Mr. Garnham asked whether representations had been made by the Railway to the Uganda Administration regarding facilities. At big centres such as Kisumu there should be plenty of cover.
10. The Hon: Mr. Garnham raised the question of telephonic communications on roads - to control traffic. He stated that the installation of a telephone between Masindi and Butuaba had been refused.
11. Mr. Cameron stated that lines to Ngora, Terinyi and between Lalli and Seroti had been recommended. The Chairman agreed that it is essential to increase telephonic communications.
11. Reverting to the subject of covering available it was stated that ports handling cotton should have receiving sheds, to be provided by the Uganda Government if necessary, and the opinion was expressed that the question of money does not arise, as surplus balances could be tapped.
12. It was agreed that loading and unloading should be done by the Railway, and the Hon: Mr. Garnham was of opinion that labour gangs should be maintained - labour saving devices could be introduced later. Cotton production in Uganda cannot be restricted by lack of Railway facilities.
13. The Chairman stated that has moved better this year than last, owing to the fact that all the craft on the Lake is in commission. Mr. Cameron disagreed with this contention and stated that of over 2000 bales shipped by his Company only 301 bales had arrived at the Coast, and some cotton shipped by him on the 17th March was burnt at Kisumu on the 28th April - one month and 11 days after consignment.
14. The Hon: Mr. Garnham stated that many trucks are idle at Kisumu owing to the inability of the Railway to unload them.
15. Cameron stated that the General Manager of the Railway cannot say that he was not warned as to the anticipated volume of traffic.
16. The Hon: Mr. Garnham expressed the opinion that the Uganda cotton industry warranted the posting of a permanent senior railway man in Uganda - to have large discretionary power and without the necessity of referring everything to Nairobi.
17. Mr. Cameron asked whether in the opinion of the Committee the railway suffers by the disloyalty of its staff. The Hon: Mr. Garnham is of opinion that this is so, and that there is no discipline on the railway - no control over labour, etc. Mr. Cameron referred to the recent accidents on the Railway which appear to have been due to carelessness.
18. The Committee agreed that a telegram should be sent asking the General Manager to appear before the Committee and to appoint a date in the near future for this purpose, and to inform him that it is hoped to put up concrete proposals to help both the Railway and the Protectorate. It was agreed that it is essential that the General Manager himself, or the Chief Engineer

er both, should attend.

19. The Committee also recommends that the Legislative Council resolution regarding this question should be communicated by cable to the Secretary of State, and further that the secretary ~~copy~~ should be notified by cable that, owing to the ~~the~~ condition on the railway both as regards imports and exports, a committee has been appointed to go into the whole question.

20. Mr. Cameron mentioned that the next American cotton season would soon commence and not one-third of the Uganda crop home.

21. It was stated that Mr. Felling, in an interview with the 'East African Standard' had mentioned that the new railway line would be completed by the end of next year.

The Committee are under the impression that the railway not be completed for 3 or 4 years.

22. After further discussion the meeting terminated

(Sd) A. S. Wiggery.

SECRETARY.

Nairobi 2nd May, 1925.

The Honourable the Acting Chief Secretary,
to the Government of the Uganda Protectorate.

E n t e b b e .

Sir,

I have the honour to acknowledge receipt of your letter No. 8642 of the 28th April, 1925 transmitting a resolution passed by the Legislative Council of Uganda on the subject of the provision of traffic facilities by the Uganda Railway.

2 Now that I have had the opportunity of examining the full text of the Resolution- of which a summary only was telegraphed to me- I must repeat that I cannot accept the premisses of the Resolution, insofar as they assume a "breakdown", a an accurate reflection of the facts.

3 While a breakdown is not admitted, it is accepted that there was temporary congestion at two Ports on Lake Victoria, and that this congestion reacted on one station at the end of a seven mile line- not, as alleged, on the Uganda Railway, comprising several lines and lake services.

4 In regard to the suggested enquiry, it would appear that the existing constitutional position has been ingored. I have no information that the Kenya Government has been consulted, and it would seem that the existence of the Inter-Colonial Railway Council, on which the Governments of Uganda and Kenya are equally represented, has been ignored.

5 In regard to the main heads of the

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the proposed enquiry preparatory to improvements being initiated, as stated, by the Uganda Government, I would observe:-

(a) In the matter of the provision of a permanent cargo gang at Kisumu, it would appear that in so far as Government action is necessary that action should be taken by the Kenya Government. So far as the Uganda ports are concerned, the Chief Secretary, Uganda, as a member of the Council, was aware when the Resolution was passed that the Inter-Colonial Railway Council has accepted, in principal the proposals of the Uganda Government for initiation as soon as the Uganda Government could detach an administrative official to handle the matter;

(b) Considerable provision for necessary accommodation at Uganda ports and stations has been made, not only from loan funds, but on a substantial scale also from renewals and betterment funds. The appropriate body for considering what further provision is justified and can be made is unquestionably the Inter-Colonial Railway Council.

(c) While I am of opinion that it is impossible to obtain and erect rolling stock and craft faster than they are being obtained and erected, this also would appear to be a matter for the Inter-Colonial Railway Council, with due regard, so far as craft is concerned, to the position that will arise when the Railway connection between Kenya and Uganda is completed.

(d) This is a matter for consideration between the Inter-Colonial Railway Council and the Management and for subsequent decision by higher authority.

I have, Ac.
(sd) Felling.

General Manager,
Uganda Railway.

KENYA.

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No. 4721/G/27.

11th June, 1928.

Sir,

I have the honour to acknowledge the receipt of Your Excellency's despatch No. 8642 of the 2nd June, relative to a resolution of the Legislative Council of the Uganda Protectorate concerning the traffic handling facilities on the Uganda Railway, and in reply to state that it is hoped that the visit of the Inter-Colonial Railway Council to the Lake ports will prove useful in investigating the conditions.

I have the honour to be,

Sir,

Your Excellency's most obedient servant,

ACTING GOVERNOR.

EXCELLENCY

THE GOVERNOR,

UGANDA PROTECTORATE,

XXXXXXXXXX

(P/T.)

26th June

S.P.23

The Honourable the Acting Colonial Secretary,
Colony and Protectorate of Kenya,
Nairobi.

Congestion and Delays to Traffic.

With reference to your Memorandum No. S/B.4721/6/26, dated the 11th instant, I enclose herewith copy of Minute No.47 (folios 219, 220 and 221) of the last meeting of the Inter-Colonial Railway Council held on the s.s. "Rusinga" on the 4th, 7th, and 9th to 13th June, 1925, and shall be glad if it could be transmitted to the Secretary of State for the Colonies.

Enclosure: 1.

General Manager.

The Kenya Members of the Council desired to record their expression of regret that the action of the Legislative Council of Uganda in appointing a Committee of Enquiry was taken without the facts of the case having been pointed out to the Legislative Council, indicating that all the suggestions embodied in the resolution had received the consideration and attention of the Inter-Colonial Railway Council and the Railway management. They also desired it to be placed on record that at meetings of the Railway Council held about a week before the date of the Legislative Council resolution, and previously, the Members for Uganda made no representations on which proper action was not taken, and that, in their opinion, the appointment of the Committee of Enquiry without reference in the first instance to the Railway Council is calculated to undermine the influence of that Council and reflect unfavourably upon it in the performance of its duties and functions.

The Uganda Members of the Council recorded their dissent from the views expressed as above by the Kenya Members.

The following resolution was proposed by the ~~Official~~ Member for Kenya and seconded by the Unofficial Member for Uganda :-

In connection with complaints made in respect of congestion and delays to traffic, this Council recognises that in many cases they were justified and it is regretted that traders and others have suffered losses in consequence; but with a knowledge of the position Council is satisfied that the Railway management has endeavoured to make every effort within its power to provide for the needs of rapidly expanding services.

The resolution was passed by the four members of Council voting therefor. The Chairman refrained from voting.