

1925

KENYA

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49244

REC  
REL 2 NOV 25

FROM  
OV'S DEP DENHAM.

1246

DATE

3rd October 1925.

FOR CIRCULATION:—

Mr.

Mr.

Mr.

Asst. U.S. of S.

*Mr. Stanley*

Perm. U.S. of S.

Part. U.S. of S.

Secretary of State.

CONGESTION ON TRANSPORTATION SYSTEM.

The further memo by Mr Felling, shewing actual traffic position on Uganda Rly system on 23rd September last.

*(Various No. papers attached)*

Previous Paper

*O.A.C. 46044  
in circuit*

MINUTES

This despatch shows clearly that, apart from the trouble caused by the outbreak of plague (on which we have separate papers ~~saying~~ <sup>showing</sup> that the cotton seed is after all to be moved, and fumigated at Kisumu), there is a shortage of transport facilities across the Lake, and that at the time of the ~~telegram~~ <sup>despatch</sup> there was very great difficulty at Kilindini.

The first is not explained, and I should have thought that all the steamer and liegter facilities which had been contemplated are now at work. Everything has been sent out from here except the steamers and lighters not due for delivery for three months, and there is nothing we can do about it.

As regards Kilindini, the strike in

South

Subsequent Paper

*49244*

South Africa has, of course, much to answer for, but it is very much to be regretted that it should mean that 321 trucks are standing under load at the port. Clearly there is not sufficient shedding accommodation, and we must conclude that <sup>is</sup> the Railway <sup>is</sup> making every effort to increase the ~~handling~~ <sup>working</sup> capacity of the system, <sup>and</sup> ~~the~~ <sup>had</sup> ~~working~~ capacity of the system has <sup>to</sup> ~~be~~ cut short by its precautions against emergency.

It is conceivable that, in the <sup>doubt</sup> ~~lay-out~~ as to the future of the port arrangements, Mr. Felling has felt disinclined to embark on ~~the~~ expenditure on extras, but I think it more likely that my first explanation is correct, and that this has not been done because there was so much else which had to be done.

As regards locomotives, there are several new ones now being shipped or about to be shipped, and I am enquiring what the position is. As regards drivers, the original indent of 10 (which the Crown Agents are just on the point of completing) has been increased to 20, and the Crown Agents are making every effort to find the men at once. They have been warned that it is essential that they should be on the spot for the new season. Some of the first 10 have proved unsatisfactory on their arrival.

The last paragraph of Mr. Felling's memorandum is discouraging. I have seen nothing to lead one to hope that the forecast of the new line reaching the Uganda border by the end of this year will be realized.

9 Puff

W. S. Howland

V. 10550 papers attached

3. x. 25

P.H. 6  
advance  
5.11.25

O.S.  
3.11.25  
done

# British East Africa Corporation, Limited. 41

(Incorporated in England.)

Secretary:

JOHN G. STUFFIELD.

PHONE: ROYAL 3230-3-2 (3 LINES).

TELEGRAMS: TAAL, FIVE, LONDON.

CABLES: INCREASE, LONDON.  
CODES:

BROOMHALL'S COMBINATION,  
A.B.C. 5TH & 6TH EDITIONS,  
WESTERN UNION.

AND AT:

MBASA, NAIROBI, KISUMU,

KENYA COLONY.

MWALA, JIMBA,

UGANDA PROTECTORATE.

RES-SALAM, TANGA, BUKOBA,  
TABORA, MWANZA.

TANGANYIKA TERRITORY.

ZANZIBAR.

HEAD OFFICE IN EAST AFRICA,  
MOMBASA.

LONDON HOUSE,

35, CRUTCHED FRIARS,

LONDON, October 21st. 1925.

E.G.S.

In your reply please refer  
to No. \_\_\_\_\_

WITH SIR HUMPHREY LEGGETT'S COMPLIMENTS.

The Hon. W. Ormsby-Gore, M.P.,  
Colonial Office,  
S.W. 1.

EXTRACT OF REPORTS TO HAND IN MAIL OCTOBER 15TH. re RAILWAY  
AND LAKE CONGESTION OF UGANDA TRAFFIC.

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Report by Mr. Aitken, Cotton Manager, British East Africa  
Corporation Ltd., dated Uganda, September 12th, 1925. 45

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" I have to report that the booking of cotton seed is still  
"suspended at Bugondo. A 100 ton lighter left here a week  
"ago lies empty, and the pier clerk is forbidden to load any  
"seed into it, so the seed lies rotting on the pier, and no  
"further seed is allowed to be brought onto the pier, con-  
"sequently all our transport is hung up. As from enquiry  
"we still think there is a further 2,000 tons in all to come  
"into Bugondo you will appreciate the seriousness of the  
"position. Namasagali is reported completely blocked with  
"over 2,500 tons of seed. Jinja will not accept any and  
"trucks are returned empty from Namasagali. Mjanji Pier  
"is now completely blocked, while at Kisumu we found some  
"1,000 tons of bales stacked behind the sheds waiting for  
"trucks. There were also hundreds of tons of sleepers and  
"rails piled up at Kisumu, and the transit shed was full of  
"general merchandise for Uganda.

" Unfortunately, the Marine Superintendent was not in  
"Kisumu during our visit, so we were unable to discuss  
"the position. From the Pier Superintendent, however, we  
"understood that shortage of trucks was the main trouble,  
"though we do not understand the evident decrease in shipping  
"facilities on Lake Victoria, and neglect of Mjanji and Jinja".

Report by Mr. Fannett, General Manager, B.E.A. Corporation Ltd.  
dated Mombasa, September 19th, 1925.

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" Although a certain amount of improvement has taken place  
"in connection with the Railway's handling of export cargo  
"at Kampala, it would appear that the Eastern Province Ports  
"still suffer to a very marked extent owing to the lack of  
"floating craft to relieve congestion at Jinja and Mjanji.  
" We quite appreciate that the bulk of the exports now  
"awaiting shipment at Jinja and Mjanji is chiefly Cotton Seed,  
"where as at Kampala there still remain many thousands of  
"bales of Lint yet untouched".

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Report of Mr. Albert, General Manager, B. & O. Corporation Ltd., dated December 1922.

I have to report that the business of cotton seed in 1922 was unproductive at 200,000. A 100 ton motor left here a week ago and the plant is intended to load up seed just as the seed is being on the plant, and no further seed is allowed to be brought into the plant. I accordingly all our equipment is being up. As from 1921 we will have there is a further 2,000 tons in all to come into the country you will appreciate the seriousness of the position. Management is reported completely blank with over 2,000 tons of seed. This will not amount to any and 100,000 tons of seed from the country. It is now completely blank, while at 1,000 tons of seed some of the seed is being loaded into the trucks. There were also numbers of tons of seed and 100,000 tons of seed, and the trucks had been left of general management for 1922. Unfortunately, the business of cotton seed was not in 1922 as we were unable to obtain the position. For the first time in 1922, however, we understood that the business of cotton seed was the main factor, though we do not understand the various changes in the facilities on the Victoria, and neglect of plant and staff.

Report by Mr. Albert, General Manager, B. & O. Corporation Ltd., dated December 1922.

Although a certain amount of improvement has taken place in connection with the handling of export cargo at Kapsala, it would appear that the Eastern Province ports still suffer to a very marked extent owing to the lack of facilities to receive cargoes at Limb and Nandi. We quite appreciate that the bulk of the exports now leaving the port of Limb and Nandi is entirely cotton seed, where as at Kapsala there still remains many thousands of tons of seed unexported.

EXTRACT from a letter from a Cotton Shipper  
in Uganda - Dated 22nd Sept. 1925.

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RAILWAY CONGESTION. Until the new line is opened so as to tap the traffic from the Eastern Province, I fear there must be a certain amount of congestion, and that some method of rationing is the only feasible and equitable method of dealing with the Peak load. There should not be any great financial difficulty, as any respectable ginner should be able to obtain an advance on ginnery stocks from his banker. It seems to me, however, that it would be much better and more profitable to be able to make certain of say 80 per cent of the output getting down to the Coast within a reasonable period on which one can rely, and make contracts accordingly. At present it is absolutely impossible to make a contract for delivery in Liverpool as bales may be anything from one to six months on the Railway.

Personally, I am somewhat against the Railway providing warehousing accommodation because I fear it will tend to increase the time taken in transport. The Railway's first job and last is transportation, and quick transportation at that. There is no reason why cotton should not be shifted from any station or port in Uganda to the Coast within a fortnight, and the amount that is lost at present in interest and other charges owing to delay, saved. If the cotton traffic is expeditiously handled, there will be no need for big warehouses, and damage will be reduced to a minimum. This, I think, is the crux of the problem. All we want is to get our cotton away quickly and to have it in Liverpool at the earliest possible date; and if we cannot do this with the whole crop, let us at least be certain of a considerable portion of it.

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## DEPARTMENT OF OVERSEAS TRADE

(DEVELOPMENT AND INTELLIGENCE)

35, OLD QUEEN STREET,

LONDON, S.W.1.

Ref. No. F82143  
8th September, 1925.

Dear Bottomley,

Cotton congestion.

Two extracts from letters on this subject:

1. "I am very pleased to hear that the despatch of your Cotton has been proceeding satisfactorily, particularly in view of the very great difficulties with which we have had to contend resultant upon congestion on the Railway. A consignment of say 100 bales arrives here usually in seven or eight different lots with a lapse of anything up to a couple of months between the arrival of the first bale and the last. This occasions a tremendous amount of extra work in the preparation of numerous specifications, bills of lading etc., and the sorting out of arrivals to find out to which consignment they belong."
2. "In our own case we are hoping to assist matters materially by the use of a special cap at each end of our bales, bearing a private design of a very distinctive character, by which our bales can be picked out anywhere, and car loads of our Cotton made up. Our bales are to be numbered consecutively right through the season, which will enable us to tell the origin of any bale at any time. The method referred to above is copied from the Japs."

Yours sincerely,

W.H. Franklin

Bottomley, Esq., C.M.G., C.B.E.,

COLONIAL OFFICE.



C.O.  
49244  
GOVERNMENT HOUSE,  
NAIROBI,  
NOV 25  
KENYA.

KENYA.

No.1246.

3rd October, 1925.

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Sir,

*O.A.C.  
16/04/25*

In continuation of Mr. Denham's despatch No.1181 of the 18th September, relative to representations made to you from various quarters in regard to alleged congestion at Uganda Ports and at certain other points of the Transportation System, I have the honour to transmit a further memorandum by Mr. Felling showing the actual traffic position on the Uganda Railway system at 7 a.m. on the 23rd September last.

Memorandum  
Dated 23-9-25.

I have the honour to be,

Sir,

Your most obedient, humble servant,

*E. S. Denham*  
GOVERNOR.

THE RIGHT HONOURABLE

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

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, S.W.



23rd September

S.4/32  
Vol. 2

The Hon. The Acting Colonial Secretary,  
Colony & Protectorate of Kenya,  
N A I R O B I.

CONGESTION AND DELAYS TO TRAFFIC IN UGANDA.

Ref. your S/S. 4721/7/42, dated 2nd September, 1922.

Further to my letter S. 4/32 of the 14th instant, I subjoin a short statement showing the position at 7.0 o'clock this morning.

I should be glad if this communication could be transmitted to the Secretary of State, as the statement indicates the actual position in regard to our traffic; the difficulties in getting traffic across the lake; the absence of delays at Kisumu; the real cause of difficulties in connection with wagons, i.e. delays at the coast; and the urgent need for getting more drivers in response to our requisitions.

IN UGANDA (TO COME OVER LAKE VICTORIA) :

	<u>Tons</u>
At Fort Hall ...	1,500
* Mwanagali ...	3,000
* Jinja ...	1,500
* Kioga Ports...	2,000 (booking temporarily stopped)
* Mjanji ...	Pier and approaches crowded. Outbreak of plague. Pier staff ill and all natives deserted. Have suggested burning all cotton seed, to avoid fumigation and probably quarantine at Kisumu. Tugs and lighters diverted to Jinja.
Capacity into Kisumu:	2,500 tons per week.
Kisumu:	Only 216 tons downward traffic on hand, equal to 22 trucks and empty trucks on hand equal to 25 units, and loaded upward traffic equal to 34 truck units. 2,400 tons upward railway material on hand stacked.

**Kilindini :**

Trucks on hand loaded to extent of 331 truck units. New shed full, as well as all other sheds. Some relief expected through ships being turned round at Dar-es-Salaam instead of being allowed to proceed to Strike area in South Africa.

**General :**

Several engine failures. Engine crews very short, and until more drivers arrive, further pooling of engines impossible.

Railway material for new lines and other work suffering serious delay, with consequent increase of cost of work.

C. L. H. [unclear]

GENERAL MANAGER.  
UGANDA RAILWAY