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RAILWAY DEVELOPMENT

WORLD as to extent of the...

It has been urged on Colonel Amery that we should be careful not to allow the construction of new branches to obscure the necessity for strengthening the main line for the purposes of the through traffic from Uganda. A great part of the exports of produce from Uganda is generated in Uganda and this traffic

is the most important to be dealt with. It is essential that the main line should be strengthened to meet the requirements of this traffic. The construction of new branches should be undertaken only when it is clear that they will be profitable and will not divert traffic from the main line. The Government should consider the possibility of strengthening the main line by the construction of a new line from Kampala to the coast. This line would be of great value to the country and would be profitable in the long run. The Government should also consider the possibility of strengthening the main line by the construction of a new line from Kampala to the north. This line would be of great value to the country and would be profitable in the long run. The Government should also consider the possibility of strengthening the main line by the construction of a new line from Kampala to the west. This line would be of great value to the country and would be profitable in the long run.

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A. Equipment.

1. Are the Busoga Railway and Marine fitted to

to deal satisfactorily (a) with the existing traffic, and (b) with the increased traffic of the future. Loan money to the extent of £4,000 has just been issued by the Treasury for these services. 257

11. Is the Lake Victoria fleet adequate and likely to remain so. Certain vessels were laid up during the war, but there is no recent information as to the number now running or the frequency of the service.

111. Is the rolling stock available for the Eastern section of the Uganda Railway sufficient for present and future needs. If not, what is required.

IV. How much of the freight space is occupied by the Government of all-freight goods without regard to the weight of the goods. It is estimated that the total weight of all-freight goods is about 100,000 tons. The total weight of all-freight goods is about 100,000 tons. The total weight of all-freight goods is about 100,000 tons.

working of the railway.

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An enquiry into the traffic was made in 1924, but it is not clear how far, with regard to the condition of the railway, it has been possible to put right the defects then brought to notice.

11. Is export produce promptly handled at Kilindini, and is any improvement possible there.

he was prepared to agree to the appointment of a
Commissioner, or the understanding that he would be
appointed and the consent of both Secretaries. It was
agreed that the Commissioner's functions if he were
appointed would be advisory and not executive, and that
he would be in fact the expert adviser of the Secretary
of State. It was understood that his salary would
not exceed that of the Secretary of State.

It was further agreed that the Commissioner should be
appointed by the President and should hold office for
a term of years to be determined by the President.
It was also understood that the Commissioner should be
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Facilities could be provided for the year 1950-51 which was being asked for and it was required for the year 1950-51.

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As regards the matter of the railway and the organization on the railway, Mr. E. Forthay was very anxious that Mr. J. L. Lawley, who was fully conversant with the state of affairs, should be consulted.