

EAST AFR. PROT.

C. O.
24816

24816

REC
JUL 13 1913

Governor
476
Field

ADMINISTRATION OF JUBA LAND

1913

Submits proposals. Encloses report of Committee
as to transport question and discusses proposals.
Requests authority for necessary expenditure.

rd June

Last previous Paper

24562

See also CO
24562

Para 5 The line is shown on the
map. Correct?

Para 6 approve as a temporary
measure, but say that when there is an
adequate number of their civil officers
the matter should be reconsidered?
Military officers are birds of passage &
our best chance is to employ civilians
who will settle down for prolonged periods
among these tribes, study them, & gradually
win their confidence.

Para 8 Agreement is the for proposed?

Para 9 Note with satisfaction the progress
which

Copy done in July
Divide (copy about 1913, 20 Aug 1913)
with
Keep an original to be used later

UNION WELFARE
CLUB, 1142 A. S. W.

Next subsequent Paper

which has already been made in the preparation
of the districts in question?

para: 10-13 Express general assurance
to the Gov^{ts} re: proposals?

para: 16 ~~assurances that the proposals~~
We have already abolished
of the post of Special Service Officer &
substituted in addⁿ Dist^o Com^{rs} - W.
Beck. Refer to our deep: in the subject?

para: 17 approve of the new districts
in Jhaland?

The map sh^d eventually be to the
D.M.O. in order that the new districts
may be indicated in any fresh copies of
the P^{te} map.

para: 18 This staff has been approved
by the Treasury & we are filling 7
of the new officers during the
present financial year.

para: 19-27 at p. 8 of the memo
it is proposed that there sh^d be a
Transport Officer for the Northern Frontier
District at £500 - an ass^t Transport
Officer at £350 in the estimate for
the current year provision was made for
a Transport Officer at £400 - £20 - £500.
I think that we sh^d stick to the latter
scale but as there is to be an ass^t Transport
Officer we might add a duty all^o of £45.
but the Transport Officer's emoluments

is a level with those of a Dist^o
Comm^r, which seems a reasonable
amount. Subject to the modifications

refer the proposals in these paragraphs
to the Treas^r & ~~send~~ with refer^{ce} to the last
para. Express no amounts, hope that
it may not be necessary to take anything
from balances or from Surplus Revenue.

Write to the Treas^r in the first instance,
sending copy of deep. same - & when
they reply, write to the Gov^{ts} as proposed
above?

287

A. J. R.
23/11/13

W. H. T. 13

I agree

H. 24.7.13

24816

REC
19 JUL 13

GOVERNMENT HOUSE,
NAIROBI,
BRITISH EAST AFRICA.

June 23rd 1913.

EAST AFRICA PROTECTORATE.

233

No. 476

Sir,

I have the honour to address you on the subject of the administration of Jubaland (other than the settled areas on the Juba River) and the Northern Frontier District, a matter which has been engaging my attention ever since my arrival in the Protectorate.

Map
Report

2. The question is, as you are aware, very complicated there being so many factors which require to be taken into consideration. Of these the main ones appear to be:

(1) The distance of the areas from Headquarters and consequent difficulties in communicating with the officers on the spot.

(2) The constantly changing local political aspect which may arise from intertribal strife, incursions from across the border of bands of uncontrolled marauders or other unforeseen considerations.

(3) The military force which is available for any more serious trouble with the tribes.

(4) The difficulties of transport and supply.

3. I considered it advisable to convene a conference

encl

THE RIGHT HONOURABLE

LEWIS HARCOURT, P.C., M.P.

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W.

(2)

conference at Nairobi to be attended by those officers directly responsible for the civil and military administration of the areas referred to. As seen therefore as I considered that Mr. Hope could be withdrawn from the Marchan District I instructed him to proceed to headquarters via Kismayu together with the Acting Provincial Commissioner of the Jubaland Province. The conference took place in April, myself presiding, and there were present, in addition to Mr. Hope and Captain Salkeld, the Officer Commanding Troops; Major Hickson, who had been in military command of the Marchan Patrol and who had been invalided to Nairobi, Captain Neave, whose appointment as Transport Officer for the Northern Frontier District has been approved, Mr. Deck, who was on his way home on leave after having spent nearly a year at Wajheir and who had just completed the recruitment of the Armed Constabulary, and the Chief Secretary.

4. The first matter which was discussed was the boundary between Jubaland and the Northern Frontier District and it was unanimously agreed that it would be better to include the Marchan country in the Jubaland Province. The following boundary line between the two areas was suggested:

From Malha Wateho on the Lorian Swamp to Wajheir, dividing the wells between the Northern Frontier District and Jubaland, thence to Eil Wak, leaving that place in the Northern Frontier District and thence via Danase Humbali to Usai on the Bawa River.

The advantage of this boundary line is that the whole of the Somali tribes are excluded from the Northern Frontier District. Further, Serenli and the Marchan country is more accessible via Kismayu than

(3)

than via the Northern Frontier District and the Marehan themselves are closely associated with the Aulihan Somalis, South and Westwards of Serenli.

5. I therefore recommend that this boundary line be definitely adopted thus settling the Eastern limits of the Northern Frontier District, a point which has not hitherto been decided finally.

6. As regards the immediate control of the Serenli District including the Marehan in the North and the Aulihan in the South, the conclusion was arrived at that it would be better for the present for the administration of the tribes to be entirely in the hands of the Military authorities, the Senior Military Officer being granted the necessary magisterial powers. Owing to the distance between Kismayu and Serenli and the fact that when the river is low communications are tedious and difficult, and also because of a shortage of senior civil officers, I consented to this arrangement, which I am informed was until comparatively recently adopted in Southern Jubaland. The Senior Military Officer is Major Hickson in whose tact and ability I have every confidence and he left Nairobi for Kismayu en route for Serenli early this month with instructions to take over the District from the Assistant District Commissioner, who is at present in civil charge. I have issued instructions that, in addition to communicating direct with the central Government, he shall forward a second copy of all communications through the Provincial Commissioner, Jubaland, for information and comment. I trust that my action in this matter will meet with your approval.

7. A re-arrangement of staff was recommended for the Northern Frontier District entailing the addition of one officer to assist in the administration of the Rendile and Samburu. Mr. Hope had previously recommended the abandonment of the station on Mt. Marsabit for the reason that it was not central from an administrative point of view and that in effecting communication between Moyale and the South it was more convenient to use a more Easterly route via Wajheir without passing through or near Marsabit. He proposed that the officer withdrawn from Marsabit should be stationed on the Uaso Nyiro River at, or near, Archer's Post and that his assistant should be posted to the North West so as to be within easy reach of Kulal.

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22725

8. In a matter of this sort I am bound to be guided largely by the officers on the spot, and I must admit that the proposed re-arrangement appears to me to be preferable to the retention of Marsabit station. At the same time the recent raid by the Abyssinians to the neighbourhood of the mountain which was reported in my despatch No. 436 of the 7th of June causes me to hesitate to recommend the adoption of the change in the immediate future. I think that perhaps it would be better to retain the station at Marsabit for the present but at the same time to appoint an additional officer to the District who could be constantly travelling between Kulal and Archer's Post.

9. The experience which has been gained since the occupation of the Northern Frontier District all points to the fact that control can be most effectively exercised by officers based on certain strategical points who are constantly on the move. When taxation of the boundary tribes was started in 1911 by order of the

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(5)

late Governor, it became absolutely necessary to administer and protect those natives who were being taxed. For this reason Wajheir was occupied in January 1912 to prevent the Boran from being driven from wells which originally belonged to them. In July 1912 the Garre country to the East of Moyale was occupied, because this tribe, which had always been friendly to the officer at Moyale and which had given the Government great assistance in providing baggage camels, was being raided by the Marehan and the Tigre. If these two districts had not been occupied, the result would have been that both Garre and Boran would have got out of hand and would have refused the support that they had hitherto willingly given to the Government. The supply of baggage camels would have been greatly diminished and the result would have been disastrous to the food supply of Moyale. Further, the Ogaden and Marehan seeing that the Government was making no effort to protect the Garre and Boran during 1910 and 1911 raided more actively than before, the Ogaden efforts to expel the Boran resulting in a large raid on the Sakuye in October 1911. Though the number of Police available for the work was very small it was felt after the final raid that some effort must be made to give the Boran and the Garre the protection they had constantly asked for for three years even at the risk of issuing an order which could not be enforced. Mr. Deck has been at Wajheir and the late Mr. Aylmer in the Garre country; they each had 30 men. The policy adopted was to get into touch with the chiefs of the hostile tribes, bring them together and to give them an opportunity to discuss their disputes on neutral ground, and, if possible, to arrive at settlement.

settlement. So far this policy has been successful. Marehan raids on the Garre, and Ogaden raids on the Boran have ceased since the occupation of the Garre and Wajheir districts. A large amount of looted stock has been restored to the rightful owners and a considerable amount of blood money paid. Much remains to be done, but a start has been made in the right direction. The ultimate aims of our policy are to establish such a measure of order in these districts as will ultimately justify us in levying a tax on the inhabitants, and later on disarming them. I may mention that hitherto the only instance of a large body of Somalis refusing to obey an officer's order was a portion of the Abd Wak tribe of Wajheir, who having agreed to pay blood money for two murders committed by them, used the time given them for collecting the stock for moving from the Wajheir district to the country between the Uaso Nyiro and the Tana River, where, owing to the absence of an officer on the upper Tana, they have been free from Government interference. The Ogaden chiefs at Wajheir have been approached on the subject of a tax and expressed themselves willing to pay a similar tax to that which the Boran are paying now.

10. I am fully convinced that the only way of attempting to administer Somalis is for an officer to be continually moving amongst and staying on their wells or watering places during the dry season. I feel strongly, however, that any policy which may be decided on in regard to the Somalis must be the same throughout Jubaland, Tanaland and the Northern Frontier District. Tribes that have disobeyed orders in the Wajheir district must be disabused of the

idea that they can find refuge from Government interference on the Tana or in Afmadu. If there is a watering place in the country unoccupied or unvisited by an officer in the dry season, it means at present that the tribes occupying it can raid, practically with impunity, during the rains. A tardy order to the chief of the tribe in question to appear at Kismayu, Sereni or Wajheir, still more tardily obeyed, further, an order to pay up so many head of cattle which there is no means of enforcing except by indirect and inefficient methods, do not afford that measure of security to life and property in the bush which alone can justify us in levying a tax. Therefore, though I believe that it is possible under ordinary conditions to carry on administration in these districts with an officer and 30 police, I am strongly of opinion that to insure its success a similar policy must be adopted in Tanaland and Jubaland. The population of Wajheir is at present estimated at 8,000 of whom half are Ogaden. There are about 2,000 Ogaden on the Lorian, 3 to 7 days journey from Wajheir, while in Tanaland between the Tana and Uaso Nyiro there are the Abd Wak and Abdulla tribes, both Ogaden tribes. Wajheir itself is now equally divided between the Ogaden from Jubaland on the East and the Somalia and the Boran from the Northern Frontier District on the West, the dividing line following the road from Wajheir to the Uaso Nyiro River, and striking the river at Masha Wateho.

11. On the general subject of the control of the tribes the conference was unanimous in agreeing that no rigorous policy should be adopted, that officers

should

should proceed cautiously and endeavour to win confidence by constantly travelling among them, and that the question of the further extension of administration should be postponed until the effects of the policy indicated became still more definitely apparent.

12. With this opinion I am in complete accord and in order to ensure uniformity of policy in the control of the Somalis I consider it essential that an officer or officers from Jubaland should be constantly moving among those sections of the tribe which roam over the country between Wajheir, Afmadu and the Uaso Nyiro River, it would then be possible to bring the Lorian watering place under proper supervision. It would also be necessary to deal with those sections who at certain times of the year wander South of the Uaso Nyiro and down the Tana River. I am taking up this question with the Provincial Commissioner, Tana-land, and will report further on the matter in due course. It has not however at present the same importance as the administration North of the Uaso Nyiro. Until a uniform system of control can be exercised over the whole of the Somalis, I do not consider that any form of regular taxation should be introduced although it would of course be proper to exact tribute from any section which might be punished for open hostility to Government.

13. I propose that two officers from Jubaland, based respectively on Wajheir and Afmadu, should be detailed for these duties as soon as sufficiency of staff admits. It would be necessary to furnish each of those posts with 30 armed constabulary and I propose to make the necessary provision in next year's

draft

draft Estimates. In the meantime I see no harm in an officer from Jubaland being appointed to carry out the policy with such police escort and other staff as can be found on the estimates for the current year.

14. I had in my eye, for this post, Mr. C.W. Haywood, who on his way home last year undertook a very successful journey from Kismayu to Nairobi via Afmadu, Wajheir and the Baso Nyiro River and who had further a very intimate knowledge of the customs and language of the Somalis. Mr. Haywood, having however resigned it will be necessary to provide a substitute and it is possible that one will be available when Major Hickson has taken over the Serenli district. I am awaiting the recommendations of the Acting Provincial Commissioner on the subject.

15. The Officer Commanding Troops stated at the conference that it would be practically impossible for any of the troops at present in Jubaland or in the Northern Frontier District to be made available for duty at any distance from their present base, but both the Officer in Charge of the Northern Frontier District and the Acting Provincial Commissioner, Jubaland, were of opinion that control on the lines indicated above and with the staff proposed could be exercised without fear of any serious trouble. After careful consideration of the position I see no reason to question their views nor do I see how any form of administration or control on other lines can fail to act to the detriment of our prestige, the peaceful occupation of the country and the development of its trade and resources.

16. With regard to the Abyssinian frontier itself

I see no need for any change and consider that the administration of this area should continue to be exercised by an officer based on Moyale and another based on Eil Wak. I do not think that the recent regrettable incident of Mr. Aylmer's death at the hands of the Tigre necessitates any change in the policy which has been adopted and which appears to be working satisfactorily. I am of opinion that the post of "Special Service Officer" should be abolished and replaced by the appointment of an additional District Commissioner. I have already forwarded my recommendations for filling this post.

17. Advantage was taken of the opportunity for defining the boundary between Jubaland and the Northern Frontier District to delimitate also the boundaries of the Districts of the former Province. I enclose a map illustrating the recommendations on this subject which I wish to make. I see no reason for further delaying the division of Jubaland into Districts as in the case of other Provinces though as regards the Northern Frontier District such division cannot yet be satisfactorily accomplished.

18. In my despatch No. 397 of 27th of May I have indicated that administrative staff which I consider necessary for Jubaland and the Northern Frontier District, but for convenience of reference I will recapitulate it as follows:-

(1) JUBALAND

Kismayu District

1 Acting Provincial Commissioner

1 District Commissioner

2 Assistant District Commissioners (1 for Gobwen)

Gosha

Gosha District

- 1 District Commissioner
- 1 Assistant District Commissioner

Serenli District

- 1 District Commissioner
- 1 Assistant District Commissioner

Afnadu and Wajheir District

- 1 District Commissioner
- 1 Assistant District Commissioner

(2) NORTHERN FRONTIER DISTRICT.Moyale

- 1 Officer in Charge
- 1 District Commissioner

Eil Wak

- 1 District Commissioner

Wajheir

- 1 Assistant District Commissioner

Samburu Country

- 1 District Commissioner
- 1 Assistant District Commissioner

I would add that it may be necessary before long to station additional officers at Eil Wak and Wajheir in order that these posts may always be occupied by a British Officer and that at the same time an Officer may be constantly on the move.

19. Having now described the policy which I advocate for these Provinces and having tabulated the staff which I consider necessary to pursue that policy effectively there remains the all-important question of Transport. Even now I am not in a

position

position to submit any final proposals as regards the organisation of a Transport Corps for the Northern Frontier District and the outlying districts of Jubalana. Since the receipt of your despatch No. 443 of July 26th last, no less than three Committees have been appointed to make recommendations on the subject. In October Colonel Breeding, Officer Commanding Troops, who had a personal knowledge of the country in addition to considerable experience of camel transport in Northern Somaliland, and Mr. Evans, an officer of the Secretariat, submitted a joint report. It is unnecessary to go into the details of the scheme formulated by these officers for the reason that on its being referred to the Veterinary Department it was rejected on Veterinary grounds.

20. A fresh Committee was then appointed consisting of Captain Salkeld, Acting Provincial Commissioner, Jubalana, who happened to be in Nairobi, as Chairman, with Mr. Storey, Chief Veterinary Officer, Captain Louer Symons, Adjutant, 3rd King's African Rifles, with a personal knowledge of the country, Captain Neave and Mr. Evans. (Colonel Breeding had in the meantime proceeded on leave). This report which, in its final state, was received in December was referred to the Inspector General, King's African Rifles, for comment. As a result of Colonel Thesiger's remarks the report was referred back to the Committee. Captain Salkeld having, however, in the meantime returned to his Province, not being able to attend. The total cost of the amended scheme amounted to £17,218, as against £10,350 as previously recommended and £4,831 as suggested by Colonel Breeding and Mr. Evans.

21. On receipt of this report I carefully considered the advisability of addressing you on the subject but came to the conclusion that I was not yet in a position to do so. My chief reason for refraining from putting the proposals before you was that I had not yet had an opportunity of consulting Mr. Hope, the Officer in charge of the Northern Frontier District. I accordingly decided to await that officer's arrival at Nairobi when I instructed a new Committee consisting of Mr. Hope, Captain Saikela, Major Hickey and Captain Neave to peruse the former correspondence on the subject and to make fresh recommendations.

22. I now attach their report. The cost of the scheme as proposed may appear to be very high but I do not think that it can be considered to be excessive having regard to the necessity for having a thoroughly mobile staff and for securing uninterrupted communications, and the forwarding of supplies. The lack of proper transport organisation in the past has resulted in great delays in the movements of the officers in districts where prompt action of so vital importance.

23. The initial cost of the scheme is estimated at £5,578 and the annually recurrent expenditure at £9,893 or £15,471 in all. In paragraph 5 of my Confidential despatch No. 183 of 6th December I fore-
4/23
 shadowed the possibility of having to provide up to £11,000 more than inserted in the draft Estimates for 1913-14. The £15,471 includes the following provision which has already been made:-

Northern

Northern Frontier District Transport	£3,000
Northern F. District Initial Expenditure	900
Jubaland Transport	800
Military - Transport of Stores	800
	£5,300

The necessary additional provision necessary is therefore £10,171. I do not feel competent to criticise the details of the scheme submitted which appears to me to have been framed with due regard to economy so far as efficiency is securable, and I will confine my remarks to the alternative systems of transport suggested by the Committee for the Kismayu-Gobwen-Serenli Section.

24. The Committee propose the substitution of motor transport ^{for transport} by mule carts and camels on the road between Kismayu and Gobwen. I am inclined to agree, but before making any definite recommendations on the subject I am awaiting a report on the present condition of the road and the cost of putting it into thorough working order for motor transport which I have called for from the Acting Deputy Director of Public Works who is at present in the Jubaland Province. If the estimate of the Committee is accurate there will be a considerable saving in recurrent expenditure if motor transport is adopted.

25. The Committee further suggest that, instead of relying upon contracts with private companies for the river transport between Gobwen and Serenli, Government should provide and maintain its own steamers and barges on the River. I do not view this proposal with favour for the reason that it is only during a few months in the year that river transport to Serenli

is possible and for the remainder of the year the steamers and barges would be idle unless used on the lower reaches of the river in competition with those of the private companies, a course which I am not prepared to recommend. In any case the contract for the present navigable season has already been arranged and the matter need not therefore be considered for the present. I propose to take up the question again in connection with the Annual Estimates for 1914-15. There appear to be two alternatives, viz: either to arrange for our own transport service or to enter into a contract extending over a short term of years, and I hope to make a definite recommendation on the subject when submitting the draft estimates.

26. I propose to provide in the estimates for 1914-15 for the complete transport schemes for Jubaland and the Northern Frontier District, but I would ask to be allowed to make provision in lump sums and not to be tied down to details of expenditure. Although the schemes as now submitted have been prepared in the greatest possible detail it is impossible to forecast what the actual requirements will be, and experience may show that modifications of the schemes will not only be possible but even essential.

27. For the current year I would request sanction to commence to build up the transport services on the lines suggested, any excess on the provision in the estimates being met if possible from general savings. I am aware that many calls have already been made on our savings and it is therefore possible that the total expenditure approved for the year may be exceeded.

(16)

exceeded. In view of the absolute necessity of maintaining our administration in the Northern Frontier District in as efficient and as mobile a condition as possible I trust that any expenditure which cannot be met from savings will be allowed either from Balances on hand or from surplus Revenue.

I have the honour to be,

Sir,

Your humble, obedient servant,

Almasa Beylical

GOVERNOR.

ENCLOSURE

Despatch No. 476 of 23. 6. 1913

304

Nairobi,

9th April 1913.

G.O.
24816
REC'D
APR 19 1913

Sir,

We have the honour to forward herewith a revised transport scheme for the Northern Frontier District and Jubaland.

We have the honour to be,

Sir,

Your most obedient,
humble servants,

Sd/- J.O.W. Hope
Officer-in-Charge, N.F.D.

Sd/- R.E. Salkeld,
Ag. Provincial Commissioner,
Jubaland.

Sd/- Chas. A. Neave,
T.O., N.F.D.

Sd/- L.H. Hickson, Major
3rd K.A. Rifles.

The Honourable

The Chief Secretary,
Nairobi.

The cost of the Scheme herewith submitted appears to us to be the lowest possible if the transport is to be efficient.

The following are approximate distances over which the system must be worked:-

Meru to Moyale via Wajneir	345 miles.
Meru to Kulal	225 "
Kismayu to Wajneir	265 "
Kismayu to Serenli via Gosha	230 "
Kismayu to Berenli " Afmadu	300 "
Serenli to Moyale	300 "

It is therefore obviously impossible for 1 officer to supervise the whole of this desert territory single-handed and we have accordingly estimated for an Assistant T.O. and a Native Overseer and Interpreter.

The system is intended to feed, clothe and supply.

Subsidiary Military Garrison	14 Officers	600
	R & F.	& followers
Civil	4 Officers	80 natives
N.E.S. Civil & Military	12 Officers	577 natives

30 Officers 1257 natives.

No estimate has been made in this scheme for the Serenli Military Transport Corps as we have considered this a Military Unit, the expense of which should be borne on the Military Vote.

Should

Should the scheme be approved, it is pointed out that it would take a considerable time to put it into working order and as the supplies for the Serenli garrison must be carried before October we would suggest that the purchase of animals and materials should be commenced immediately.

Messrs. Rayné & Grimshaw have applied to contract for carriage of Government goods from Kisumu to Gobwen, but have sent in no figures. It is not thought advisable to rely on a contract scheme permanently in view of unforeseen emergencies.

The Committee would respectfully suggest that specifications should be obtained for future information from a shipbuilding firm as to the cost &c. of :-

- (1) a stern wheel river cargo steamer.
- (2) motor barges of shallow draught suitable for Juba river in view of future developments.

Up to the present there has been no regular scheme of supply for the Merrenan and upkeep of the Civil Administration and Military Garrisons. It is thought that a properly worked out scheme will tend to efficiency and economy.

In the ensuing year the military requirements will be 450 tons instead of 200 tons, owing to the increase of garrisons and a system of more intensive administration.

TOTAL ESTIMATED EXPENDITURE.

	<u>Initial</u>	<u>Recurrent</u>
Northern Frontier District	£3831. 6. 8.	£5939. 12. 0.
Jubaland	764. 0. 0.	770 0. 0.
River Transport (contract not yet arranged)	-	2100 0. 0.
Gobwen Road Transport	983 0. 0.	1083 0. 0.

Total ... £5678 6. 8. £9892 12. 0.

£15,470. 18. 8.

NORTHERN FRONTIER DISTRICT.Section I

Meru to Archer's Post.

By ox wagon 3 days.

Loads to be carried per month

For Archer's Post	70	
• Kulal	104	
• Wajheir	160	
• 91 wak	67	
• Moyale	161	
	<u>562</u>	= 6 wagon loads.

Two trips can be made on this road and 3 wagons would thus be sufficient transport.

Allowing 20 oxen per wagon an establishment of 60 Meru oxen would be required. These cattle must be immune to East Coast fever and are obtainable in Meru District.

Staff - 3 native drivers per wagon and 1 Cape boy in charge of the whole, with 5 native herdsmen. Total 16 men.

Section II

Archer's Post - Merille - Kulal.

(a) From Archer's Post to Merille by wagon

7 days one trip a month.

(b) From Merille to Kulal by camels

8 days one trip a month.

Loads to be carried 104 per month -

2 wagon loads. Owing to the difficulties of this road sufficient cattle must be available to double span the wagon at certain spots and to allow of intervals of rest. 80 cattle would suffice (Samburu tribute).

Loads

Loads 104 = 26 Camel loads + 4 water + 6 spare i.e. 36 camels on each journey: to keep this running constantly requires an establishment of 100 camels (Rendile tribute) in addition each officer requires an establishment of 30 luggage camels total 160 at KUAL. These camels are already on hand.

Section III

Archer's Post - Melka Gala - Wajheir.

(a) Archer's Post - Melka Gala 8 days
21 wagons.

Loads to be carried are those for

Koyale	161	
Kl Wak	67	
Wajheir	60	6
	288	=/wagon loads.

One trip per month.

No water need be carried on this part of the Section.

The following are the estimated requirements:-

6 wagons and 240 oxen.

A large number of oxen and a certain number of donkeys are at present on hand and the remainder would be available from this year's Samburu tribute.

This road is at present imperfectly known but the Dutch conductor now employed in Northern Frontier District has had orders to take his wagon along it to ascertain the best line to travel upon. The result of his trip will be known on Mr. Hope's arrival at Archer's Post.

(b) Melka Gala - Wajheir 4 days by camels.
Two trips a month.

Loads

Loads to be carried 388 = 97 camel loads
 + Water 6 camels + spare 18 = 121 camels.
 For 3 Officers 30 camels each 90

211

Section IV.

Wajheir to Moyale 8 days by camels.

One trip a month.

Loads to be carried 161 = 40 camel loads
 + 6 Water + 8 spare. Total 54.

A double shift of camels would be required
 for this section i.e. 108 camels.

For 3 of the officers at Moyale @ 30 camels
 each = 90 camels. Total 198.

Section V.

Wajheir to El Wak 6 days by camels.

no water en route for camels. One trip a month.

Loads to be carried 67 = 16 camel loads

+ water = 3 camels

+ spare = $\frac{5}{24}$ camels.

A double shift would be needed i.e.
 an establishment of 48 camels.

For 1 officer at El Wak 30 camels.

Total 78 camels.

Initial Expenditure.

	£
7 Wagons at Rs.885	413
487 camels @ Rs.50 = Rs.24,350	1623-6-8
* 40 Mules @ Rs.90	240
60 Meru oxen @ Rs.250	200
418 Sets of camel saddle equipment including leading & leading ropes	413
40 Mule pack saddles @ £3-10	140
Purchase of Camel medicines & Veterinary Instruments.	100
Blankets and Chaguis for 152 Syces	162
20 mules	20
Miscellaneous stores, Tarpaulins, saws, Tools for Artificer & Saddlers	200
Passages of Salutris, Saddlers & Artificer	50
Camp equipment for salutris	30
Watering troughs, tanks, pumps etc.	30
10 Water carts @ Rs.120	120
10 Sets Camel harness @ £5	50
Total	<u>£3,831-6-8</u>

Recurrent

* To supplement the wagon transport from Archer's Post to Melka Galla and for use on the Moyale escarpment.

Recurrent.

	£	
1 Transport Officer	600	
1 Asst. Transport Officer	240	
2 Salutris @ from £8 to £10 p.m.	192	
2 Saddlers @ £64 per annum	128	
1 Artificer	64	
1 Transport Conductor (Dutch) @ Rs.225 per month... ..	180	
2 Cape Boys @ Rs.100 per month..	160	
36 Native Wagon boys @ Rs.12 p.m.	346-12 - 0	
10 herd boys " Rs. 5 "	40	
Rations for 32 Wagon boys @ Rs.5 p.m.	152	
do. 5 Herds @ Rs. 2 p.m.	8	
172 byces @ Rs.12 p.m.	1752	
rations for 172 byces @ Rs.5 p.m.	638	
1 Clerk @ Rs.120 p.m.	96	
Headmen 1 P.O.)		
1 P.O.)		
1 Kulal) @ Rs.10 p.m.	72	
1 Wajheir)		
1 ki wak)		
1 moyale)		
Rations for 6 Headmen at Rs.5 p.m.	24	
1 Native Overseer & Interpreter @ Rs.90 p.m.	72	
Chagula & blankets 216 @ Rs.10	216	
Purchase of remounts		
Camels 150 @ £3	450	
Oxen (Keru) 10 @ Rs100	500	
Oxen (Samburu) 10 @ Rs.10	100	
Mules 10 @ Rs.90	60	
Unkeep of saddlery, wagons & gear, miscellaneous stores & agricultural implements	250	
Medicines & Veterinary stores	100	
Contingencies	100	
Total	£5,939 - 12 - 0	

By taking the new route to Wajheir via Melka Gara it is proposed to establish large shambas at Melka Gara on the Lorian Swamp. This work would be undertaken by the Station hands at Wajheir, and when producing food stuffs would very greatly reduce the transport requirements between Meru and that point: but these of course would not be available for a year. Such shambas would have to be protected from the ravages of Elephants and other large game. The hands employed on this agricultural work would also be placed in charge of the stores and other supplies arriving there by wagon from Kenya Province.

TRANSPORT - NORTHERN FRONTIER DISTRICT.

ESTABLISHMENTS.

BIL WAK - (Officer-in-Charge, Garre).

To be supplied via Wajheir, not Serenli.

Bil Wak to Wajheir - six days journey.

(120 miles, A.C. Dickinson)

Drinking water at Fiba, two days from

Wajheir - not enough for camels.

<u>Establishment</u>	<u>Number</u>	<u>Loads p.m.</u>
Political Officer	1	5
Armed Constabulary	30	25
Syces	12	18
Headman	1	
Station Hands	10	8
Stores	-	5
Followers	5	4
Arabic Clerk	1	2
Interpreter	1	

ANCHER'S POST.

<u>Establishment</u>	<u>Number</u>	<u>Loads a.m.</u>
Political Officer ...	1	5
Armed Constabulary ..	10	3
Dutch Waggoner ..	1	3
3rd grade clerk ...	1	3
Arabic Clerk ...	1	2
followers ...	6	6
Station hands ...	10	3
Waggon Boys	27	25
Cape Boy herds	5	
Stores ...	-	5
saddler ...	1	3
Salutra ...	1	3
		70

III.

KULAL

Route via Merille.

Distance from Merille to Kulal - eight days.

<u>ESTABLISHMENT</u>	<u>NUMBER</u>	<u>LOADS p.m.</u>
Political Officer	1	5
Military Officer	1	5
Assistant Surgeon	1	3
Rank & file (K.A.R.)	500	40
Armed Constabulary	20	15
Transport Syces	30	
Headmen	1	20
Miscellaneous stores	-	10
Followers	6	5
Interpreters	1	1
		<u>104</u>

VAJNIR.

<u>Establishment</u>	<u>Number</u>	<u>Loads p.m.</u>
Political Officers ...	2	10
Assistant Surgeon ...	1	3
Armed Constabulary (N.F.H.)	30	20
Jubaland	30	20
Arabic Writers ...	2	2
Interpreters ...	2	2
Station Hands (Jubaland)	4	3
Followers do....	4	3
Overseer ...	1	} ... 47
Headman ...	1	
Syces ...	60	
Station Hands (N.F....)	25	17
Followers ...	6	4
Stores ...	-	15
Assistant Transport Officer	1	6
Artificer. ...	1	3
Safari ...	1	3
3rd Grade Clerk ...	1	3

100

MOYALE.

Route:- via Archer's Post, Uaso Nyiro,
- Wajheir.

<u>Establishment</u>	<u>Number</u>	<u>Leads</u> p.m.
Political Officers ...	2	10
Transport Officer ...	1	5
Military Officer ...	1	5
Rank & File (K.A.R.) ...	50	40
Armed Constabulary (M.F.D.)	26	20
Syces	40	27
Followers	10	8
Clerks	2	6
Abyssinian Clerk	1	3
Interpreters	2	
Station Hands	15	12
Carpenter	1	1
Medical Officer	1	5
Followers	6	4
Miscellaneous Stores	-	15
		<u>161</u>

JUBALAND ADMINISTRATION.

		Initial Rupees	Recurring ₹
D.C. Wajheir	4 riding camels or mules	800	
	3 Syces		36
A.D.C. Afmadu	4 riding camels	800	
	3 Syces		36
	15 baggage camels	1350	
	5 Syces		60
Kismayu Dist. Travelling	12 riding camels	2400	
	24 baggage "	2160	
	12 Syces		144
	1 headman		24
Kismayu-Wajheir Camel Post	8 riding camels	1600	
	5 Syces		60
Kismayu-Serenli	8 riding camels	1600	
	5 Syces		60
	Total	10,710 = 6714	420
Supply	36 riding camels or mules		
	39 Baggage camels		
	38 Syces		
	1 Headman	<u>Initial</u>	<u>Recurring</u>
Food			300
	Contingencies, Clothing.)		
	Medicines, Saddlery etc.)	50	50
		764	770

Jubaland.

1. It is agreed that a farm should be started for the supply of grain for animals - its site, cost and crops it can produce should be gone into by an Agricultural expert, who should leave for the Jubaland at once.

2. It is recommended that the Jubaland planters be asked if they are willing to grow food stuffs for men and animals.

The following are already grown:-

Sim-Sim

Sugar cane

Ground nuts

Beans

Sweet potatoes

Mohogo (Kassava)

Maize

Chillies

Tobacco

Matams (Millet)

Cotton seed

Lucerne

Gram might be grown also.

3. It is recommended that an increase in the number of convicts available for work on Kiamayu - Gobwen Road be made.

7

321

KISMAYU TO GOBWEEN ROAD (450 tons instead
of 200 tons).

<u>Initial Expenditure</u>	£.	s.	d.
2 mule carts	102	0	0
Harness	60	0	0
Transport of 2 carts to Kismayu.	25	0	0
30 Mules (Jibouti)	320	0	0
Housing for boys	100	0	0
Housing for Mules			
2 Deck Passages with food Darban to Mombasa	16	0	0
60 camels purchase @ Rs.60/-	360	0	0
	983	0	0

Recurring Expenditure.

	£.	s.	d.
30 Mule Rations Mahandi 15 tons	100	0	0
30 Mule Rations Khoosa 40 tons @ £5 a ton	200	0	0
2 S. African teamsters @ Rs.100 per man	160	0	0
2 Asst. Teamsters (local natives @ Rs.18/-)	36	0	0
6 Syces @ Rs.15/-	72	0	0
1 Camel headman @ Rs.30/-	24	0	0
23 Camel Syces @ Rs.12/-	209	0	0
(Establishment can be temporarily reduced)			
Rations for Syces en Youte - Merenli Road	16	0	0
Clothing for 84 men at Rs.10/-	23	0	0
Remounts @ 25% per annum camels	90	0	0
Remounts @ 25% per annum Mules	80	0	0
Additional Recurring Expenditure	30	0	0
Veterinary stores	30	0	0
Upkeep of saddlery & harness	20	0	0
Contingencies	20	0	0
Grand Total	£1083	0	0

RIVER TRANSPORT by E.N.T.CO. Steamer.Cobwen to Serenli

Total military requirements
per annum 250 tons.

Freight per ton	£.	s.	d.
	6	0	0

Cost per annum

(A) At present strength garrison

250 tons at £6 =	1500	0	0
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(B) If Camel Company moved from

Cobwen & concentrated

at SERENLI

350 tons at £6	2100	0	0
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RECOMMENDATIONS FOR PURCHASE OF LORRIES.

The Kismayu - Gobwen is already a fair road and under present arrangements will soon be a workable motor road.

The recurring expenditure for 1 motor lorry carrying 4 to 5 tons is £400.

The recurring expenditure with Mule - Carts, and Camels works out roughly at £1000 per year.

The initial expenditure of carts & camels is £340.

The initial expenditure of Lorry is approx: £800 to £1000.

Advantages of Motor Lorries.

- (1) It can carry 4 tons and do a round trip per day.
- (2) It can carry the whole amount required i.e. 450 tons in 112 working days viz: well within the period that the River Juba is navigable.
- (3) The lorry should earn a fair income in carrying heavy goods i.e. building materials, baled cotton, implements machinery etc.
- (4) The difficulty of a feeding men and animals is avoided.
- (5) The loss from animal disease is avoided.
- (6) The use of motor lorries on this road would be conducive to the lowering of market price of camels on the coast.
- (7) Fitted with head lamps the lorry could in emergency work almost continuously with an extra chauffeur and this would be a great asset in case a largely increased amount of supplies had to be carried at any time.

A motor expert in Nairobi of some years' experience in East Africa has given it as his opinion from a description of the Kismayu - Gobwen Road that motor lorries could be worked over it with every economy and success.

The committee are unanimously of the opinion that the solution of the transport problem over this road lies in the use of the motor-lorry, and although they have not included it in the scheme submitted, recommend that specifications be obtained at once with a view to purchase.

It has not been included as it is recognised that they would not be ready for work sufficiently early for this River Juba season.

Copy 2889 Lab

P 20.11
171

325

2889 Lab

NP

DRAFT.

The Sec to the Treasury

26 July 1913

MINUTE

- Mr. Deeb 27/13
- Mr. Read 26
- Sir G. Fiddes
- Sir H. Aust.
- Sir J. Anderson
- Lord Emmott
- Mr. Harcourt

2889 Lab

Dear Sir,

I am pleased to transmit to you, for the reasons of the 2. l of the Treasury, a copy of a Rep. from the Governor of the Lab with enclosures on the subject of the administration of public land (other than the settled areas on the Jubba River) & the Northern Frontier District

in Sir's 2889 Lab
 (2889 Lab)

copy in 2889 Lab

2. In the court before
the Governor
that he concurs generally
in the recommendations
which he makes, but
before doing so he desires
to lay before J.C. the
proposals contained in
paragraphs 19 to 27 of
the dispatch ~~which~~ dealing
with the important question
of transport, as financial
considerations are involved.

It will be seen that this
^{question of transport}
~~subject matter~~ has been
carefully investigated
& that the Commission

asked for authority to
make a beginning with
the building up of the
transport service on
the lines suggested by
the final Committee
in those suggestions. He
concurs except in
one particular. The
proposal ^{to attach} a salary of
£500 ^{to the post of} ~~for the~~ Transport
Officer is to create
a new post of Assistant
Transport Officer at
a salary of £200 ~~per~~
in the Estimates for
the current year provision
was made for the
Transport Officer
with a salary of £200 ^{per} annum

rising by annual increments
of £20 to £500.

Mr. Harcourt, at any rate
for the present, is ad here
to that scale of salary, but
having regard to the res-
ponsibilities of the post
the trying conditions of
service, he wd recommend
the addition of a duty
allowance of £20, thus
placing the Transport Officer
on a level with the District
Commissioners. At the same
time, the duty allowance will
provide some small
add to the emoluments of
the Assistant Transport Officer
when he is left in charge
of the Transport arrangements.
I am to add that the Assistant
Transport Officer will necessarily
hold a permit ^{as per} ~~as per~~ ^{off}.

327 5. With regard to the last
para. of the dispatch,
Mr Harcourt cannot
deny the paramount
importance of main-
taining the adminis-
tration in the Northern
Frontier District as
efficient as possible a
"Cord" as possible,
especially in view of
recent unfortunate
events on the Abyssinian
border, & if it is
absolutely impossible
to meet the ^{extra} necessary
exp^{ts} this year, then
perhaps he will be
bound to ask Mr
Harcourt to sanction the use
of

DRAFT

MINUTE

- Mr.
- Mr.
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr Harcourt.

of balances on hand
or surplus revenue.

He ~~strongly~~ trusts,
however, that this
will not be necessary.

He will impress
upon the Gov. the
need for exercising
such economy as
is compatible with
efficiency.