



1911

EAST AFR. PROT.  
UGANDA  
61792

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6492  
21/11/11

at Secy 52  
arville

Date

February

at previous Paper

JINJA-YAKINUU RAILWAY PROGRESS REPORT

Forwards together with a list of staff for quarter  
ende 31st December 1910.

2882  
2/11/10

W. Fuller

Not an over cheerful report.

DRR with regard to what is said about  
the excellent wood sleepers, he has provided  
much info. when he was in this country  
that the white ants were already beginning  
to attack them. Only a portion of the  
sleepers were to be of wood, but they will  
now have to be replaced by iron sleepers.

Dr. P. L. will no doubt insert a rapid  
summary & in ~~the~~ <sup>the</sup> ~~report~~ <sup>report</sup> can help for  
a better report next quarter <sup>for them up</sup>  
copy to the C.A. for comment to the C.S.  
at home

\*  
C.P.P.C. Copy Oct. 2. 1911

at subsequent Paper

19015

Part 25

27/11



GOVERNMENT HOUSE,  
NAIROBI,  
BRITISH EAST AFRICA.

EAST AFRICA PROTECTORATE

February 2nd 1911.

No. 52

(Incl. 1)

Sir,

With reference to paragraph 2 of Lord Crewe's despatch No. 453 of the 25th July 1910, I have the honour to transmit a copy of the quarterly Progress Report of the construction of the Jinja-Kakindu Railway, including a list of the Staff employed for the quarter ending 31st December 1910.

I have the honour to be,

Sir,

Your humble, obedient servant,

*R. Granville*

In the absence of the  
ACTING GOVERNOR.

THE RIGHT HONOURABLE

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

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W.

47/10 21815

Concessions - 7256-2050

*Unit* in Despatch No. ~~22~~ of ~~27.2.1944~~

STIRIA - KARTINDU RAILWAY.

0  
5492

27.12.44

Quarterly Report ending December 31st 1944.

**SURVEY.** The preliminary traverse was completed on October 27th and the paper location shows the total length of line to be 85 miles this with sidings will total 98 miles of permanent way, an excess of 8 miles over the original estimate. This excess is mainly due to the broken nature of the country from mile 8 to 20 and from 40 to 55. A further grant of £30,000 has been applied for to cover the extra expenditure entailed. To avoid heavy earthwork 10° curves have been used in a few places with compensated grade but on the whole the curve-  
ture is easy and gradients light. The earthwork throughout is light but there will be some bad stretches of swamps to cross along the Hiko Valley.

**STAKING OUT.** Staking out has been completed to mile 18. This work has been under the charge of Assistant Engineer E. Job. The progress has not been rapid but the first 20 miles of the line require careful setting out and fitting to the ground, there is also a considerable amount of bush to be cut through. I have no doubt that progress will be considerably faster when the Hiko Valley is reached, and have no fear of the earthwork being delayed.

**EARTHWORK.** Very little earthwork was done during October and November but about 4,000 men were employed during December.

Three systems were tried:-

1st: Daily Labour

This form did not prove satisfactorily and never will work with raw and unintelligent

natives

atives but is necessary at the start in order to induce the labour to come in and receive them a general idea of what is required of them and Piece work with a minimum wage of Rs. 3/- per tonner and rations. This proved hopeless, the labourers were perfectly content with their minimum wage and openly did as little work as possible. The average amount of work turned out per tier per hour being 7 cubic feet - a perfectly ridiculous result.

3rd: Task work

Proved successful in individual cases, several men doing 60 cubic feet per tier and finishing early in the afternoon.

The result of task work has afforded a data on which to base the future rates for earthwork and from the 1st of January the following procedure will be followed:-

- (1) That the labour be paid by piece work only, irrespective of any minimum wage and the labour will be rationed irrespective of work done.
- (2) The rate for soft earth will be 20 cents per 100 cubic feet and for hard earth one rupee per 100 cubic feet.
- (3) The labour will be supervised as follows:-  
 1 sub-division over every 45 men  
 1 " " " " 100 " "  
 1 white overseer and 1 Hindoo overseer every 40 men  
 1 white overseer and 1 Hindoo overseer every 40 men  
 1 white overseer and 1 Hindoo overseer every 40 men

This means a large supervision staff and a constant employment of 4,000 natives all men and white overseers. The question however has been carefully gone into with the Provincial Commissioners and other Administrative Officers, all of whom are of the opinion

that the above is the minimum supervision necessary.

Under the above conditions I hope to be able to report after three months that the earthwork will be carried out at the estimated cost.

It must be borne in mind that we are endeavoring to build this line with native labour. In East Africa it has taken over ten years to induce the natives to make any successful attempt at earthwork of any magnitude; as recently as 1906 we had to import Indian labour to carry out the Mazeras realignments and reclamation at Kilindini. The Uganda as far as I can ascertain have never undertaken any serious work beyond ordinary clearing of bush, surfacing for roadways.

Some experimental work was essential and if the scheme now proposed works satisfactorily the cost of the experiment will be amply justified.

#### PLATELAYING AND PERMANENT WAY MATERIAL.

The cost of transport is proving a very considerable item and I am convinced that the line can only be economically built on the telescopic principle and that platelaying must be kept close on the heels of earthwork so that food and water can be hauled up to the earthwork camps. The permanent way material will not arrive from England until the end of January; I have therefore sent across to Jinja about three miles of permanent way material drawn from the Uganda Railway wagon stock; of this one mile has been laid and the station site at Jinja reached affording ample space for the stacking of material etc. From the first of temporary material will be steadily supplied. Both the Latona Forest Co. and Messrs Allidina Viara are supplying excellent well-dressed timbers. A gang of men have been picked from the maintenance gangs on

The Uganda Railway and have been sent across to Jinja to do the plate laying. It is proposed to add to these picked men from the Busoga so that on the completion of the line the Busoga will be enabled to supply the necessary maintenance staff.

ROLLING STOCK. A small locomotive and a sufficient number of trucks, tankers, etc. have been despatched to Jinja, there erected and are at present working transporting material from the pier to stocking grounds.

STAFF QUARTERS. I regret to say the progress of these buildings has not been altogether satisfactory. The following buildings were undertaken by the Public Works Department.

- 1 house for Engineer-in-Charge.
- 4 - 3 roomed houses for rivers etc.
- 3 - Barracks for Clerks.

Of these buildings only one is ready and the majority of the staff are now being housed in tents. Representations have been made to those responsible and I have hopes that the work may progress very satisfactorily.

I was led to understand that the cost of building was cheaper in Uganda than in East Africa, but now I have no hesitation in saying that if anything the reverse is the case especially at Jinja. Uganda artisans are certainly cheaper but three and by no means good workmen. Indian Artisans require at least 50% more wages than in East Africa. Limestone sand have to be carried from distances varying to 70 miles at a cost of 100 per cent over that obtaining in East Africa. The estimated cost of the above buildings was \$4,460 but I have now received advice that they cannot be completed under \$5,100.

FOOD SUPPLY. There has been no failure in the supply.

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- 1 House for Engineer-in-Charge.
- 4 - 5 roomed houses for drivers etc.
- 2 - Barracks for Clerks.

Of these buildings only one is ready and the majority of the staff are now being housed in tents. Representations have been made to those responsible and I have hopes that the work may progress more satisfactorily.

I was led to understand that the cost of building was cheaper in Uganda than in East Africa, and now I have no hesitation in saying that if anything the reverse is the case especially at Jinja. Uganda artisans are certainly cheaper but so too and by no means good workmen. Indian Artisans require at least 50% more pay than in East Africa. Live and sand have to be carried from distances varying to 70 miles at a cost of 100 per cent over that obtaining in East Africa. The estimated cost of the above buildings was \$4,460 but I have now received advice that they cannot be completed under \$5,100.

FOOD SUPPLY. There has been no failure in the supply

supply which is however costly due to the long distance it has to be carried. The principal foodstuff is a native grain called *Windi* which has to be ground before use. There are several hand mills at work but this but about 5 tons is available daily. It would have been made to have it is a small but a powerful mill worked by steam.

SUPERVISION. There are 3 supervisors on the supervisory staff. The subordinate staff however is not quite satisfactory. It is impossible to engage qualified overseers either in Uganda or East Africa although there are several white men seeking employment. The result being that the staff is being continually expanded but by process of elimination, I hope to be able to arrive at a dependable nucleus. As the line should be completed within year 1911 it is hardly advisable to engage overseers from England or India for such a short time of service.

HEALTH. The health of the staff has on the whole been very good until the last month of the year when a deep was attacked by a kind of influenza and pneumonia which the Medical Officer attributes to the irritation caused by the earth-work dust.

Appendix 1: List of staff employed.

Supdt. of ...  
 Uganda Railway.



List of Staff on the Construction of Jinta-  
Makindu Railway.

135

Names.	Designation.	Salary.	Remarks.
S. Galley	Engineer-in-Charge	£750 p.m.	
A. Birch	Assistant Engineer	2400 "	
A. Clair Grant Davie	Do.	£300 "	

Subordinate Staff.

A. Walker	Loco Foreman	Rs. 325 p.m.	
D. Smythe	Surveyor	" 250 "	Survey party
D. O'Connor	Overseer	" 300 "	Leave Sl. 1.1.11
F. Johns	do.	" 300 "	Temporary
A. W. Barber	Sub-Overseer	" 150 "	Left
J. Semini	"	" 140 "	
G. Mackenzie	"	" 140 "	
St. John Gilbert	"	" 120 "	Survey party
F. A. P. Fooks	"	" 3/- p.d.	
A. Schmidt	"	" 3/- " bonus	
A. Schmidt	"	" -DO-	Dismissed
B. Panwadia	"	Rs. 120 p.m.	Temporary
Gujan Moryuddin	Surveyor	" 110 "	
Abdul Behan	S.P.W. Inspector	" 60 "	
Mohd. Hach Hich	Driver	" 100 "	

Office Staff.

E. J. A. de Souza	Accountant	Rs. 225 p.m.	
Harna Lal Day	Storekeeper	" 135 "	
Peer Bux	Sub Divul: Clerk	" 75 "	
Khoda Bux	Asst: Store clerk	" 75 "	

Miscellaneous.

J. A. Rodrigues	Filter	Rs. 95 p.m.	
Jagat Singh	Timekeeper	" 80 "	
Gulab Singh	do.	" 45 "	