

EAST AFR. PROT  
9344

9344  
REC<sup>d</sup>  
REG<sup>d</sup> 14 MAR 14

Depy Govr 176  
Bowring

THE RIVER  
NEAR OR ...

1914

21st February

Last previous Paper.  
74/41821/13

Enclose 2 copies of report ...  
of Acting Provincial Commissioner and O.C. Troops.  
Propose to consult I.G. as soon as he returns  
from Wajhair and will then send further communication.

*Wait for further despatch  
at once.  
H. J. R.  
23/11/14*

*Wait*

Next subsequent Paper.  
13502.

GOVERNMENT HOUSE,  
 NAIROBI,  
 BRITISH EAST AFRICA.  
 February 21st, 1914.

WEST AFRICA PROTECTORATE.

No. 176.

9344

14 MAR 14

Sir,

I have the honour to refer to your despatch No. 647 of August 11th, 1913, which I regret has remained so long unanswered.

2. I have obtained an expression of opinion from the Acting Provincial Commissioner, Jubaland, and the Officer Commanding Troops as to the practicability of using steel canoes on the upper reaches of the River Juba which I now enclose for your information.

3. I propose to consult the Inspector General, King's African Rifles, as soon as he returns from his tour to Wajheir and will address you further when I have obtained his views on the subject.

I have the honour to be,

Sir,

Your humble, obedient servant,

*W. B. B. B.*  
 GOVERNOR.

THE RIGHT HONOURABLE

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

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W.

M6/24562/13  
 19. 9. 18  
 C. G. Troops  
 9. 9. 18

INCLOSURE Not

in Dispatch No. 176 of 21.2.1913

provincial Commissioner's Office,

Kismayu,

19th September 1913.

69  
9344  
REC'D  
14 MAR 14

Reference your No. 1265  
of 8th September 1913.

Sir,

I have wired to Sarenli asking if steel canoes would be useful above the rapids.

2. I understand Messers Thornycroft manufacture steel oil driven canoes drawing 9 inches, carrying about 6 tons and towing alongside two lighters. These would seem better than the type mentioned, which appear expensive in their up-keep.

3. The question of wood fuel for steamers on the lower reaches of the river is already causing anxiety, and it would be advisable if ordering further vessels, to include oil engines.

4. I am of opinion that though we shall have to depend on the river for transport for a year or two there is no reason why we should not have motor or mechanical transport, first to Yente and later further on.

5. I have been driven over the road from Kismayu to Gobwen which is the worst bit of road in the country owing to soft sand in Ford car and it seems

Honourable,

The Chief Secretary,  
Wairohi.

(2)

seems to me there are no great difficulties in making a motor road. That at any rate is the opinion of the engineers and others who know the country.

6. Leaving out of the question the trade of the country and the requirements of the plantags we have ourselves 500 tons a year to transport for the Serenli Garrison alone. We spend about £1750 in hired transport Annually and nearly £2,500/- in getting our goods from Kismayu to Gebwen.

7. I should imagine that a steel canoe plying from Lowetta flats to the rapids above Serenli and another above the rapids to the advanced base at Lolishid would be economical and would cut down land transport very much.

8. I have no figures by me to shew what is the cost of the Military land transport but I believe that if we had these vessels they could carry goods nearly all the year round and so spread the work of supply over a <sup>longer time</sup> larger ~~time~~ than at present.

9. It is probable that a Supplementary contract will have to be made this year as the present contract will not carry the stores required owing to an extra Germany coming.

10. But in the end I think <sup>a motor</sup> another road will be necessary and whatever view is taken I am sure a road for that purpose from Kismayu to Yonti is essential

I have the honour to be,

Sir,

Your obedient Servant,

R. S. S. *S. S. S.*  
Ag. Provincial Commissioner

INCLOSURE

In Despatch No. 176 of 24 2 1914 355

No 1095/36/13

NAIROBI.

30th September 1913.

The Honourable  
The Chief Secretary.

9344  
REC<sup>d</sup>  
REG<sup>d</sup> 14 MAR 14

Reference your 1265 Vol. II. d/ 8th sent 13.

I am afraid the steel canoes would not lighten the transport work from Serenli for the following reasons:-

(i) Serenli was originally selected as a site because the river Juba flows to it in a S.W. direction and therefore the highest navigable point on the river i.e. where the Hele rapids stop would not be so suitable as a controlling centre for the Aulinan and would be very little if at all nearer to the Marrenan country.

(ii) Serenli is further so close to Bariera that it may be said to be in direct wireless communication with rest of the world.

(iii) To utilise canoes from Serenli it would be necessary to form 2 new posts North and South of the Hele rapids. and the transport of stores between these two stations would still have to be by camel. The point North of the Hele rapids would still be too far South and East of the Marrenan country to warrant the abolition of the existing post at Lollesnid. Personally I am very averse to the formation of new <sup>stations</sup> ~~posts~~ at the present juncture.

2. These canoes would however be extremely useful North of Lollesnid for patrolling towards

Lugh and if it is possible to import them in sections I strongly recommend the immediate trial of the experiment.

3. In my Inspection Report I have strongly advocated the purchase by Government of a steamer for use on the Juba and from Commander Grosse's account I think a steamer similar to the "Kindat" he describes is just the stamp which is required.

4. As requested I return the Guide but strongly recommend that this correspondence be handed to the Inspector General on his arrival.

5. Unfortunately I have no data to show the depth of the Juba River during the non-navigable season at its shallowest points, presumably the Lawetu Flats.

*B.R. F. Adams*      Lieut Colonel

Commanding Troops, N.A. Protectorate.