

EAST AFR. PROT.
 No. 4833

C. O.
 4833
 REC^d
 REG^d 8 FEB 07

Office of the Secretary

(Subject.)

1200 Ag 25 63

1907

526

Last previous Paper.

Railway Terminus at Port Florence.

I have said for omission of Com^r & Gen^l
 manager the letter from Consulting Engineers
 suggests that a new port offering not less than
 10 ft of water and to be looked for.

(Minutes.)

Mr. Read

I said this on at once in
 case it had be thought to affect the
 question of the new wharf at
 Port Florence. I hardly think it
 can do so, the wharf is needed
 to provide an accommodation for the
 4 or 5 smaller draught steamers
 already on hand. to provide
 another port instead of Port
 Florence, & to provide deeper
 harbours at other points will
 be a matter of great expense
 which cannot be contemplated
 for some time.

No. 11-28

I think better M.C. 8/2

This question should not be
 allowed to affect the matter

copy to read on 9/21/07
to and of June 2

Next subsequent Paper

50/011

of the above wharf at Port Florence
which is needed at once. If we
move the terminus of the New York
Indiana, in the above that is generally
looked upon as the most desirable, but
knowing that may be not an important
change will not be made suddenly the
most careful considerations, in the
meantime the necessary buffers at
Port Florence require that there should
be no delay in making present require-
ments at this time.

W. H. H. H.

Send copy of [unclear] to the
Comm: & ask him to refer it to the
General manager in [unclear] - & inf:
the [unclear] that this has been done?

Comm: Whitthorne is always telling
me that it is absurd to think of
taking the railway on to deep Port Victoria
at present & that they can easily dredge
the approach to Port Florence sufficiently
to admit of its being used by deep-
draught steamers.

H. J. R.

142

1881. Feb. 16

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alman

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283/9

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE ABOVE REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.

TEL ADD "CROWN LONDON"

C O.
4833
REC^d
REC^d 8 FEB 07

12

WHITEHALL GARDENS,
LONDON, S. W.

7th February 1907

Uganda Railway - Lake Terminus

Sir,

I have the honour to transmit for the consideration of the Secretary of State a copy of a letter which we have received from the Consulting Engineers for the Uganda Railway pointing out that the present terminus of the Railway at Port Florence on the Victoria Nyanza is unsuitable for the development of the steam traffic on the lake by reason of the small depth of water which it possesses.

2. It will be remembered that the question of the ultimate necessity for a deep water terminus on the lake was raised in connection with our letters of the 15th of February and 29th of March of last year, and Port Victoria some fifty or sixty or perhaps more miles from Port Florence was indicated as the probable future terminus. We understand however from Sir A. Rendel that he has heard that a suitable site is supposed to be available within a few miles of Port Florence.

3. I beg therefore to suggest that a copy of the Consulting Engineer's letter should be sent to the Commissioner of East Africa and that he should be directed

to the Under Secretary of State

to

&c &c &c

Colonial Office

to communicate it to the General Manager of the Railway with instructions to look into the question and make the necessary surveys and then submit the matter for the consideration of the Secretary of State.

I have the honour to be

Sir

Your Obedient Servant

W. E. [unclear]

Copy

Messrs Rendel & Robertson to Crown Agents

8 Great George Street S.W.

8th January 1906

Uganda Railway

C. O.

4833

REG. 8 FEB 07

Gentlemen,

The growing importance of the navigation of the Victoria Nyanza naturally calls attention to the deficiency of Port Florence, the present terminus of the Uganda Railway on the lake, in respect to the depth of water in the approach to it; which is so small as to limit the draft of vessels using it to a maximum of 7 feet. In view of 6 feet seems to be preferred and to be perhaps necessary in some conditions of the Lake.

Of course it is possible to carry on a large trade upon a small draft, but not with the effect or the economy in capital and working cost that could be attained with vessels of the draft usual in seagoing ships.

Taking the "Clement Hill" as an example, we have a vessel of nearly 900 tons displacement only able to carry 150 tons of cargo and that only with fuel (wood) for 36 hours consumption at 10 knots on board. A vessel of the same length, beam, and speed, drawing 15 feet of water would take four times as much cargo with more fuel capacity at not more than 30 per cent greater capital cost. It would also have finer lines, and consume less power and fuel per ton of displacement. Its working expenses would be little - if anything - more, because the same crew would suffice, and it would not only be a better, and, for passengers, more comfortable sea boat, but being built of stouter material would be stronger and more durable.

Of course it may be said that greater depth at Port Florence could only be utilised if greater depths were obtainable at other ports on the lake as well. But there must be many ports at which greater depths could be obtained, and the shallower ports would be the least important and might be dealt with by lighters or perhaps deepened by dredging. But however this may be, the question seems to us to be one which should be at once taken up, so that we may not go on ordering shallow drafted vessels to find when too late that deep drafted vessels only will do the work of the lake in a satisfactory manner. We think that a site for a new port offering not less than 18 feet of water should be looked for, and we have always understood that this could be found at no great distance from Port Florence.

We are &c

Rendel & Robertson

C. E. 74
R 20
E 20

Chgo's East

4833

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DRAFT

East Africa Est.
No. 98
oab.

Am 10/11

10/11
21 February 1907

Sir,

I have the honor to transmit

to you the accompanying
copy of a letter from the
Crown Agents for the Colonies,
forwarding a copy of a letter
from the Consulting Engineers
for the Uganda Railway,
on the subject of the deficiency
of Port Florence as a
terminus for the Railway on
the Victoria Nyanga, and to
request that you will refer
the matter to the General
Manager for his views.

MINUTE.

- Mr. Scoffham 19/2
- Mr. Read. 19/2
- Mr. Astorib.
- Mr. Cox.
- Mr. Loe.
- Mr. Graham.
- Sir M. Omsmanby.
- Mr. Churchill.
- The Earl of Elyon.

27th February

? draft

draft overleaf.

Yrs.

21 February 1907

The General Agents

Gentlemen

Mr. Scoffham 19/2/07
head

W.L. 19/2/07

I am to ask
the receipt of your letter
of the 7th inst on
the subject of the defusing
Port Florence as a terminus
for the Uganda Railway on
the Victoria Nyanza, and to
inform you that the
Acting Comr of the East
Africa Col^y has been asked
to refer the matter to the
General Manager of the
Railway for his views.

Yr^{ly}

Signed, R. L. ANTROBUS