

EAST AFR. PROT
13330

13330
REC
FEB 23 1916

1916
16 Feb.
next previous Paper.
500/10056

Railway - Facilities at Kisumu

Submit two letters from General Manager dealing with complaints made by Uganda Co

Tw. Read.

We can keep things by us till the Uganda Co - or others - return to the charge.

The railway seem to have dealt with the shipments successfully, but traffic the other way - as far as Uganda is concerned at all events - has suffered badly. See especially the figures at the bottom of p. 5 of Mr. Eastwood's letter of 9 Feb.

In the case of cotton, storage accommodation is what the only point. What the President of the Uganda Chamber says as to financing - that to avoid loss the firm must get their cotton to market promptly - agree with what we have already seen told.

Copy to Mr. 29 March 16
And tel 23 April 1916
17469/16
14791/16

next subsequent paper

We may hope for better results in future
as regards Kingston, but I am afraid
there will still be congestion at the coast. You
will notice that even when the downland
railway traffic was at its lowest the
steamers could not keep with it.

Periodical figures would be of
interest but perhaps hardly worth the
trouble they would involve.

Yr truly
W. J. S.

22.3.16

above

W. J. S.

22/3/16

13 30

64

EAST AFRICA PROTECTORY
No 23.

GOVERNMENT HOUSE,
NAIROBI
BRITISH EAST AFRICA

CONFIDENTIAL

February 16th, 1916

cc.
11-2-16
Ch. C. Manager
11-2-16
Do.
11-2-16

SIR,

In continuation of my Confidential despatch No. 23 of the 5th instant, I have the honour to transmit herewith copies of two letters from the General Manager of the Uganda Railway regarding the complaints made by the Uganda Company in regard to the despatch of goods to and from Malindi.

I have the honour to be,

SIR,

Your humble, obedient servant,

J. C. Mansfield
GOVERNOR

THE RIGHT HONOURABLE
ANDREW BONAR LAW, P.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET,
LONDON, S. W.



TELEGRAPHIC ADDRESS
NAGER, N. R. B.
P. O. BOX 57.

Uganda Railway

General Managers Office

19th February, 1916.

The Honourable
The Chief Secretary
to the Government,
N A I R O S I.

Sir,

UGANDA COMPANY'S TRAFFIC.
Colonial Office Confidential Despatch
of the 28th December 1915.

I have the honour to acknowledge the receipt of your memo. S 13510/5 dated the 31st January, and in reply beg to lay before you the conditions that have existed in connection with the Lake Victoria traffic for the past few months.

2. During the month of October we found that traffic was accumulating at Kisumu, and owing to the urgent necessities of the military situation on the Coast section we were unable to move it down the Railway. At the commencement of November we practically stopped booking at Lake Ports, and at that time had 2221 tons in transit waiting at Kisumu. A certain amount of traffic was carried on even although booking was nominally stopped, as at the end of November there were 2500 tons at Kisumu, and this has increased to 3883 tons on the morning of to-day.

3. On the 11th November I drew the attention of the general public to our rules in the following notice:-

B 15/66
52

"Acceptance of Traffic for Conveyance by
Rail or Steamer.

The attention of Merchants, Traders, and others is specially directed to section 5 of part 6, page 140 of the current issue of the Tariff Book, which reads as follows:-

PROVISION OF ROLLING STOCK AND WAREHOUSE ACCOMMODATION.

(a) The Administration will not undertake:-

1. To accept goods for transport by rail if sufficient rolling stock, or for transport on Lakes Victoria and Kioga if sufficient steamer accommodation or, in the case of through traffic between any Port and any station, if either sufficient steamer accommodation or rolling stock to secure through transit, is not available to forward them within a reasonable time.
2. To provide covered places, sheds, stores, warehouses, to warehouse goods pending transport.
3. To store goods offered too late for transport.
4. To provide any particular description of truck for the conveyance of goods.

(b) When consignors deposit on Railway premises goods which the Administration is unable to transport within a reasonable time no receipt for such goods will be granted until such time as the necessary transport facilities are available and no responsibility will be accepted by the Administration until such time as a printed Railway receipt for the goods has been handed to the consignor by an authorised representative of the Administration.

Such goods will be subject to storage charges as laid down under Section 19 of this Part. If the owner of goods deposited in the open desires the Administration to provide tarpaulins to cover the goods, the Administration, provided it has sufficient tarpaulins for the purpose, will supply such at a charge of Rs. 1 per tarpaulin per day or part thereof. The Administration does not undertake to maintain a supply of tarpaulins at any station or port to meet such demands.

Due notice will be given when these rules need not receive such consideration as they do at the present time."

4. During December we had correspondence on the subject of traffic facilities with the Chief Secretary, Uganda Protectorate, who very naturally felt the seriousness of the situation if the export trade of Uganda should be long or seriously interfered with, and in order to help the trade and commerce of the country in every possible manner we arranged free storage at any of our ports on Lake Victoria or Lake Kioga, and also at Stations on the Dusega Railway.

5. I attach copies of the following correspondence which will fully explain our actions and intentions:-

Letter A.16/1/3891 of 18.12.15, to the Chief Secretary, Uganda Protectorate,

" 2925 of 8.12.15, from the Chief Secretary,

" B.15/66/1475 of 21.12.15, to
Mombasa Chamber of Commerce,

" A.16/1/3891 of 23.12.15, to the
Chief Secretary, Uganda Protectorate,

" B.15/66/1493 of 22.12.15, to the
Marine Superintendent. Copy to the
Chief Secretary, Uganda Protectorate.

6. As per my letter to the Marine Superintendent of the 22nd December, we were arranging storage accommodation

for nearly 6000 tons in addition to what we held at that time. I estimate our total storage capacity over the area in question is some 11,000 tons. This morning our telegraphic advices showed that there was a total of 4532 tons in our hands, and 1086 tons in the hands of merchants and traders, so that at the present time we are not only fully meeting the public requirements, but have accommodation far in excess of what is now available or ~~can be~~ offered for transport.

7. We have commenced moving material from Kisumu this week, and there are 450 tons less there to-day than there were on the 7th. Every possible effort is being made to clear accumulations, and we ought to be able to make a very great reduction, if not clear them out altogether, before the end of the present financial year.

8. It is of great importance to us that this should be so, otherwise we shall have to carry over into next year the cost of moving a large quantity of freight that will have been paid for and shown as Revenue in the accounts of the present year, and against which there would not be the corresponding debit of the cost of movement.

9. The export of material from East Africa is more dependant upon overseas shipping facilities than upon the Railway, and as you will see by the statement attached herewith there has practically always been freight at the Coast waiting for steamers beyond the shipping space available.

10. I do not think there are circumstances or conditions now prevailing in Uganda or East Africa that should prevent or deter any merchant or trader neglecting or refusing any of the ordinary opportunities of his business.

11. With regard to upwards traffic I do not think the Uganda Company have any legitimate cause of complaint. There has been very little delay in dealing with Import cargo at the Coast (except some cases of bulky cargo to go in wagon

loads) and the Ledger account of the Uganda Company does not show, or induce one to think, that they have suffered any inconvenience in this respect. They hold two accounts, one at Kampala for Rs.800/- per mensem (presumably for imports or general merchandise trade), and one at Lalli for Rs.4000/- per mensem, presumably for exports.

The amounts monthly for the present financial year

are:-		Rs.
	July	675
	August	695
	September	772
	October	435
	November	564
	December	<u>1236</u>
	TOTAL:-	Rs.4475

and these are practically all for upwards freight, a total of Rs.566 only being for outwards traffic from Kampala.

12. There have been some delays in the shipment of oil, petrol and timber on the Lake during the present financial year, but these would not have affected the trade of the Uganda Company.

There has not in any way been a stoppage of Lake traffic and there has always been a certain amount railed down the line, although not what would have been under normal circumstances.

Downwards Traffic.

	Tons.
On the 1st November there was at Kisumu,	2221
Received from the 1st November to the 9th February,	<u>3478</u>
Total:-	Tons <u>5699</u>
On hand at Kisumu at date,	<u>3881</u>
Railed from Kisumu from November 1st to date, "	1812

Upwards Traffic.

Shipped from Kisumu to Lake Ports

from the 1st November to date, Tons 2670.

This averages about 1050 tons of Downwards and 810 tons of Upwards Traffic monthly during the period of our greatest disturbance, which I trust is now nearly over.

13. In continuation of my letter No. A.15/1/44, dated the 2nd February, dealing with another complaint put forward by the Uganda Company, I am sending you further information that will show that the Uganda Company were, in my opinion, rather ill-advised in putting their complaint before the Secretary of State.

14. I have gone very fully into this matter so that you shall have all possible available information before you for reference if any other similar case should be received, and in conclusion I would quote an extract from the report of the meeting of the Nairobi Chamber of Commerce held on the 3rd instant, when dealing with Railway matters, more directly Import traffic:-

"The Chairman understands that until recent arrivals at the Coast all previous consignments had been actually despatched by rail."

I have the honour to be,

Sir,

Your obedient Servant,

Sd/ B. EASTWOOD,

Colonel.

For/Director of Railways, I.E.S. "B"

2/15/44

Upwards Traffic.

Shipped from Kisumu to Lake Ports

from the 1st November to date, Tons 2672.

This averages about 1050 tons of Downwards and 810 tons of Upwards Traffic monthly during the period of our greatest disturbance, which I trust is now nearly over.

13. In continuation of my letter No. A.15/1/44, dated the 2nd February, dealing with another complaint put forward by the Uganda Company, I am sending you further information that will show that the Uganda Company were, in my opinion, rather ill-advised in putting their complaint before the Secretary of State.

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"The Chairman understands that until recent arrivals at the Coast all previous consignments had been actually despatched by rail."

I have the honour to be,

Sir,

Your obedient Servant,

W. R. EASTWOOD,

Colonel.

for/Director of Railways, I.E.F. "B"

Enclos: 7

D.

~~CONF.~~

UGANDA RAILWAY.

71

General Manager's Office,

No. A.14/1/501.

Kampala, DECEMBER 18th. 1942.

The Chief Secretary
to the Government,
Uganda Protectorate,
KAMPALA.

Sir,

Delay to traffic consequent upon military operations.

In view of the delay to traffic that is at present consequent upon military operations, I shall be greatly obliged by your letting me know what goods you consider should be given preference and under what conditions, so that as soon as we are in a position to move traffic we can do so to the best possible advantage.

2. I am obtaining information as to what storage accommodation we have available at Lake Port or on the Busoga Railway, and will be prepared to store up to our full capacity free of any charges on the consignees accepting all responsibility for any delay to freight or damage in connection therewith.

3. I am afraid that this is all that can be done at the present moment, but will advise you immediately we can take any further action.

I have the honour to be,

Sir,

Your obedient Servant,

Sd/ E. EASTWOOD, Colonel.

General Manager,
Uganda Railway.

Copy.

Chief Secretary's Office,
Entebbe, Uganda.

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No. 2925.

6th December, 1915.

Suspension of acceptance of Export Produce for shipment.

Sir,

With reference to Command Order No. 1020, Railway ~~Enclosure~~ Transport, I have the honour to transmit for your consideration a copy of a letter from the President of the Uganda Chamber of Commerce dealing with the economic outlook as affected by a Railway Notice suspending indefinitely the acceptance of export produce for any destination beyond Kisumu.

2. The last paragraph of the enclosure shows the Chamber's attitude, and as I gather from the Command Order above referred to that it is the wish of the General Officer Commanding that through traffic should be interfered with as little as possible, I should be glad if you would let me have a brief statement for the information of the Chamber of Commerce showing how long it is intended the export prohibition shall remain in force and any other information which you consider could be communicated on the subject.

I have the honour to be,

Sir,

Your obedient servant,

Sd/ E. R. Wallis,

Chief Secretary to the Government.

The Assistant Adjutant
and Quartermaster General,
Command Headquarters,
Nairobi.

(D. H.'s Office)

D.

UGANDA CHAMBER OF COMMERCE.

Kampala,

3rd December, 1919.

The Chief Secretary,
Entebbe.

Sir,

With reference to the interview you kindly granted to a Sub-Committee of my Chamber on the 1st instant, when we discussed with you the matter of the present congestion at the Lake Ports and Kisumu, due to military exigencies, which have caused the Railway Authorities to issue a notice suspending indefinitely acceptance of goods for a destination beyond Kisumu. I would now briefly bring to your notice the way in which our chief exports will be affected should this suspension be for any length of time.

2. I will deal only with the following commodities, viz. (a) Cotton, (b) Hides and Skins, (c) Coffee, as they are the three chief exports and the remarks which apply to them apply equally though in a lesser degree to the other exports from this Protectorate.

3. Cotton. Spinners and merchants are affected as follows by the refusal of all goods traffic beyond Kisumu:

(a) They are confronted with the possibility that the cotton they may buy, especially in the Eastern Province, during the approaching season (which commences toward the end of this month) will have to be stored by them for an indefinite length of time either in a ginned

or unginned

or unginmed condition. This necessitates ginners at once providing much additional storage accommodation. This will entail great extra expense owing to the big rise in the price of building materials. Building stocks also being low will soon be exhausted.

(b) The financing the purchasing and marketing of the crop lies with the Banks and they will decline to do business if cotton shipments are held up; even if accommodation be granted, unless shipments are fairly prompt (four months is the usual time allowed) ginners will have heavy interest charges to meet for such accommodation.

(c) The growers will be badly hit. If shipments are stopped the greater bulk of the crop will be unsold, even if this does not happen, any delay or even the anticipation of a delay in shipping will lower the prices offered by ginners as they will be compelled to cover themselves against the heavy additional cost a delay would entail.

4. The success or failure of the Uganda Cotton Industry largely turns on the ability of the Uganda Railway to transport the crop promptly to the Coast.

5. Hides and skins. Any delay in accepting shipments will oblige merchants to curtail their buying and possibly cause them to cease buying entirely.

6. This class of goods is of a perishable nature and rapidly deteriorates unless carefully stored and constantly exposed to the air and beaten. Even if merchants were willing to take the risk and continue purchasing arriving stocks it would be impossible to find suitable storage accommodation.

7. Owing to the very high prices of these commodities and the consequent considerable capital that has to be laid out in their purchase, and their perishable nature, unless they can be marketed promptly this business becomes

highly speculative, so much so, that merchants will not be prepared to take the risk.

8. We may mention that already very grave losses have been sustained by merchants' iron consignments booked as far back as September last, of which only portions have as yet arrived at the Coast.

9. It is hardly necessary to point out the serious shrinkage there would be in the revenue of the Protectorate if there was any considerable stoppage in the export of these commodities.

10. Coffee. At present there are at least 10,000 bags awaiting shipment of last season's crop in addition to what is in transit. This industry is financed by advances made against shipments. If therefore planters are unable to ship they will be compelled to close down. Closing down in the case of Coffee Plantations spells ruin.

11. In making these representations there is no intention on the part of my Chamber to allude to the difficulties that the Military and Civil Authorities are faced with at the present time. We solely wish to have all the facts put forward so that if it is possible without injuriously affecting the military situation, steps may be taken to deal with a position, which if allowed to continue, must mean very serious loss, if not absolute ruin, to many members of the Commercial community of this Protectorate.

I have, etc,

Sd/ H. W. Hunter,
President.

Copy.

76

U G A N D A R A I L W A Y.

General Manager's Office,

No. 215/66/1475.

URGENT.

Nairobi, 21st Decr. 1914.

The Secretary,
Mombasa Chamber of Commerce,
M O M B A S A.

Dear Sir,

In order to prevent some of the congestion that is at present existing at Kisumu, I beg to put forward as a suggestion that it might facilitate the business of such members of the mercantile community who trade in hides and skins if they took delivery of any Lake borne freight now lying at Kisumu, and carried out the necessary sorting and packing arrangements there rather than leave it to be done at Mombasa when delivery can be effected.

2. As far as the Railway is concerned in the transit of the goods, we would accept the same weights for re-shipment as might be taken delivery of in transit at Kisumu.

3. This offer is made without prejudice, or acknowledging or accepting any liability, and is put forward as a possible means of benefit to both the public and the Railway, as it would not only expedite the possibility of export, but it would also enable me to store more cargo at the present time, and so clear accumulations at Lake Ports on both Lakes Victoria and Kioga.

Yours faithfully,

Ed/ B. EASTWOOD, Colonel.

for/ Director of Railways, I.E.F. 'B'

D.

Copy.

UGANDA RAILWAY.

77

General Manager's Office,

Nairobi, 23rd December, 1915

No. A.16/1/1891.

The Chief Secretary
to the Government,
Entebbe, Uganda.

Sir,

Suspension of acceptance of export produce for shipment.

I have the honour to acknowledge the receipt of your No. 2925 dated the 8th December 1915 forwarding a copy of a letter from the President of the Uganda Chamber of Commerce dealing with the economic outlook as affected by the suspension of the acceptance of export produce for any station beyond Kisumu and asking for a declaration of policy from the Railway Administration to enable merchants to meet the situation.

I should be obliged by your expressing my thanks to the President of the Chamber of Commerce for the clearness with which he has explained the difficulties of the position and the sympathetic tone displayed in his letter towards the Railway Administration in this period of stress. The state of the export trade from Uganda has been a matter of much concern to us for some time past. I shall endeavour to explain as frankly as possible the steps which are being taken to remedy matters and trust that the explanation will mitigate the natural anxiety of both the Protectorate Administration and the merchants.

2. The primary difficulties of the Railway in dealing with a large concentration of troops simultaneously with the export trade of Uganda has been a shortage of engine power. Minor difficulties in the shape of water supply for the increased traffic and an insufficient number of pressing

stations have also to be remedied, but these latter have now been overcome. As regards engine power 15 engines have been ordered from India and have now arrived at the Port, where they are in course of erection; 10 more have been recently ordered, chiefly with a view to dealing with Uganda traffic, and I hope that some of these will be shipped from Bombay by the middle of January. They should all, however, be in working order by the middle of February. The first batch of engines reached the country within five weeks of the order and there is no reason for anticipating a longer period for the second batch.

3. On the arrival of these engines the intention is to set to work on steadily clearing the Kisumu sheds. By that time it is believed that the stress of the military movements of men and material will be over and that our stock of engines will be sufficient both for trade and normal military purposes. While therefore military exigencies must be paramount, and the General Officer Commanding is unable to accept any responsibility for coping with civil traffic, there appears to be no reason prohibiting a prudent person from carrying on his normal business subject to the limitation mentioned above, that until the whole of our engines are in running order, i.e. the middle of February, the Railway will not be in a position to deal with the Kisumu traffic.

4. It is possible that there may be a period in January when a brief effort can be made towards a partial clearance of the sheds. But experience has shown that it is unsafe to count upon the punctual arrival of transports and that one movement may overlap into another, with too brief an interval to run wagons as far as Kisumu and return them in time to the Port. The Chamber of Commerce may, however, rest

assured that any opportunity of the kind will be availed of to the utmost.

5. We are endeavouring to arrange for further shed accommodation at Kisumu, and also to make use of storage capacity at the different ports on Lakes Victoria and Kioga, and these should give us the opportunity of moving, or accepting, some 4000 to 5000 tons more than what we hold at the present time. It must, however, be clearly understood that we do not accept any responsibility in any way or manner whatever for cargo accepted under the present conditions. Storage would be free as far as inwards storage is concerned.

6. I attach a copy of a letter that I have sent to the Mombasa Chamber of Commerce proposing an arrangement whereby the transit and storage of cargo might be facilitated. I will advise you of what can be done in this connection as soon as I receive their reply.

I have the honour to be,

Sir,

Your obedient servant,

Sd/ F. Johns, Colonel.

Director of Railways,

D.

UGANDA RAILWAY.

General Manager's Office,

No. H.15/66/1491.

Nairobi, 22nd Decr. 1915.

The Marine Superintendent,
 Uganda Railway,
 K I S U M U.

Sir,

In confirmation and continuation of telegrams that have passed between us, referring to the amount of storage capacity available at Kisumu and other Ports on Lakes Victoria and Kioga, and also on the Busoga Railway, I have the honour to inform you that as far as I can gather information the following storage is available:-

	<u>Tons.</u>
Kisumu Pier - with rearrangement of stacking,	1,000
Kisumu Station,	2,500
Entebbe,	100
Jinja Pier,	200
Mbulumuli,	500
Agh,	500
Lalii,	500
Sangai,	<u>500</u>
TOTAL:-	Tons <u>5,800</u>

2. At Kisumu Pier you say you will have to mix consignments, but this could possibly be done so as not to cause confusion, and also to avoid deleterious with high class freight. I have written to the Harbour Chamber of Commerce to see if they cannot sort, grade and repack their hides and skins at Kisumu rather than wait until

(2)

delivery ultimately takes place at Mombasa. I will advise you as to this at the earliest possible moment.

3. I am arranging with the Carrier Corps to vacate the new goods shed, Kisumu Station. This shed has 10,000 super feet floor area.

4. Jinja has roughly 1200 tons in sheds and on the wharf, and room left for another 200 tons. I should have thought there was more storage at Jinja than this.

5. Mbulumali Station has a goods shed 3000 super feet floor area, that should store, if well piled up, 700 to 800 tons.

6. There are completed sheds at Agu and Lalli of 25,000 cubic feet capacity, and one at Sangai that is nearly completed, but not yet handed over. At Entebbe there is room for about 100 tons, and as regards Kampala or Kampala Port I have no information.

7. In order to interfere as little as possible with the trade of Uganda, I have the honour to request that you will arrange to take advantage of all the storage available, working cargo from out Ports on Lake Victoria to Kisumu as opportunity offers, clearing Kisumu by rail at every possible opportunity, and arranging cargo so that it can be loaded with the greatest possible despatch.

8. As the Lake Victoria Ports are cleared cargo can be brought in from Stations on the Busoga Railway or Lake Kioga so as to give each port the benefit of any clearance from Kisumu.

9. Cargo will be stored free of charge, but the Administration will not accept any responsibility or liability in any way or manner whatever in connection with such storage or delay in transit.

10. Provided the above mentioned conditions are recognised and accepted I shall be pleased to hear that you are doing all that is possible, on the lines laid down, to prevent congestion at Ports or Stations in Uganda.

I have the honour to be,

Sir,

Your obedient Servant,

Sd/ B. EASTWOOD, Colonel.

for/ Director of Railways, I.R.F. "B"

No. B.15/66/1494.

23rd Decr. 1915.

D.

Copy forwarded to the Chief Secretary, Uganda Protectorate, Entebbe, for his information.

Sd/ B. Eastwood, Colonel.

for/ Director of Railways, I.R.F."B"

Statement of Export Traffic received at and
Shipped from Kilindini Pier.

82A

Week-ending	Cargo taken by steamers. tons.	Cargo on hand waiting shipment. tons.
3. 4.15.	153	1,517
10. 4.15.	75	1,514
17. 4.15.	448	1,381
24. 4.15.	80	778
1. 5.15.	853	269
8. 5.15.	400	599
15. 5.15.	-	548
22. 5.15.	39	388
29. 5.15.	423	608
5. 6.15.	143	971
12. 6.15.	42	651
19. 6.15.	759	836
26. 6.15.	-	1,286
3. 7.15.	153	1,788
10. 7.15.	30	2,160
17. 7.15.	62	2,196
24. 7.15.	-	2,318
31. 7.15.	-	2,830
7. 8.15.	612	2,553
14. 8.15.	684	2,200
21. 8.15.	876	1,661
28. 8.15.	-	2,156
4. 9.15.	47	1,666
11. 9.15.	1,152	1,085
18. 9.15.	499	1,340
25. 9.15.	41	1,373
2. 10.15.	60	1,736
9. 10.15.	13	1,181
16. 10.15.	1,590	1,067
23. 10.15.	199	1,328
30. 10.15.	-	732
6. 11.15.	1,357	937
13. 11.15.	148	1,282
20. 11.15.	-	-
27. 11.15.	-	1,397
4. 12.15.	-	775
11. 12.15.	875	460
18. 12.15.	539	487
25. 12.15.	38	99
1. 1.16.	525	95
8. 1.16.	44	69
15. 1.16.	134	136
22. 1.16.	59	333
29. 1.16.	-	-

Cargo received
253
127
108
106
197

No. B. 15/164
53

17th February

To,

The Honourable
The Chief Secretary
to the Government,
N A I R O B I.

Sir,

Insufficient facilities at Kilindini.
Ref. my No.A.15/1/16 dated the 2nd Feb.

In continuation of my letter, in which I pointed out that the Uganda Company had been wrongly informed in connection with their complaint of the facilities available at Kilindini, I have the honor to place before you our arrangement with respect to the weighing of goods at Kilindini Pier.

2. Paragraph 25, page 61, of the Traffic Working Report, issued on the 23rd May 1914 reads as follows:-

"It is stated that there is a shortage of weighing machines. There are in the shed four 3,000 lbs. and one 1,000 lbs. weighing machines. Recently, for a short period, two of the large machines were not available owing to their being damaged, and weighments had to wait until the necessary repairs were carried out, but we have now arranged to take the shipping weights as marked on the packages, or given in the merchants' invoices in the majority of cases, making occasional use of weights and weighing any cases which appear to be damaged and in which there may be a possible shortage. This procedure will relieve us of practically all of the weighing work at Kilindini Pier, and will be necessary

8.

"materially expedite the handling and transport of freight. For convenience of working we have arranged to supply the staff concerned with "kilo and pounds" conversion tables."

The arrangement contained in the above quoted paragraph was fully explained to the principal merchants and traders of Mombasa on the 11th and 12th May 1914, and met with their unqualified approval.

8. On the return to Nairobi of the Committee engaged on the Traffic Working Report, the following circular letter was issued to all the merchants and traders at the Coast.

Consignment Notes etc.

"With reference to the complaints of delay in weighing goods for despatch at Kilindini Pier and Mombasa that have been the subject of complaint, I beg to inform you that it is the usual railway practice to expect Consignors to fill in the gross weight of each description of goods, and if you would kindly whenever possible do this in future it would facilitate matters. The Administration is of course not responsible as between Buyer and Seller for weights declared by the Consignor. In consignments consisting of several descriptions of goods classified at different railway tariffs, the portions of the consignment chargeable at each of the respective tariffs must be grouped together as far as practicable."

sd/ G.A. Stanley.
Traffic Manager.
27-5-1914.

4. The Mombasa Chamber of Commerce were also addressed on the same subject.

Consignment Notes etc.

"I wish to draw the attention of your Members to a matter which is of special importance to the Railway Department.
8. It is found that consignment notes are being accepted which are either incomplete or are prepared in such a manner as to prevent the Consignors of traffic from being treated as of little or no importance."

"3. For the information of your Members
 "I subjoin a copy of the regulations under
 "this head which will appear in the next
 "issue of the Tariff Book, and which Stations
 "have been advised to give effect to forth-
 "with."

(a) "All goods tendered for transport
 must be accompanied by a consignment
 note which must be of the stipulated
 form provided by the Administration.
 Such consignment note must be filled
 in by the consignor and legibly signed
 by him or by some duly authorized per-
 son on his behalf."

(b) "The consignment note must clearly
 show the place, the date, a specified
 list of the goods, their marks, numbers,
 manner of packing, contents, gross
 weight of each description of goods,
 name and address of consignor, and
 consignee, and place of destination,
 and must state whether freight is "pre-
 paid" or "to pay".

(c) "Consignment notes for timber must
 specify dimensions."

(d) "In consignments consisting of
 several descriptions of goods classi-
 fied at different railway tariffs, the
 portions of the consignment chargeable
 at each of the respective tariffs must
 be grouped together as far as practi-
 cable."

(e) "All erasures and alterations in
 a consignment note must be initialed
 by the consignor."

(f) "The Administration is not res-
 ponsible as between buyer and seller
 for weights declared by the sender."

(g) "A 'consignment' in these regu-
 lations shall mean one or more pack-
 ages of goods, or a quantity of loose
 goods, forwarded under one consignment
 note by one consignor to one consignee
 at the same time."

"4. I would direct the attention of your
 "Members specially to clause 3 (b) under
 "which it is laid down that the "gross
 "weight of each description of goods" should
 "be filled in, in the consignment note, by
 "the consignor."

"It must be distinctly understood
 "that, under any circumstances, the Adminis-
 "tration only weighs traffic for the pur-
 "pose of ascertaining its charges, or to
 "ensure safe transit, and that the weights
 "so arrived at cannot be guaranteed for any
 "purpose between a buyer and a seller."

"Will you please take kindly note of
 "the contents of this letter
 "to your Members. Please acknowledge receipt."

W. L. H. H. H.
 Traffic Manager
 22-1-1916

"5. For the information of your Members
I submit a copy of the regulations under
this head which will appear in the next
issue of the Tariff Book, and which Stations
have been advised to give effect to forth-
with."

(a) "All goods tendered for transport
must be accompanied by a consignment
note which must be of the stipulated
form provided by the Administration.
Such consignment note must be filled
in by the consignor and legibly signed
by him or by some duly authorized per-
son on his behalf."

(b) "The consignment note must clearly
show the place, the date, a specified
list of the goods, their marks, numbers,
manner of packing, contents, gross
weight of each description of goods,
name and address of consignor, and
consignee, and place of destination,
and must state whether freight is "pre-
paid" or "to pay".

(c) "Consignment notes for timber must
specify dimensions."

(d) "In consignments consisting of
several descriptions of goods classi-
fied at different railway tariffs, the
portions of the consignment chargeable
at each of the respective tariffs must
be grouped together as far as practi-
cable."

(e) "All erasures and alterations in
a consignment note must be initialed
by the consignor."

(f) "The Administration is not res-
ponsible as between buyer and seller
for weights declared by the sender."

(g) "A 'consignment' in these regu-
lations shall mean one or more pack-
ages of goods, or a quantity of loose
goods, forwarded under one consignment
note by one consignor to one consignee
at the same time."

"4. I would direct the attention of your
Members specially to clause 5 (b) under
which it is laid down that the "gross
weight of each description of goods" should
be filled in, in the consignment note, by
"the consignor".

"It must be distinctly understood
that, under any circumstances, the Adminis-
tration only weighs traffic for the pur-
pose of ascertaining its charges, or to
ensure safe transit, and that the weights
so arrived at cannot be guaranteed for any
purpose between a buyer and a seller."

"Will you please take early steps to
communicate the contents of this letter
to your Members. Please acknowledge receipt."

21/11/1914
J. G. S. Railway.
Traffic Manager,
22-11-14

4.

8. These two communications were in support of a letter dated the 5th May 1914 sent to the Deputy Traffic Manager, Kilindini, which contained the working instructions given in paragraph 25 of the Traffic Working Report, previously quoted.

Weighing of traffic accepted for
despatch at Kilindini Pier.

"I am of opinion that it would facilitate the clearing of the sheds at Kilindini Pier were we to accept the Sender's weights on consignment notes, only weighing where it was thought that the weight had been understated, or for the purpose of making test checks.
"Of course the instructions contained in paragraph 257 of Weekly Traffic Notice No. 30 dated 29th April 1911, in so far as clause 4 is concerned must continue to be carried out.
"It is common Railway practice to accept Sender's weights, just as it is common practice to accept the declaration of contents made on a consignment note.
"I do not wish to issue any general instruction to the Staff through the medium of the Weekly Traffic Notice, As a matter of fact under existing conditions it is desirable that at all Stations, except Nairobi, Mombasa and Kilindini Pier, all consignments offered for carriage should be weighed by us for the purpose of arriving at the carriage charges due.
"At Kilindini Pier, Mombasa and Nairobi, the Staff must be able to say at any time if the invoiced weight of a consignment is ours or Senders.
"I shall be pleased if you will issue the necessary instructions to the District Station Master, Kilindini Pier and the Station Master, Mombasa.
"Please acknowledge receipt."

sd/- G. A. Stanley.
Traffic Manager.

9. From the letters and reports herein given it will be seen that the number of weighing machines available do not affect the quantity of goods that can be dealt with, if the consignors would only help themselves (and the Railway) by giving the weight of their consignments on the consignment notes, but unfortunately they do not and will not.

8.

7. It is in my opinion a matter of great regret that complaints should be put forward that are not only wholly inaccurate in fact, but that also ignore possibilities of relief which the complainants will not recognise.

I have the honor to be,

Sir,

Your obedient servant,

sd/- B. EASTWOOD.

(sd).
for Director of Railways,

L. S. I. 1911.