

EAST AFR. PROT  
27381

27381  
REC'D  
REG. 9 JUN 16

Jr. Selfield Conf. 46.

1916

25 Apr.

Last previous Paper.

13  
23245  
reg

Railway facilities for Uganda  
Produce.

Sent report by Genl. Manager resp. restriction  
on ordinary traffic on account of extreme  
military pressure. Points out also that there  
is a shortage of tonnage to convey produce to U.K.

Tw. Read.

The despatch referred to W 22749 as  
following that tel. cannot well do this  
me, and I think we can wait for  
it. We have not yet <sup>finally</sup> answered the  
Subsidiary Co's letter 17489, but  
21,959. has come in since I have  
disposed of.

Pl. see du 27332 ~~again~~.

W.C.S. 12/6/16

K.J.R.

12/16/16

Copy BT was reprinted 27332 46

16

2194

EAST AFRICA PROTECTORATE

No. 46.

GOVERNMENT HOUSE,

NAIROBI,

BRITISH EAST AFRICA

CONFIDENTIAL.

APR 11 1906  
27301  
Recd 9 JUN 16

Sir,

*45m/10956*

*on Genl. Manager  
17-4-16*

I have the honour to refer to your Confidential despatch of the 11th ultimo enclosing copies of representations from the Uganda Company with regard to delays on the Uganda Railway and in reply to attach a copy of a report on the subject by the General Manager, which clearly explains the existing position.

2. There is of course no doubt that during the continuance of hostilities the transport by rail of produce from Uganda, and indeed from the interior of this Protectorate also, has been and must be considerably restricted. Such restriction necessarily has little or no effect on our export trade generally so long as the necessary means to convey it to England is not forthcoming. This is the real crux, and until it is removed it is useless to accumulate produce at Kilindini, and thereby cause congestion in the scanty accommodation *etc.*

I have the honour to be,  
Sir,  
Your obedient servant,

*Wm. G. ...*

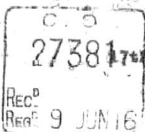
GOVERNOR

THE RIGHT HONOURABLE  
ANDREW BONAR LAW, P.C.  
SECRETARY OF STATE FOR THE COLONIES  
DOVE HOUSE STRAIT, LONDON, S.W.

INCLUSION

No. 100/1000 No. 100/1000 No. 100/1000

76 B15/46  
131



17th April

6

To,

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

Sir,

Lake Traffic.  
O.O. Telegram dated 13th April.

In reply to the enquiry contained in the Colonial Office telegram, forwarded under your memorandum S.13510/24, I have the honor to state that at the present time there are still a few tons of cargo at Kisumu Paer brought over by the steamer of the 31st December. The position has changed so entirely during the past two months that I give you herewith all possible information on the subject.

2. In December of last year we hoped that about the end of January or early in February we should be in a position to clear Kisumu. The following explains why we did not do so.

Our hope was based upon the fact that by February all Troops would be in position ready for the campaign, a large number being on the Longido line.

We started clearing traffic from Kisumu early in February, and from the 5th to 23rd cleared 1000 tons.

The

2.

The plan of campaign was then changed and we had to move the whole of the Cavalry Brigade back from Nairobi to ... of transport from both

... supplies and Railway ... also the ... of a large number of Hospital ... this line and the Voi-Maktau Railway, ... to South Kistum. In fact, the sud ... moving this large body of Troops without ... with a large number of wagons on the ... with ... and securing enough ... and shows how risky it is to have a ... at one end of the line loaded with ... when a campaign is on, and under ... military importance ...

As ... fighting ... it was decided ... the Kaj ... supplies via the Voi-Maktau Railway.

... for a week ... and a day for ... (Woodstock) ... along from the ...

... nothing ... Pier until ... the ... and from the 15th to 31st cleared 690 ... from 1st to 15th we were cleared 309 tons.

The demands of the Military have increased in every way and the reduction we expected to come about has not only not occurred, but everything has increased.

The following figures are of interest.

Sheep and Goats railed from Nairobi to Voi etc.

January	4610
February	4780
March	7147
April	6000 up to 15th instant only.

Cattle from Kiu to Voi etc.

February	1384
March	2612
April	1827 up to 14th instant.

The tonnage of traffic carried over the Railway has also increased a great deal.

December 1915	-	tons carried	-	15,438
January 1916	-	"	"	21,738
February	=	"	"	22,619

As regards the chance of carrying Kismu I do not see any hope of being able to do anything much in the near future for the following reasons:-

- 1. The demands for the railway are increasing.
- 2. The tonnage is increasing.
- 3. The present system of traffic is not sufficient.
- 4. At the moment:-

Harvey & Miles  
 1916  
 1917  
 1918  
 1919

But as the military  
 have another 4000  
 from

from Nairobi.

We also have to move 1400 Transport Bullocks, 1200 having to come from Fort Ternan.

A very large concentration of Troops and Live Stock will commence early in May, requiring 50 Mallet train loads at least to clear. If an Infantry Brigade comes as well, it means a lot more.

This means doing practically nothing else from the Coast while this is on and so we shall have to work very hard to get supplies of all kinds sufficient to bring the reserve supplies up and to provide for these extra men etc. between the time Moschi is opened to rail traffic and the time the concentration begins. Rails, Coal etc. have also to be kept going hard.

We shall have to expect a continual stream of remounts at the Coast, it is estimated that the wastage on Horses and Mules from the middle of May will amount to 6000 a month.

Another thing that has a very considerable effect on the question is the increased length of the ~~the~~ Military Railway. When the line ended at Malwa just over 40 miles only from Val, the time wagons stayed on that line provided they were unloaded at once was very short. With the increased mileage to Taveta 75 miles, it at once made a difference and when our trucks have to work through to Moschi over 100 miles, it makes an enormous difference in the use one gets out of the trucks.

I hope to keep on moving a certain amount of cargo from Kisumu, but do not see any chance of making a rapid clearance.

If we had been able to clear say 3000 or 4000 tons

tons from Kisumu Pier, it does not appear that it could have got away from Kilindini by sea, and I am not sure that we should not have had to stop sending it down as all godowns would soon have been full, we could not leave it in trucks and it would have to lie in the open and probably have suffered serious damage.

The returns of cargo for export at Kilindini Pier shows that on the 5th February there was 378 tons at Kilindini Pier. There was 2000 tons on the 8th April. Cargo cleared by Steamers from 5th February to 8th April 822 tons only. This is a dead weight. I should say there is 6000 to 7000 shipping tons of export cargo on the Island waiting shipment at the present minute.

The Fibre people at Thika have stated they do not want any more trucks, not because they have not the stuff at Thika, but because the godowns are full and they cannot store any more at the Coast.

On date we have the following cargo on hand at the different ports etc.

	Tons.	With Merchants. Tons.
<u>Lake Victoria.</u> Kisumu Pier	4418	
do. Station	900	
Port Bell	75	100
Jinja Pier	891	250
<u>Lake Kioga.</u> Namasegali	288	
Nasaka		11
Agu	200	400
Lalli		20
Avura		110
Kelli		2
Karabaya		5
Namaseali		4
Bugondo	22	250
Songai		36
Kashung		150
	<hr/> 6795	<hr/> 1289

On receipt of the cargo being delivery of

at the different ports etc.

XX) And therefore do not propose to take any action for the next month, but after that, if the prospect is not more hopeful that it is at the present time we shall be compelled to practically shut down on the Lake Traffic.

The tonnage given herewith is actual tonnage, and would represent at least 15,000 tons of shipping.

I hope to gather much valuable information as to the trade requirements of the public during my forthcoming tour of inspection on Lake Kioga.

I have the honor to be,

Sir,

Your obedient servant,

sd/- B. EASTWOOD.

General Manager,

Uganda Railway.