

EAST AFR. PROT.

C.O
18440

18 April 10

JUN 13

Governor
Beaufield

Private

UNION CASTLE BOATS
DISCHARGE OF CARGO

1913

April

Sends memo. by the Port Officer and report with tables by the Chief of Customs. There is no doubt boats could handle cargo more expeditiously if they possessed larger hatches and up-to-date gear but hesitates to say that the cause of delay is principally attributive to their deficiencies.

Last previous Paper.

16/5/13
2+59

Mr. G. Fisher

The report of the chief of Customs is interesting, but I do not think that we can sensibly take any action on it with regarding to the Union Castle boats.
Port by?

A. J. R.

11/5/13

An interesting contribution to our knowledge Mr. Beaufield might be asked to let the Ch. of Customs know that we appreciate the trouble he has taken in preparing his memo. tables.

11/6/13

11.6.13

Done
11/6/13

Next subsequent Paper

2/2/13

Mombasa.

18440
2 JUN 13

GOVERNMENT HOUSE,
BRITISH EAST AFRICA.

26. 5. 13.

of March 19 12 the train Coote boats reached our line.
Detailed inquiries on the subject of your cargo and was sent you
by the Port Officer, and a report with tables by the
of the boats.

There is no doubt that the A. B. slips and handls cargo was expeditiously
by the porters lades and up to date gear, but I should hesitate to
say that the cause of delay is principally attributable to these deficiencies.
I am afraid that so long as we have to do the best we can with the means
and appliances available at the wharf at the present time, we must
accept the larger share of responsibility for unduly protracted work.

Yours very sincerely
Alonzo Bayard

Port Office.

M O M B A S A,

22nd. April 1913.

Confidential

The Private Secretary,

Mombasa.

With reference to your letter of yesterday's date it is my opinion that the delay in loading and discharging the steamers of the Union Castle Line is due to the inadequate appliances used for lifting and lowering the cargoes.

The appliances are old fashioned, slow working winches, compared with modern ones.

The cargo hatches with the exception of the main hatch are small and consequently delay is caused when lifting large packages through them as they catch the lower edges of the hatch frequently, before the package is raised clear of the upper hatch.

The delay is attributable to the ship only, when one vessel is in the harbour discharging cargo when the cranes on the wharf can cope with the cargoes lying in the lighters alongside the wharf.

But when there are two or more vessels loading and discharging in the harbour the delay is not caused by the working on the ship, but by the cranes on the wharf, the number of which is not sufficient to deal with the amount of cargo to be landed from, and loaded into, the lighters.

[Signature]
Port Officer.

The Private Secretary,
To H.E. The Governor,
M O M B A S A .

I understand from you that H.E. the Governor is seeking information with regard to the detention of ships and delay in dealing with cargo at the port of Kilindini with regard to which complaints have been received.

2. You have informed me that His Excellency is willing and desirous that I should make a statement and furnish any facts of which I may be in possession which will throw any light on the matter in question.

3. I submit the following:

4. There has been a sudden large increase in trade since the end of 1910 which is steadily attaining remarkable proportions but which does not appear to have been foreseen or provided for either by the Government or the lighter Companies.

(3).

- (e). Lack of proper lights on the wharf which prevents work except of certain cargo at night.
- (f). Inadequacy of lighters both in numbers and carrying capacity and the unsuitability of the bulk of those available for dealing with heavy cargo such as sleepers, rails, heavy machinery, cement &c.
- (g). Inadequacy of towing power - the tugs available which are old and feeble with the exception of the German tug which is comparatively powerful, having to be used not only for bringing lighters to the wharf at Kilindini but under the present arrangement of two ports to tow lighters with or without cargo from Kilindini to Mombasa and vice versa.

7. It has been alleged that some steamers which call at the port of Kilindini particularly those of the Union Castle line are not sufficiently up to date as regards construction of hatches and general loading and unloading equipment to ensure quick despatch. This allegation is in my opinion to a certain extent correct, so far as handling heavy stuff which has been and is still being brought to this port is concerned, but I put in the following statement made to me by the Agents of the Union Castle

(4).

Castle Line:-

- "Carisbrook Castle" has 4 Hatches
2 Winches to each Hatch.
- "Dunvegan Castle" has 4 Hatches
2 Winches to each hatch.
- "G", Boats have 4 Hatches ^{in all} Bulk of cargo to No. 2, No. 2 hatch in all "G" boats has 2 winches.
- ~~"H", Boats have~~ 3 Other Hatches each one winch. When discharging all the winches are worked. Hatches which have a single winch work a double derrick. It is the practice to work on both sides of the ship but it is very seldom that one hatch works on both sides. The ships could work considerably faster if more lighters were available. About 1/2 the time shown as working, the hatches and winches have been idle.

(2). The German Agents state that their ships all have 4 winches to a hatch and they almost invariably work both sides.

(3). These statements I believe to be true but supposing that it had been possible to discharge cargo from these ships more rapidly, lighters would not have been available to take it and even had there been a sufficiency of lighters the more rapid discharge from ships would have only added to the congestion alongside the wharf and on shore.

(6).

declined on account of risk from fire to work cargo on shore in the sheds at night. It has been and is still the practice therefore to land at night only such cargo as is stored outside the sheds such as rails, sleepers, coal and I believe sometimes heavy machinery. When work is carried on at night only 2, or at the outside 3, of the 7 cranes available are at work.

(2). The Secretary of State has approved of a sum being expended on electric light plant but it has not yet been installed.

(f). The bulk of the lighters used in Kilindini and Mombasa are not really lighters at all but are old dilapidated dhows with two or more thwart or rather beams running crosswise from gunwale to gunwale. It is obvious that for rails, sleepers and generally bulky stuff they are absolutely unsuitable. I have personally observed, more than once, delay owing to the jamming of rails and sleepers under the thwarts. The Lighter Companies are alive to the necessity for improvement and the dhows are being replaced by iron or steel lighters and possibly this unsatisfactory kind of craft will eventually disappear.

(2). I find that in 1910 Messrs. Smith Mackenzie & Co's lighter plant had a dead weight carrying capacity of 1388 tons. In 1911 they increased it by 138 tons but broke up 88 tons making 1470 tons, a net increase of about 6%. In 1912 they further increased their lighter dead weight carrying capacity by 1060 making 2530 tons.

(7).

or a further increase of about 80%. They are I believe still increasing their plant.

(3), Hansing & Co., the D.O.A.L., at the end of 1911 had a total dead weight carrying capacity of 992 tons. At the end of 1912 they had increased this to 1094 or 3 $\frac{1}{2}$ %. They have since increased this tonnage to 1211 tons and are expecting a further 300 tons which will bring their lighter tonnage up to 1511 tons or 47 $\frac{1}{2}$ % increase.

(4). It would thus seem that it was not until last year and the present that there has been any substantial increase in lighter capacity. The relative increase of lighter capacity by Messrs. Hansing & Co., though apparently small is really remarkable considering the advent of the Union Castle, the Ellermann Harrison and the Italian Lines which now absorb a good deal of freight which would otherwise have gone to them and their lighters and the fact that the British India Line is now again running steamers direct to and from Bombay which bring and take a considerable amount of cargo which until 1911 was conveyed in German bottoms.

(5). The lighters now being brought into use are good useful iron or steel lighters admirably suited for carrying almost any sort of cargo.

(6). Messrs. Smith Mackenzie & Co., possess 3 small tugs which do not compare favourably with Messrs. Hansing's tug, one of them being an old Government launch which was condemned and sold. It has been I believe thoroughly overhauled but none of the three are as far as I can make out generally regarded as good enough for the work which they have to perform.

(2). The German line possess one tug only but it appears to be able to do the work required of it.

(3). Steamers of the Union Castle, British India, Ellermann Harrison, French and Italian Lines are loaded and discharged by Smith Mackenzie & Co's lighters.

(9).

myself unable to substantiate the conclusions which I have arrived at with regard to Kilindini, which is the port under consideration; by figures, because of the fact that another port Mombasa about 3 miles distant is open to ships and the tonnage arriving and for shipment as shown in the tables is not intended for or to be shipped from one port but two and is handled partly at one and partly at the other. Ships arrive at Kilindini or Mombasa remain at and sail from the port at which they arrive. Their cargo is partly consigned to Mombasa and partly to Kilindini and is landed where consigned. Similarly ships arrive and remain at one port but take in cargo from both ports. At Mombasa cargo is landed and handled into Warehouses by the Steamship Agents or Lighter Companies and the Customs having no knowledge of the tonnage landed or shipped keep their statistics purely as a Customs Department, as is done elsewhere, according to classification viz., Numbers, Cwt., lbs. gallons etc. At Kilindini cargo is brought to the

wharf

(10).

wharf by the Lighter Companies and handled by the Railway the latter's statistics being based on the dead weight railed up the line. The Steamships' tonnage is B/L tonnage either weight or measurement which differ considerably.

12. No account as far as I know is taken on shore of Bill of Lading ton landed except by Messrs. Smith Mackenzie & Co. As a large amount of cargo is handled by the other Lighter Company, Hansing & Co., Messrs. Smith Mackenzie & Co's figures alone are not of much use for the purpose of this report. The particulars of cargo shipped by German Steamers to Bombay are kept in packages and particulars of the tonnage shipped is not available.

13. Further while the returns show that so many days were taken in discharging a ship and so many more days were taken in getting the cargo on shore you cannot regard them as absolutely reliable as owing to the practice of consigning goods to and shipping goods from both ports by one steamer allow-

(12).

... cargo boats and Union Castle Steamers,
 from the port is such the
 ... They
 ... faster than other

... at Kilindini states that he
 ... 400 tons of general cargo or 350 tons
 ... and working
 ... 120 tons during
 ... we get 520 tons
 ... of heavy stuff in
 ... at the 2 cranes at Mombasa
 ... the about 250 tons a
 ... local of say 770 tons.

... is clear that if 3 or more ships are in
 harbour all discharging cargo which as very often
 happens (We at times have 5 ships all loading and
 discharging) and there is a sufficiency of lighters,
 according to the figures given and the statements
 made, the facilities on shore are miserably inadequate,
 This is borne out by the figures given of time taken

(13).

to discharge ships which are stated, with the exception of the Germans, to be working at low pressure and the time taken to get the cargo on shore. The Union Castle Line steamers now do apparently between 300 and 400 tons a day - I am assured that if lighters are available and adequate arrangements were provided on shore for dealing with cargo they could discharge 750 tons a day. At times large shipments are going on at Kilindini at the same time that cargo is being discharged and of course some of the cranes are not then available for landing cargo.

18. With regard to the Pier Master's statement as to Kilindini and my estimate for Mombasa I give the following instance which appears to show that I have in putting forward the estimate of 770 tons a day which the shore is capable of dealing with overestimated rather than underestimated. I find from the tables that between the 14th and 28th February 8005 tons were handled at Mombasa and Kilindini. Now the cranes both at Kilindini and Mombasa during that period were working hard all day long and some of them at night.

(14).

night. I think it may safely be taken that they were being worked to their full strength except that perhaps more could have been done at night if Kilindini were lighted with electric light.

19. They both, Kilindini and Mombasa, only accomplished an average of 617 tons per day between them.

20. The tables are for the period from November last year as it was only then that I gave orders that a record of the dates of landing of first and last package from each steamer was to be kept.

21. I wish to make the following concluding statement:

22. At the end of 1910 the trade of the Protectorate took an upward turn but having made enquiries I could find nothing to lead me to suppose that it would attain anything like the high proportions comparatively which my returns now show. The facilities at Kilindini were then fairly adequate. I went on leave in April 1911. When I returned in December 1911 I at once realised that a totally different state of things existed and I immediately applied for more Warehouse Accommodation.

(16).

went thoroughly into the whole question, a Committee was appointed consisting of Mr. Church, Mr. Stanley and myself. We then made certain proposals including the obtaining of expert advice all of which were approved.



Chief of Customs.

Custom House

Mombasa 29th April 1913.

P.S. At the moment of sending this letter off

I am informed that a steamer is sighted consigned to the Agents of the Ellemann Harrison Line bringing a steam launch and three lighters of about 140 tons each for use at this port.

29.4.13. C. of C.

*The S. H. Line
propose to take over from Messrs S. M. & G.
the launch & lighters. J. M. Harrison Chief of Customs
in this*

Chairman: Sir THOS. HYLOP, Kt
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DUFF, MIRCHELL & RADIN.
Box No. 46. Telephone No. 107
Cables & Telegrams: "DUFF"
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and Globe.

HEAD OFFICE

D/R/S.

225.

Sir Owen Phillips,
3 Fenchurch Street,
LONDON, E.C.

Dear Sir,

We have your letter of the 12th and are obliged.

re BARK TO AMERICA. We note your matter and are hopeful of making an early in July.

We have asked your Durban

With reference to the matter as compared with weight, we had a packing in compressed bales and for agents to ascertain their views on the

We regret to state that the reports so far satisfactory. The tanners report that bark packed so tight can only be ground with great difficulty, and again if packed in bags any dampness can easily disappear, whereas if compressed dampness/-

Statement Int. In by Major Leggett

Vessel	Time and date of arrival	Hour and date of sailing	Total No. of days and hours	No. of tons (measure) discharged	No. of (weight) disc'd
Cattle	6 A.M. 23.3.12	p.m. 25.3.12	2, 10/24		
	6 A.M. 27.3.12	5 p.m. 30.3.12	3dys. 11hrs.		
	6 A.M. 20.4.12	6p.m. 30.4.12	10d "	1031	3047
	6A.M. 26.5.12	10A.M. 29.5.12	3, 4/24		
ph	6A.M. 14.6.12	6A.M. 20.6.12 12.30 noon	6	1411	1183
b	6P.M. 21.6.12	24.6.12	3, 6/24		
alsh	7A.M. 16.7.12	5P.M. 17.7.12	2, 10/24	123	12
ika	8A.M. 12.8.12	8A.M. 27.8.12	11	1167	12
ika	1P.M. 13.9.12	5P.M. 16.9.12	3, 3/24		
arkh a	6A.M. 22.9.12	6 A.M. 25.9.12	7		
e Castle	10A.M. 23.9.12	6.A.M. 19.10.12	20dys. 20hrs.	1520	
scon	10A.M. 1.3.10.12	9P.M. 1.3.10.12	5, 11/24	1041	
scon	6A.M. 2.11.12	9A.M. 5.11.12	3, 3/24		
nelph	7A.M. 24.11.12	9A.M. 27.11.12	3, 2/24		
egan Castle	6A.M. 27.11.12	5P.M. 4.12.12	7, 10/24	1012	
egan Castle	6A.M. 26.12.12	5P.M. 31.12.12	3, 11/24		
oth	6A.M. 18.1.13	11A.M. 21.1.13	3, 5/24		
ika	7A.M. 23.1.13	6P.M. 31.1.13	7, 11/24	1442	1874
ika	7A.M. 25.2.13	7A.M. 29.2.13	3		
scon	4P.M. 16.3.13	10P.M. 20.3.13	4, 6/24		

Average No. of tons per day	Measurement tons per loaded	Tons weight loaded	Total No. of tons loaded	Average No. of tons per day of 24 hours	Remarks
	3	112	115	48	Loading homewards
382	254	1230	1484	422	do. South
	167	1327	1794	566	Loading homewards South
434	53	1129	1182	363	Loading homewards do.
	19	731	749	312	South
5 Zanzibar					Loading homewards
8 364	24	1046	1070	342	do.
	43	1516	1559	520	
1 300					South
91 346					
	67	1063	1130	361	Loading homewards do.
	140	748	838	238	
73 266	39	577	616	173	Loading homewards do.
	203	1005	1208	378	South
16 391					Loading homewards
	154	1227	1381	460	do.
	87	1487	1574	370	

Average No. of tons per day	Measurement tons loaded	Tons weight loaded	Total No. of tons loaded	Average No. of tons per day of 24 hours	Remarks
	3	112	115	48	Loading homewards
	254	1330	1484	422	do.
388					South
	167	1327	1794	566	Loading homewards
					South
94	434				Loading homewards
	53	1129	1182	363	do.
	19	731	749	312	South
352 368	Zanzibar 364				Loading homewards
	24	1046	1070	342	do.
	43	1516	1559	520	
51 391	300 346				South
	67	1063	1130	361	Loading homewards
	140	748	888	298	do.
773	266				Loading homewards
	39	577	616	173	do.
	203	1005	1208	376	
16	391				South
	154	1227	1381	460	Loading homewards
	87	1487	1574	370	do.



Percentage No of
 Captains discharged
 on 2000 pay of

7
3

March
April

		51	20.6
		276.6	22.6 3L
		273.1	330 2.8
		124.6	45
		160	178.3
		135	92.6
		660	465.9
		407	305.2
		210	201.6
		630	458.1
		380	285.0
		42	28.8
		725	567.3
		860	625.4
		160	112.9
		910	682.5
		370	277.5
		350	300.
1	1		
2	4		181.2
3	4		215
4	1		160
5	4		227.2
6	3		125.3
7	3		116.1

Vessels of the D. C. A. Line of Steamers
 taking cargo from 1st November to April 13th 1913

18440

REC'D JUN 13

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Vessel name	Where bound	Arrival Date	Arrival Time	Departing Date	Departing Time	Length of stay in port	No of tons shipped					
Merles	Bombay	Nov. 13	6:20 a.m.	Nov 13	4:30 p.m.	1 day -						
Arkgraf	"	Dec 13	3:50 p.m.	Dec. 14	a.m. 5:30	- 11 hours						
Merles	"	Jan 14	6:10 a.m.	Jan 14	p.m. 6	- 12 "						
Merles	"	Mar 14	1:25 p.m.	March 15	a.m. 6:55	- 18 "						
Arkgraf	"	April 13	6 "	April 13	" 5:35	- 11 "						

Not available

Vessels of the I. O. A. Line Steamers

with Cargo to discharge
from Nov to 24th April 1913

Vessel's Name	Where bound	Arrival		Departure		Length of stay in port	Days of discharge	Days of discharge	Days of discharge
		Date	Time	Date	Time				
McKean	Suez	Nov 16	6:20 a.m.	Nov 17	5:10 p.m.	1 day 11 hrs			
		23	7:15	24	9 a.m.	1			
		28	7:27 p.m.	29	6:35 a.m.	2			
		Dec 16	6:25 p.m.	Dec 17	10 a.m.				
		21	9:25 a.m.	22	12:35 p.m.	1 day 3			
		22	4:15 p.m.	23	5:20	1			
		26	6:15	28	8:55 a.m.	2			
		30	11:30 a.m.	31	5:55				
		Jan 16	5:58 p.m.	Jan 17	5:30 p.m.	1 m 1			
		23	8:00	25	9:50 a.m.	2			
		31	6:55 a.m.	29	5:50	2			
		11	8:30	Feb 19	10:55	1			
		23	6:40 a.m.	24	5:30	1			
		28	3:35 p.m.	Mar 1	5:50	1			
		Mar 14	8:50 a.m.	15	9:45	1			
		17	3:45	18	11:10	2			
		25	6:50	27	11:50	2			
		30	6:15	31	3:00	2			
		Apr 10	6:30	Apr 16	5:30	2			
		20	6:30	26	5:50	2			

Results of the Union Castle Line of Steamers with taking Cargo from 1st Nov 1912 to April 21st 1913

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Ship's name	Where bound	Arrival Date	Arrival Time	Departure Date	Departure Time	Length of stay in port	No of tons shipped	Average No of tons shipped per ton of 24 hrs					
Gascon	Europe	Nov 24	5:55 a.m.	Nov 5 th	9:15 a.m.	3 days 3 hours	1130	361 6					
Peninsular Castle	"	" 30	6	Dec 2 nd	5:45 p.m.	2 " 12 "	Not available						
Wulph	"	" 24	7	Nov 27 th	9:10 a.m.	3 " 2 "	888	288					
Quinegan Castle	"	Dec 28	6:35	Dec 31 st	4:40 p.m.	4 " 11 "	616	138 8					
Loch	"	Jan 18	6:30	Jan 21 st	10:45 a.m.	3 " 4 "	1208	381 5					
Woolkha	"	" 28	6:25	" 31 st	6:00	2 " 23 "	2065	698					
Yai Ka	"	Feb 25	7:5	Feb 28 th	7:5	3 " -	1381	460 3					
Gascon	"	Mar 16	3:40 p.m.	Mar 20 th	9:57 p.m.	4 " 6 hrs	1574	370 3					
Peninsular Castle	"	" 22	6:30 a.m.	" 24 th	4:10	2 " 9 "	368	155					
Quinegan	"	April 18	6:54	April 21	2:20	3 " 7 "	531	161 1					

Vessels of the Union Castle Line
of Steamers with taking
Cargo from 1st Nov 1912 to April 21st 1913

Vessel name	Where loaded	Arrival Date	Arrival Time	Departure Date	Departure Time	Length of stay in port	No of tons shipped	Average No of tons shipped per day of 24 hrs
Jason	Europe	Nov 2 nd	5.55 a.m.	Nov 5 th	9.15 a.m.	3 days 3 hours	1130	367.6
Windsor Castle	"	" 30	6	Dec 2 nd	5.45 p.m.	2 " 12 "	Not available	
Wulph	"	" 24	7	Nov 27 th	9.10 a.m.	3 " 2 "	888	288
Sumner Castle	"	Dec 28	6.35	Dec 31 st	4.40 p.m.	4 " 11 "	616	138.8
Wick	"	Jan 18	6.30	Jan 21 st	10.45 a.m.	3 " 4 "	1208	381.5
Worke	"	" 28	6.25	" 31 st	6.00	2 " 23 "	2065	698
Wai Ra	"	Feb 25	7.5	Feb 28 th	7.5	3 " -	1381	460.3
Wagon	"	Mar 16	3.40 p.m.	Mar 20 th	9.57 p.m.	4 " 6 hrs	1574	370.3
Windsor Castle	"	" 22	6.30 a.m.	" 24 th	4.10	2 " 9 "	368	158
Waverley	"	April 18	6.54	April 21	2.20	3 " 7 "	531	161.1

Vessels of the God. Line Steamers
with cargo to discharge from 1st Nov 1912
to April 21st

Vessel	Type	Where bound	Arrival		Departure		Length of stay in port	Period of discharge		Time taken to complete discharge	No of tons discharged
			Date	Time	Date	Time		1 st cargo landed	Last pkg landed		
President		Bombay	Nov 30	6.30 a.m.	Dec 1 st	5.10 a.m.	—	Dec 1 st	Dec 3 rd	3 days	
Konig		"	Jan 4	6.45 a.m.	Jan 11 th	1.20 p.m.	—	Jan 6 th	Jan 7 th	3 "	
Kanaler		"	" 29	5.30 p.m.	" 31 st	10.55 a.m.	1 day, 17 "	" 31	" 31	2 "	297
Konig		"	Feb 12	6.10 a.m.	Feb 13	11.10 "	" 17 "	Feb 13	Feb 14	2 "	
Markgraf		"	" 19	4.40 p.m.	" 23	5.25 p.m.	4 " 1 "	" 20	" 25	6 "	1480
President		"	Mar 22	6.15 a.m.	Mar 26	5.30.	3 - 23 "	Mar 22	Mar 24	2 "	787
Konig		"	April 21	6.35 "	April 24	12 p.m.	3 " 5 "	April 24	April 24	1 "	750

Vessels of the U.S.A. Line of Steamers

South Coast to San Francisco
 1st April 1913

Vessel Name	Where Bound	Arrival Date	Arrival Time	Departure Date	Departure Time	Days in port	Days	Time taken to complete voyage	Total No of tons despatched	Average No of tons despatched per day
Angler	South	Nov 6	8:45 a.m.	Nov 7	4:25 a.m.	11	4 hrs	3 days	275	275
Lombardi	"	" 15	"	" 16	"	"	"	"	180	395
Markgraf	"	Dec 4	6:20	" 16	5:50	"	"	2 days	540	1178
Hankler	"	" 16	5:45	" 17	4:35 a.m.	23	"	"	595	620
President	"	Jan 3	2:50 p.m.	Jan 7	5:35	15	"	2 "	495	792
Markgraf	"	" 14	8:55	" 15	9	19	"	2 "	860	307
President	"	Feb 15	6:35	Feb 16	7:50	16	"	5 "	540	619
Markgraf	Mass									
Constar	"	Mar 4	6 a.m.	Mar 11	9:45	16	"	4 "	450	675
Markgraf	"	" 30	5:55	" 31	6:10	1 day	2 "	6 "	540	561
Hankler	"	Apr 11	9:50	Apr 12	10 p.m.	15	"	1 "	315	630

900

Vessels of the *Greenland* Line, *Harrison & Tellerman*
 Cargoes from 1st November 1912 to 28th April 1913

Name of Vessel	Where bound	Arrival		Departure		Length of Stay in port	Total No of tons shipped	Average No of tons shipped per day 24 hours				
		Date	Time	Date	Time							
Manfred	Europe	Nov 15	am 6.30	Nov 21	pm 4.15	6 days 10 hours	860	134.3				
Key Hall	do	Dec 29	6.	Jan 12	am 6.5	14 "	1187	84.8				
Bisholm	do	July 8	6.20	July 13	pm 4.10	5 " 10 "	865	151.7				
ian	do	April 20	6.30									
Vessels of the same line with cargo to discharge from Nov 1912 to April 1913												
							Number of discharges	Time taken to complete discharges on shore	Total Number of tons discharged	Average No of tons discharged per day of 24 hours	Average No of tons discharged on shore per day of 24 hours	
Key Hall	South	Dec 8	am 6.25	Dec 13	2.25 pm	5 days 5 hours	Dec 9 th	Dec 17 th	9 days	954	178.7	106
Bisholm	do	Jan 11	8.10	Jan 22	3.50	8 "	Jan 15	Jan 26	12 "	967	116.6	80.6
ian	do	March 16	pm 3.8	March 21	4.10	5 "	Mar 26	Mar 29	13 "	729	145.8	56.1
MacLaren	do	April 25	am 11.							1400		

Versity of the *Line* *Harrison & Callerman*
 Cargo from 1st November, 1912 to 20th April 1913

Name of Vessel	Where bound	Arrival		Departure		Length of stay in port	Total No of tons shipped	Average No of tons shipped per day of 24 hours				
		Date	Time	Date	Time							
Wendy Hall	Europe	Nov 18	am 6.30	Nov 21	pm 4.15	6 days 10 hours	860	134.3				
Wendy Hall	do	Dec 29	6.	Jan 12	am 6.5	14 "	1187	84.8				
Wendy Hall	do	Feb 8	6.20	Feb 13	pm 4.10	5 "	865	151.7				
Wendy Hall	do	April 20	6.30									

Vessels of the same line with cargo to discharge

Name of Vessel	Where bound	Arrival		Departure		Length of stay in port	Total No of tons shipped	Average No of tons shipped per day of 24 hours	Time taken to complete discharge on shore	Total Number of tons discharged	Average No of tons discharged on shore per day of 24 hours	Average No of tons discharged on shore per day of 24 hours
		Date	Time	Date	Time							
Wendy Hall	South	Dec 8	am 6.25	Dec 13	2.23 pm	5 days 8 hours	Dec 9 th	Dec 17 th	9 days	954	178.7	106
Wendy Hall	do	Jan 14	8.10	Jan 22	3.50	8 "	Jan 15	Jan 26	12 "	967	116.6	80.6
Wendy Hall	do	March 16	pm 3.8	March 21	4.10	5 "	Mar 20	Mar 29	13 "	729	145.8	56.1
Wendy Hall	do	April 25	am 11.							1400		

Vessels of the Messageries Maritimes

Taking from 1st November 1912 to April 10th 1913

Vessel name	Wharf bound	Arrival Date	Arrival time	Departure Date	Departure time	Length of stay	Number of men	Number of tons shipped	Number of days of stay
Katal	Europe	Nov 9 th	6:30 am	Nov 9 th	6:30 pm	1 hour	Nil		
Emmal	"	Dec 7 th	6:20	Dec 15 th	6:20	7	51	121.8	
"	"	Jan 11 th	7:20	Jan 18 th	7:20	8	2	5	
"	"	Feb 10 th	7:30	Feb 17 th	6:30	7	11	37.7	
"	"	March 17 th	6:53	Mar 17 th	6:53	1	35	163.8	
"	"	April 10 th	6:30	April 10 th	6:30	1	12	165.3	

Vessels of the Messageries Maritimes from 1st Nov 1912 to April 10th 1913

Vessel name	Wharf bound	Arrival Date	Arrival time	Departure Date	Departure time	Length of stay	Number of men	Number of tons shipped	Number of days of stay	Average No. of tons shipped per day of stay	Average No. of men discharged on 24 hours
Clarie	South	Nov 16 th	11:35 am	Nov 16 th	4:40 pm	5 hours	100	18	18	168	
Belbourne	"	Dec 15 th	6:45	Dec 15 th	4	1 day	100	16	16	110.4	
"	"	Jan 11 th	7:2	Jan 11 th	3:50	1	100	13	13	234	
"	"	25 th	7:10	25 th	3:35	1	100	27	27	63	10.5
"	"	Feb 22 nd	10:55	Feb 22 nd	4:15	1	100	23	23	288	
"	"	Mar 22 nd	7:45	Mar 22 nd	4:40	1	100	23	23	182.4	10.2
"	"	April 19 th	7:10	April 19 th	3:10	1	100	56	56	16	

ack: + call attention to those papers
+ say that Mr. Harcourt has seen the
report with much surprise, but that
the further deep: what the
after the country has been
examined by himself + Mr. Anderson - +
said that he will be glad to know if he
has the Director of Agr: remembers
the "war" with that of
Mr. Harcourt.

H. J. R.

2/17/13

Possibly shows Christian this district
has been leading Martin Chuzzlewit.

Query: how far is it permissible to believe
anything said by anybody - or about the E.C.P.?

As proposed

Feb. 8. 6. 13

U. 6. 6. 13

E. 6. 6. 13.

are incessant contradictions
rive me to despair.

8. 6. 13

Act: + call attention to those passages
+ say that Mr. Harcourt has with the
best report with much surprise, but that
the further deep: which the
after the country has been
examined by himself + Mr. Anderson +
with that he will be glad to know if he
has the Director of Agr: remember
his report of the "Wool" with that of
Mr. Harcourt.

H. J. R.

2/17/13

Possibly shows children this district
had been reading Martin Chuzzlewit.

Query: how far is it permissible to believe
anything said by anybody in or about the E.A.P.?

As proposed

Pr. 5. 6. 13

11. 6. 13

6. 6. 13.

are incessant + contradictions
drive me to despair.

8. 6. 13

8338

165

C.O.
18338

GOVERNMENT HOUSE,
NAIROBI,
BRITISH EAST AFRICA



6th May 1913

BY AIR MAIL PROTECTED

523

3/1
4/2/13

Sir,

With reference to the concluding paragraph of my despatch No. 816 of November 2nd last I now have the honour to transmit herewith a copy of a report on the Trans-Juba country in the extended Southern Khasi Reserve by Mr Masai, the District Commissioner in charge, who has recently visited it.

1. The aspect of this region is not quite as favourable as I should have anticipated from the opinion expressed by Mr Macdonald, Mr J. K. Hill and others. The Masai will however only have to spend upon it in exceptional seasons and it will doubtless prove valuable on such occasions.

2. It is my intention to make a journey through the Reserve in June and July next, as soon as the rains are over, and the Government Entomologist, Mr Anderson, is at present making investigations with a view to determining the existence

Report

THE RIGHT HONOURABLE
LEWIS HARGREAVES, F.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, LONDON, S.W.

* N. 40527

16826-12

Encl in No

C.O.
18330

Report on the Trans-Mara Extension of the Masai
Reserve.

167

That portion of the new Masai Reserve as recently defined by me lying to the West of the Singai or Mara River embraces an area of 1080 square miles. Certain parts of it have for many years been inhabited by small sections of Masai (belonging to the Siria and Lotta divisions. The Northern area immediately South of Kibai was at one time inhabited by Lumbwa or Setik, but there have been no natives permanently settled there for several years.

2. I will first deal with the area lying to the North of latitude 1°00'. This is a very hilly and well watered locality, but the grazing is extremely rank, much of it being of the variety known as elephant grass. It is fairly well wooded especially near the outskirts of the ~~Shapunga~~ forest, but there are not wanting fairly large tracts quite destitute of wood or bush. It is free from fly, except possibly on the Keyen and Singai rivers, but I suspect the tick which carries East Coast fever is fairly prevalent. There is a high rainfall, and the grass is generally anything from 4 to 15 feet long.

I have been through this country at every season and can say with certainty that it will never be short of pasture, however poor in quality it may be. Possibly it would become very much better if sufficiently grazed for a number of years.

The available water supply is ample for any

number

area is a small one, secondly it remains to be seen whether it will be used extensively by the Maasi, and thirdly it may possibly be infected with East Coast Fever.

The following watercourses are I consider suitable for making drinking places:

- 01 Kaju Kotura
- 02 Kaju Lo Gogon
- 03 Kaderit River
- 04 Lakekoro Spring
- 05 Kerakutwa Spring
- 06 Kaju Lo Nakuwa
- 07 The Ongolero River

(b) The country below Escarpment has for many years been extensively used by Ibitsa and Siria Maasi and there were recently several Ibita villages there.

It is fairly well watered and, of course, the Eng'oi river is never very far away. I would recommend however, to dig at a spring known as "Kilolaipei", and one on the "Kang'ung'ung' river".

The country is only used during the dry season, in wet season much of it is swampy and unfit for stock. Hay exists in a few places.

3. As regards the country in question generally, I cannot but think its importance as a grazing area for the Maasi has been exaggerated. The whole area is absolutely unsuited for sheep, except perhaps below the Escarpment. There is also the fact that much of the grazing is not particularly good. The most serious objection, however, is the question of East Coast Fever. I am afraid I do not know the tick which causes the infection.

L. ...
Incl. in No. ...

C O
1833

Report on the Trans-Hara Extension of the Masai Reserve.

That portion of the ~~new~~ Masai Reserve as recently defined by me lying to the West of the Sagibai or Hara River embraces an area of 1089 square miles. Certain parts of it have for many years been inhabited by small sections of Masai (belonging to the Siria and Letta divisions. The Northern area immediately South of Elgii was at one time inhabited by Lumbwa or Setik, but there have been no natives permanently settled there for several years.

2. I will first deal with the area lying to the North of latitude 1° 05'. This is a very hilly and well watered locality, but the grazing is extremely rank, much of it being of the variety known as elephant grass. It is fairly well wooded especially near the outskirts of the Ushapanga forest, but there are not wanting fairly large tracts quite destitute of wood or bush. It is free from fly, except possibly on the Keyen and Hongoi rivers, but I suspect the tick ~~which~~ carries East Coast fever is fairly prevalent. There is a high rainfall, and the grass is generally anything from 4 to 18 feet long.

I have been through this country at every season and can say with certainty that it will never be short of pasture, however poor in quality it may be. Possibly it would become very much better if sufficiently grazed for a number of years.

The available water supply is ample for any number

area is a small one, especially it remains to be seen whether it will be used extensively by the Masai, and thirdly it may possibly be infected with East Coast Fever.

The following watercourses are I consider suitable for making drinking places:

- Ol Kaju Kotura
- Ol Kaju Lo Sagon
- Khu Ruderit River
- Old Lakeoro Spring
- Kerakawa Spring
- Ol Kaju Lo Nakwain
- Khu Ongolari River

(b) The country below Matapant has for many years been extensively used by Ibits and Siria Masai and there were recently several Ibita villages there.

It is fairly well watered and, of course, the Sag'ad river is never very far away. I would recommend however, a dam at a spring known as 'Kilalaipol', and one or two on the 'Lang' river.

The country is only used during the dry season, in wet weather much of it is swampy and unfit for stock. Fly exists in a few places.

9. As regards the country in question generally, I cannot but think its importance as a grazing area for the Masai has been exaggerated. The whole area is absolutely unsuited for sheep, except perhaps below the Matapant. There is also the fact that much of the grazing is not particularly good. The most serious objection, however, is the question of East Coast Fever. I am afraid I do not know the tick which causes the infection.

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infection, but the neighbouring districts of Kisii,
Sotik and Environdo, where the climatic and
geographical conditions are precisely similar are
all endemic as regards this disease.

The country will form a very useful reserve
grazing ground during periods of drought, but I
consider it is improbable that the animal will ever
prefer it to Loita, Kamah, Il Kalli and Engatop.

Dr. R.W. HERTZ
Officer in Charge,
Kisumu District.

Mara River,
3rd April 1915.

the report, which I find it difficult to reconcile with ~~his~~ his report of November 11th 1911.

~~Gov. 139/10/11~~

1911, a copy of which was forwarded in Sir P. Girouard's despatch ~~to me with copies of the same~~ referred to above. ~~except two boxes of the 11th 1911~~

November, 1911, with that of his.

Herewith.

I have etc.

~~_____~~

* No 38730/11