

EAST AFR. PROT.
31372

C.O
31372
REC'D
20 AUG 14

Governor
Belfield 695

RAILWAY FARES
FOR AFRICAN NATIVES

1914

23rd July

Trs satisfactory report by Railway Manager
on results of reduced third class fares for African
natives travelling batches.

Last previous Paper.

Seas
24410
11

Partly.
at once.
K. J.R.
21/8/14

Partly

Next subsequent Paper.

31372

40

GOVERNMENT HOUSE,
NAIROBI,
BRITISH EAST AFRICA.

EAST AFRICA PROTECTORATE.

No. 696

July 23rd 1914.

Sir,

With reference to the penultimate paragraph of the letter from the Lords Commissioners of the Treasury No. 13715/11 of the 25th of July 1911 enclosed in your despatch No. 423 of the 3rd of August 1911, I have the honour to transmit herewith for your information a copy of a report by the General Manager of the Uganda Railway on the results attendant on the institution of reduced rates in the third class fares and also for African natives travelling in batches.

Index
24410
11

Report.

2. It is very satisfactory to learn that the experiment has been fully justified.

I have the honour to be,

Sir,

Your humble, obedient servant,

H. Conway Beckett

GOVERNOR.

The Right Honourable

Lewis Harcourt, P.C., M.P.,

Secretary of State for the Colonies,

Downing Street,

LONDON, S. W.

C O
31372

40

GOVERNMENT HOUSE,
NAIROBI, 28 AUG 1911
BRITISH EAST AFRICA.

EAST AFRICA PROTECTORATE

No. 695

July 23rd 1914.

Sir,

With reference to the penultimate paragraph of the letter from the Lords Commissioners of the Treasury No. 13715/11 of the 25th of July 1911 enclosed in your despatch No. 423 of the 3rd of August 1911, I have the honour to transmit herewith for your information a copy of a report by the General Manager of the Uganda Railway on the results attendant on the institution of reduced rates in the third class fares and also for African natives travelling in batches.

Treas
24410
11

Report.

2. It is very satisfactory to learn that the experiment has been fully justified.

I have the honour to be,

Sir,

Your humble, obedient servant,

Almond Bayard

GOVERNOR.

The Right Honourable

Lewis Harcourt, P.C., M.P.,

Secretary of State for the Colonies,

Downing Street,

LONDON, S. W.

C. O.
31372

41

INCLOSURE

In Despatch No. 676 of 28.9.1914

C-7 5/10/1914

July 23rd

RATES for 3rd Class Passenger Traffic

SIR,

I have the honour to acknowledge receipt of your letter No.S.1384 dated 1st June wherein you ask that a full report be sent you, as to the result of the introduction of reduced 3rd Class Passenger fares, in accordance with the penultimate paragraph of the Treasury letter No.13715/11 of July 25th 1911 for transmission to the Secretary of State.

2. The Lords of the Treasury in the third paragraph of their letter were very sanguine as to the result of introducing a reduced 3rd class tariff and I must say at the outset that the result after three years working, has amply justified my notion in introducing the reduced third class tariff as set forth by me in my letter of 20th March 1911, Number 48/100, and that the receipts from our third class passenger traffic now form a not inconsiderable part of our income.

3. The reduced tariff was brought into operation on 1st November 1911 and in order that you may fully appreciate the rapid increase I give

THE HON'BLE
THE CHIEF SECRETARY
TO THE GOVERNMENT
MADRAS.

you the statistics as recorded during the three years the reduced rates have been in force :-

3rd Class Normal Traffic

Year	No. of Passengers Single	Return	Receipt Rs.
1910-11	97.071	7.099	360.731
1913-14	302.916	11.991	476.032

The increase in numbers is very large and the increase in receipts 32 % and points to a greater distance being travelled than was formerly the case.

There is no doubt but that the reduction has materially increased our 3rd class traffic.

For men travelling in batches the returns are :

Year	No of passengers		Receipts. Rs.
	Single	Return	
1910-11	584	-	1.314
1913-14	44.612	440	109.324

This comparison is not a fair one as in 1910-11 we carried "free" 28635 men belonging to contractors employed on Railway work. This concession was stopped at the end of 1910-11 and the figures for 1913-14 therefore include many men who would previously have been carried free; and we can not use the figure above given as contractors would probably not carry so many men, or would make them work for a larger period, if they have to pay the men's fares instead of being given free transport.

If a comparison is made with the year 1911-12 the figures are :

Year	No of Passengers		Receipts Rs
	Single	Return	
1911-12	18,048	-	43,970
1913-14	44,813	440	109,324

It was considered by the Lords of the Treasury that the reduced rates would unduly benefit the Magadi Railway and Company more than the general community. This is not so. The Magadi Railway undoubtedly did benefit, but allowing for the traffic to and from Magadi Junction there is a very large increase from the general public.

The Magadi Junction traffic is :

Year	No of Passengers		Receipts Rs
	Single	Return	
1911-12	307	-	443
1913-14	16,036	-	28,852
1913-14	9,561	-	17,111

The figures excluding Magadi therefore are:-

Year	No of Passengers		Receipts Rs
	Single	Return	
1911-12	18,036	-	43,337
1913-14	25,063	440	93,213

The normal traffic has practically doubled in both numbers and receipts in two years and the result must be considered satisfactory.

I have the honor to be,
Sir,

Your obedient servant,

Gd/ H.B. TAYLOR
General Manager
Uganda Railway.