

EAST AFR. PROT.

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N<sup>o</sup>. 20367

G. O.

20367

Rec<sup>d</sup> JUN 07

Individual

1907

Previous Paper

(Subject.)

Railway Rates  
 Customs  
 Land Office

complaints of administration of Procons  
 in regard to -

(Minutes.)

Mr. Read.

Mr. Hodgson complains  
 (from the report of friends & not  
 from personal knowledge),

1. Of delay in the Customs
2. Of delay in the carriage of  
 military effects on the Railway.  
 (He has not heard much of  
 these 2 grounds of complaint & we  
 might all for a report by the  
 Genl.),
3. Generally of prohibitive rates  
 on the Railway.

The Treasury have recently

allowd intem reductions on in  
infact as an experiment, & Mr  
H. might be informed of these reductions

4. Of inadequate landing facilities  
at Mombasa. These will be improv-  
ed by the work now in progress

5. Of the encroaching of the all band  
near the railway by people  
who do nothing to develop it.

This was also made the subject  
of complaint by Ch. Maleson,  
& on 3/4/1896 the Acting  
Comr reported that he was  
taking action on the matter.  
The Govt might now brooked  
what is being done.

And reply briefly to Mr H.  
stating what has been & is  
being done.

W.M. 10/6

W.M. 10/6

It will be sufficient to refer back to the previous letters and to say that the points

which he mentions are receiv-  
ing attention.

W.M. 10/6

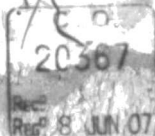
W.M. 10/6

Parbook Road,

Huyton,

Liverpool,

June 7<sup>th</sup> 1899



The Right Honourable

The Earl of Selborne & G.

Secretary for the Colonies.

London

My Lord, East African Protectorate

I beg to bring before you under the title of affairs prevailing at the present time in the above Protectorate chiefly in the regard to the freight charges in force on the Uganda Railway, the Customs, and the administration of the Land Office

I may here state that I am in constant and close communication with friends who have lately gone to the country, so that the information which I have is not founded on mere hearsay, but is what I have received in the last few months from those immediately concerned.

I am aware that it is not desirable that a speculative element should be encouraged in the Protectorate, as has undoubtedly been the case in the past, and the people of whom I am speaking to, I venture to think, of the most reliable class possible, whose capital is anything between £500 and

£7,000, and who do not desire to embark upon a commercial career, in the absence of some of the land, but whose ambition it is to settle upon the occupation of their land at the earliest possible moment.

The Customs department at Noumea appear to be greatly understaffed, and the Officials are entirely opposed to facilitating the journey of the settlers up-country, for in each of our cases, the persons concerned were kept waiting at Noumea for upwards of a week, before it was possible to have the examination of their goods concluded, during which time they were put to the expense of stopping at one or other of the Hotels, whose charge amount to about £4 per head per week. In one or two cases, where the settler has been accompanied by a wife and children, whom he has not been willing to allow to face the journey up-country alone, the extra expense has been a serious item.

When the Officials have completed their work "sundry" or big bill in respect of Customs due has to be met, amounting to very considerably more than the settler is led to expect he may have to pay from a parcel of the Officials' hands book and other pamphlets, added to the frequent the exorbitant charge for packages and "unwage" and the hotel charges before mentioned, together with the cost of a tin house and

sellors' houses, and the business may  
be the more fortunate even if he is  
unaccompanied, if he gets clear of  
Montana under £100 or £50.

Then again it is quite useless  
for him to leave Montana without  
seeing something he possesses on land  
he has, otherwise he may expect that  
he will not see them again for at least  
a month, and in that case, out of the  
six I have before referred to, it was better  
to wait for the goods to make the journey  
between Montana and Nason a distance  
of about 250 miles, and even then some  
of the essential parts of the outfit have  
been left behind at Montana. This,  
on the top of seriously heavy railway  
freight charges, which amount to more  
than a penny per lb. for some journeys,  
and the heavy expense consequent on the  
slowness of the Customs at the port  
of destination, he, a prudent  
businessman, would be well  
to go elsewhere with his capital.

He has now to secure his land,  
and with his depleted capital it is  
necessary that he should enter into  
possession immediately. He enquires  
from the authorities as to the land  
which is available for his purposes,  
and is informed that all the land  
within reasonable distance of the railway  
has been granted to speculators, who hold

any thing - from 5,000 to 100,000 and each 539  
and whose policy it is to set light on the  
holding, without making any serious attempt  
at improvement until such time as by the  
operations of others, he feels justified in  
making an exhortation not from the  
settle. It is understood that the land has  
been granted to these people on condition  
of improvement, but time goes on and the  
conditions are not seriously enforced  
and in some cases not enforced at  
all, and the settle to whom 300 or  
400 acres of such land would be a  
God-send see himself completely shut  
out by reason of the numerous rentals  
demanded by the present settle. It is  
further told by the Land Office that there  
is good land available at some place  
which is probably 20 or 30 miles from  
the Railway, but he well knows that it  
is out of the question to even think of  
occupying this, as the cost of transport  
would be such as to materially cripple  
his efforts to make a living from his  
produce during all the time which amounts  
to a year or more he is put to the  
further expense of toll life, and finding  
that his great God land has been unproductive  
and he remains in a serious condition  
he is driven to look for some employment  
(and it is by no means certain that he will



land it) so that he may "redress" to  
 hold out until such time as the Land  
 office enforce the conditions of their lease  
 when, it is common knowledge in the  
 District, the majority of the present  
 tenants, will have their holdings taken  
 from them and sold over their heads.  
 Most of the people have held their lease  
 for a number of years and without of the  
 authorities insisting on the terms of the  
 lease being faithfully carried out, the  
 land has lain uncultivated, with the  
 exception that in a few cases a temporary  
 shelter has been erected thereon, and perhaps  
 40 or 50 head of cattle turned out to

graze. This on an estate of thirty or forty  
 thousand acres, I think your Honors  
 will agree to a ridiculous state of affairs  
 and especially so, seeing that there are  
 numbers of smaller colonists willing and  
 anxious to obtain possession of a small  
 holding within reasonable proximity to  
 the Railway, and who would be willing  
 to spend a stipulated sum per acre  
 on the land every year.

I venture to express the opinion  
 that the fact of individuals holding  
 such large tracts of land, without  
 making any serious attempt at  
 cultivation is of no real help to the  
 welfare of the country, but rather is it  
 a hindrance, for it shuts out those

smaller agriculturists, whose capital is  
nearly as large (pro rata) as that of  
the great holders, and who, could they  
secure desirable land, would by the  
very fact of their improving so many  
acres every year, insure that a certain  
amount in respect of Imports and Exports  
should be guaranteed to the Revenue  
of the District every year.

What I have stated in the  
foregoing is a plain recital of facts  
such as have actually happened in  
the Provinces within the last 13 months.  
They will, by no means isolated cases, nor  
have they arisen from any lack of  
intelligence or forethought on the part  
of those concerned, so that unless some  
material alteration is shortly made in  
the administration of the Departments  
in the matter, it is quite conceivable  
that in the future a settler may  
find that when he has voluntarily  
obtained possession of his land, the  
cost between the time of arriving in  
the country and entering upon the  
occupation, has been so heavy, that he  
is almost destitute.

The point which I therefore  
desire to bring to the notice of your  
Honourable Committee is as follows:-

(1) The state of the Customs  
at Hong Kong and the consequent  
delay and expense occasioned thereby.



(2) The administration of the Uganda Railway, particularly as regards the forwarding of goods up-country and the prohibition of freight charges in force from the station to the coast, which in the words of one settler have "absolutely killed my exports".

(3) The delay in enforcing the conditions under which large tracts of land have been granted in the Protectorate, and the desirability of making it compulsory for tenants to be resident on their holdings, and also to grant preference to bona fide settlers when applications for land are being considered.

(4) The inadequate arrangements in force at Mombasa for the unloading of vessels and the desirability of providing better accommodation in the way of Quays etc.,

It is generally known that delays and expense to themselves, as well as others, are inseparable from the administration of a new Protectorate, and I recognize that the present settlers must necessarily take a considerable time to adjust, but it should not be forgotten that they are not of recent origin and the small settler has every right to expect more consideration from the authorities than he is receiving at present. Meanwhile, he has no option but to suffer himself.

(7)

On referring to Colonial Office report No 519 on the Protectorate, which is the last one published your Honorship will see, that the profit on the last years working of the Uganda Railway was upwards of £65,000 which in the future might very properly be placed against a reduction of the exorbitant freight charges now in force. This would have a strong tendency in attracting more settlers to the country, which in its turn would of necessity benefit the Railway, and as the annual profit on its working might be confidently expected to represent considerably more than 1% on the capital cost which is the case at present. The Manager of the Railway in the report to which I refer strongly advocates such a step, which would undoubtedly be in the interest of all concerned.

The importance of the land question cannot will be exaggerated, so in its present condition it effectively curtails the immigration of a desirable class of settlers to the Protectorate.

I hope your Honorship will see your way to give these matters your earnest attention at an early date as possible, and I shall be glad to hear whether you have any observations to make upon the points which I have raised.

It will probably not be out

(S)

of place to best remark, that my  
interest in the country arises from  
the fact that I hope to make a  
visit there during the course of the  
present year.

I am,

Your devoted servant,

A. J. Hodgson

H. 20 EAR  
20367

515

14 June 1907

Sir,

I enclose to you  
letter I've directed  
the Earl of Elgin to  
thank you for your letter  
of the 7<sup>th</sup> of June and  
to inf. you that the  
matter is agreed to  
the EAR's administration  
of the EAR's school for  
safe as necessary situation

E. R. [Signature]

DRAFT.

A. J. Hodgson Esq

MINUTE.

- Mr. [Name]
- Mr. Read
- Mr. [Name]
- Mr. [Name]
- Mr. [Name]
- Mr. Lucas
- Mr. F. [Name]
- Mr. Churchill
- The Earl of Elgin

20/13/07