

DOMESTIC.



EAST AFR. PROT.

No. 6918

6918

Recd 26 FEB 1906

Name of Individual

(Subject)

Mr. W. R. ...

Scheme for a Railway

Londiani - Gondokoro
Submits

1906

By ...

at previous Paper.

1	2	3	4	5	6	7	8	9	10

Reference -
CO. 533
 25

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Mr. Read

(Minutes.)

There seems to have been some previous reports on the subject which has not reached the light.

The scheme set out in this letter is so much in the dark that it runs hardly worth while to consider seriously it.

One of the main points

(1) That distance from which they prefer to run has not, so far as I know, been so yet, sufficient to show any railway of considerable length with frequent trains of passenger weight.

(2) That for considerable distance from Bahig Bay

Appl. by ... 15th ...
 Copy sent ... 4th ...

31

to the neighborhood of Knapfield, and
 from the Murchison Falls to
 Knapfield and finally of the road
 you had decided upon to be built
 (and) the time would complete
 with water carriage.

I ask your Lordship with
 regard to consider the scheme
 when the details are laid before

October 1840 - M. J. R. 2

A short time ago we had another scheme
 for a railway & bridge & referred the project
 of it to Sir E. Blake who very soon
 convinced him of its feasibility. I think
 that we had better adopt a similar
 procedure in the present instance.

Ask. & say that Lord Elgin thinks that
 it will be better that Sir J. Lubbock should
 be prepared with the C.A. who
 is familiar with matters of the kind
 & say that the papers have accordingly
 been referred to them & send copy
 of same to the C.A.
 that from the feasibility of the scheme, it
 is probable that the Govt. would give permission
 to a private Co. to construct & work the
 line, & that the Govt. would be bound to
 purchase the line & the papers.

W. J. R.
 27/2

Pages 71 or useless substance
 a correspondence with the
 but only in a request for a guarantee
 a more equally impossible condition.
 Of the ten George mentioned is a partner
 in the solicitors firm of that name, it
 is more than likely that his Syndicate
 only wants something it can sell.

1840
 2/3

vol 5.3

I have seen Sir F. Poyser and
 have suggested to him an interest
 with H. C. A. - send the
 necessary papers. Sir F. Poyser is
 an eminent Indian Civil Servant for
 whom I can vouch - but I know
 nothing of his colleagues in this
 business.

E. B. 3.

6918.

~~6918~~ 6918

6662 SD

67

23, Elvaston Place,

23rd Feb



S.W.
6918

Dear Sir,

Many thanks for your

kind letter.

I enclose a note describing
the railway which my
symbolical paper to be
in West Africa.

The description is not very
easy to understand without
a map.

I am enclosing
such a map carefully
prepared and I shall
be able to bring it with
me or forward it.

20.8.75. 10.15. Identical with the volume

beforehand if you think
 that would be preferable,
 I can quite understand
 that you must be very
 busy at present and
 am with content to wait
 till such time as you
 compare time to see
 when

Yr
 sincerely
 J. W. Roberts

no 7931

to the paragraph beginning "Attention should be drawn"

2



15 March 1906
Insert

DRAFT.

75.R. Fryer K.C.S.I

Sir

I reply to your letters of the 23rd and 28th of February. I am

MINUTE.

- Mr. ~~North~~ 14/3
- Mr. Read 14/3
- Mr. Antrobus
- Mr. Cox.
- Mr. Lucas.
- Mr. Graham.
- Sir M. O'Malley
- Mr. Churchill.
- The Earl of Elgin.

directed by the Earl of Elgin to inform you that he considers that the proposal to construct an electric railway in East Africa should in the first instance be discussed between you and the C.A. for the Colonies who are familiar with matters of this kind. The papers have accordingly been referred

Copy sent to the C.A. for the Colonies 14/3/06

Copy sent to the C.A. for the Colonies 14/3/06

14/3/06

22/3/06

6918

6918



15 March 1906
Indexed

DRAFT

Brown Agents

Gentlemen,
I am directed by the Earl of Elgin to transmit to you the accompanying copy of correspondence with me on the subject of a proposal to construct an electric railway in East Africa, and to request that you will make arrangements to discuss the scheme with Sir F. Fyler and to report on the result of the interview and for Lord Elgin's use.

Done at N.S.S.

MINUTE.

- Mr. B. H. H. ley 14/3
- Mr. Read 14
- Mr. Antrobus
- Mr. Cox
- Mr. Lucas
- Mr. Graham
- Sir M. O'Malley
- Mr. Churchill
- The Earl of Elgin.

See Fyler 23 Feb. (1898)
 See Fyler 28 Feb. (")
 See Fyler 3 March (1898)
 incl. copy of return
 of Fyler 15 Feb

Earl 14/3
Copy sent Fyler 16 March 06

R. Farquhar

1875-11-75

No 6918, 6919, 1898

500/100

23, Elvaston Place,

28th January 1866 S.W.

Dear Lord Clifton

I find on the promised map in case it may be of use;







Myself, Thomas and George, the two members of our Synodate, also went to East Africa, from the United Church of the Kingdom of Scotland, to the proposed site of the new historical museum of the British Museum.

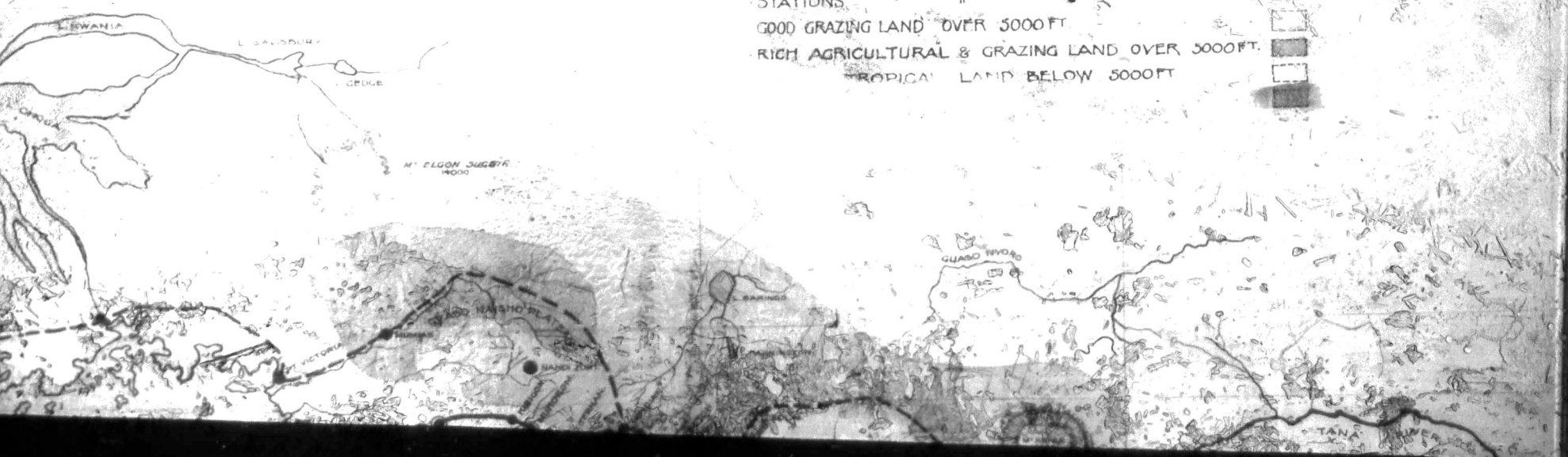


MAP · SHOWING · THE
UGANDA RAILWAY
AND
PROPOSED · EQUATORIAL · RAILWAYS.



SCALE 1:554,000 or 1 inch = 20 MILES

- EXISTING RAILWAY THUS 
- PROPOSED " " 
- STATIONS " " 
- GOOD GRAZING LAND OVER 5000 FT 
- RICH AGRICULTURAL & GRAZING LAND OVER 5000 FT. 
- TROPICAL LAND BELOW 5000 FT 





RIVER

CONGO

RIVER KANROR

ALBERT EDWARD
NYANZA

MADIE

FT. EDWARD

NIBINGE

BUNDOA

NIANJAT

LAKENYO

URUNDI

BEMEA

MAGALA

NYANZA

LAKE TANGANYIKA

NYANZA





NYANZA

MTOA Station

ANGLO GERMAN BOUNDARY

PROPOSED MAGADI RAILWAY

MOUNT KIMBERLING 7500

MOUNT DOMO SAKUTI 6200

SABAKI RIVER

MAUNGU

MACHINGO ROAD

MAK OBNVI

CHWICAMWE

MOMBASA

TSAVO

KENANI

MTO ANDKI

KUMBEZI

AMONGONI

MAKINDU

SULTAN HANNOU

RICHARDS BAY

STONY ARI

MAKIBI

ESCAPIBENS

LANDRUS

RAMASHA

ESCAPIMBENS

NYERI

ESCAPIMBENS

ESCAPIMBENS

ESCAPIMBENS

ESCAPIMBENS

ESCAPIMBENS

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ESCAPIMBENS

ESCAPIMBENS



36°

40°



NOTES ON THE SUGGESTED EAST AFRICAN RAILWAY.

The present Uganda Railway, which is a misnomer, as it only reaches the Victoria Lake at Port Florence, may, for the practical purposes of the Report, be merely regarded as a Trunk line, built originally for political and strategic purposes, and hurried through without due consideration of those questions so vitally important to its position, as regards revenue and self-identity in the future. Running, as it does, over great stretches of unproductive wastes, the rates must necessarily be always high, unless some means can be found to nourish it by feeders to the richer and more productive districts which the line does not touch.

The present scheme is designed with a view of utilizing the Uganda Railway as far as the summit of the Mas Ebori, where the gradients and engineering difficulties are most severe, and from thence establishing a branch line, which has many strong points to commend it as a potent factor, both politically and commercially, in the future.

North of the present Uganda Railway, between Man and Kisumu, is a magnificent stretch of high, healthy undulating plateau, admirably adapted for agriculture or ranching, fertile and well watered. This is not touched by the present line which descends steadily down to the unhealthy low lands towards the Victoria Lake, and which are quite unfit for settlers from every

(2).

standpoint.

- D. Leaving (say) Londiani Station, the proposed line would skirt the fertile Nandi country, with its boundless agricultural wealth and splendid forests, and following approximately a N.E.W. direction, would emerge on to the Angata Nyuki plateau, a settlers country in the highest sense, with its rolling fields of rich grazing, and productive, well watered soil. Continuing in the same direction, the Nzola river would be reached, on the northern side of which lies a corresponding and, if possible, richer plateau, the Ogas Naishu, between mountains Chib-charagnani and Elgon. Both these plateaux are at an elevation of from 5000 to 7000 feet.

From the point at which the line touched the Nzola river, it would turn westwards, following a course approximately parallel to the river, and after rounding the North end of the Surongai range of hills, which lie to the west of the Angata Nyuki, would enter Upper Kavirondo in the district of Kabaras. Between Kabaras and Mugias, the country is thickly populated and very fertile, and the rich agricultural district extends right up to the Nandi border to the south. There are also immense beds of hematite iron ore assaying very high, which are worked by the natives on a limited scale, for making ornaments, spears etc. This iron ore might possibly be profitably worked in the Kabaras district as the Surongai hills close by are well tim-

(3).

bered, as is also a large portion of the surrounding country. From Mumias, an easy gradient would be followed down to the Victoria Nyanza, and here again the line would pass through a fertile, well populated district. The Lake would be touched in the vicinity of Berkeley Bay, near Port Victoria, where the Nzoia River would be crossed.

The great feature in the above scheme is the fact that from Londiani to the Victoria Lake, the line could be run electrically from water power supplied by the falls on the Guaso Nasa and Nzoia rivers, which are ample in volume and height, and most conveniently situated at a point approximately midway between the termini.

There would also be plenty of timber available for construction and auxiliary purposes, if necessary. There should be no difficulty in getting an adequate supply of labour from the Kavirondo districts, where the people are amenable and good hands at all kinds of agricultural work.

The total length of this section of the line would probably be somewhere about 150 miles.

From Berkeley Bay the line would continue round the N.E. corner of the Lake, and enter Usoga, a wonderfully fertile country, more tropical in character than Kavirondo, and capable of great development.

Near the borders of the Lake the population has been sadly ravaged by sleeping sickness, and for this and other reasons,

(4).

would suggest taking a route some distance inland through the richest portion of the country, where labour could be secured, and eventually bring the line round to Jinja, close to the Ripon Falls on the Victoria Nile.

Cotton, fibres, rubber, shillias (the latter already a rapidly growing and lucrative trade from Jinja) and other products, such as coffee, etc., would all do well in Usoga, and attention is being drawn in this direction at the present time.

So far then it will be observed, that given a white settler population on the Angaka Nyuki and Guas Ngishu plateaux, there would be no uninhabited or waste portion along the route of the line from Londiani to the Ripon Falls on the Nile, and this is undoubtedly the direction that should have been taken in the first instance by the Uganda Railway.

G. Fifty miles or so from the Ripon Falls, through a country equally capable of development, would bring the line to Mengo and Kampala, skirting the heads of the bays and inlets on the northern shores of the Victoria Nyansa.

Entebbe, the Head Quarters of the Administration, could be connected either by a branch line or by a separate electric train service.

From Kampala the route would strand in about a W.N.W. direction, avoiding the swampy regions, and thence passing through the well populated and fertile western provinces, come to Hoima the

(5).

capital centre of the district - finally reaching the Albert Nyanza at Butiaba.

From Kampala to Butiaba the distance would be approximately 150 miles, and from thence to the Murchison Falls on the Victoria Nile about 40 miles. Crossing the Nile at this point, the line would proceed North, following the river to Wadala, and keeping from thence a course parallel to the stream find its terminus eventually at Gondokoro, some 230 miles from the Murchison Falls.

Here again Nature lends itself to the undertaking. The Ripon Falls would easily supply the power required to a point beyond Kampala and equidistant between the Murchison and Ripon Falls. Then the magnificent Murchison Falls would come into play, and furnish the balance of power necessary to complete the distance to Gondokoro.

Thus, from Londiani to Gondokoro, all the requisite power for running, would be furnished at convenient intervals, by an ample water supply, an economic and unrivalled factor in determining the question.

Furthermore, the points to be considered in connection with the scheme in the future, must not be lost sight of. In the first place, the line would form a connecting link with the Congo Free State whither, even under existing conditions, a large amount of goods and other necessaries, is constantly in

(6).

transit via Uganda. From the Albert Nyanza it is comparatively but a short way to the navigable waters of the Arawimi or Congo rivers, and it is conceivable that the Belgian Govt, might see the advisability of completing a line over this section, and so bridging the Dark Continent from East to West for the first time.

Secondly, the section of the line from Butiaba or Hoima, to Gondokoro would hold a most prominent and commanding position in the event of the Cape to Cairo Railway ever becoming an accomplished fact, in fact would be the key to the Northern situation.

Fort Hall Branch. In addition to the main line described above, there is an immediate need for a branch line from Nairobi to the base of Mount Kenia to open up the land on the lower slopes of this mountain as well as the rich and well watered country between Fort Hall and Nairobi, a considerable portion of which has already been taken up by settlers. This district is probably one of the most promising in the Protectorate. The Railway would run entirely through a fertile country which is capable of immediate development and in close touch with the important town of Nairobi.

It would prove a valuable feeder to the Uganda Railway.

At some future period it would probably be desirable to continue the line to the west joining up again with the main

(2).

line of the Uganda Railway at Nakuru, thus opening up a considerable portion of the equally fertile Ekipia plateau which at present is not easily accessible.

As in the case of the main line, water power is available at several points, consequently, the working expenses should be low.

(9).

line of the Uganda Railway at Nakuru, thus opening up a considerable portion of the equally fertile Likipia plateau which at present is not easily accessible.

As in the case of the main line, water power is available at several points, consequently, the working expenses should be

low.