



EAST AFR. PROT.  
UGANDA  
No. 7931

7931

Individual.  
p. w p 8  
1906  
March  
previous Paper.  
6918

(Subject.)

Electric  
Scheme for Railways.

- 1. Londiani - Gondokoro
- 2. Nairobi - Post-Hall - Nakuru

Encloses outline of — with map + photos.

Mr Reed

(Minutes.)

Sgt. Lewitt - with letter  
6918

S.F.S.  
14/3

Perhaps we need not answer  
Mr. Fawcett till Mr. Churchill  
also sees him his own letter.  
(This paper was delayed non-payment  
until 6918 returned)

(Sp. sent for Mr. Churchill 16/3  
22/3, returned 1/3)

Copy sent to Mr. Reed 6918  
Copy sent to Mr. Fawcett 143  
Copy sent to Mr. Lugard 64  
Copy sent to Mr. ... 16 March 1906  
Copy sent to Mr. ... 17 March 1906  
Copy sent to Mr. ... 27/2/14

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83  
C.O.  
7931  
REC'D  
MAR 26

R. JAMES FAWCER

M. DIST. S.E.  
M. DIST. E.E.

AGENTS  
LONDON  
MANCHESTER  
PORTSMOUTH  
ALDERMOUTH

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0193 ALDERMOUTH

Deansgate  
Manchester.



3rd March 1908.

The Rt. Hon. Winston S. Churchill Esq.,  
The Colonial Office,  
Downing Street, S.W.

Dear Sir,

With reference to our interview on Monday on the subject of railways in British East Africa and Uganda, I have now much pleasure in enclosing an outline of the scheme we propose, together with a copy of the map which I showed you at the House of Commons and a selection of photographs taken in the part of the country which is suitable for European settlement.

I believe the uplands of East Africa will prove to be one of the finest countries for white colonists when certain further development has taken place, when facilities for intercommunication and commerce have been increased, and when a somewhat broader minded policy in the government of the country is inaugurated.

No doubt if you visit the Protectorate yourself and investigate the local conditions, it will lead to great improvements in this respect.

I will esteem it greatly if you will give this matter your personal consideration as you kindly promised.

CONTINUATION SHEET To The Rt. Hon. W. S. Churchill, M.P.

JAMES FAWCUS,  
M.B.E., M.I.C.E.

-2- Date 3rd March 1908 84

and will hold myself in readiness to give you any further information on the subject which you may require.

Yours faithfully,

W. James Fawcus.

WJF.

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7931

NOTES ON THE SUGGESTED EAST AFRICAN RAILWAY.

11-11-11

3

NOTES ON THE SUGGESTED EAST AFRICA RAILWAY.

The present Uganda Railway, which is a misnomer, as it only reaches the Victoria Lake at Port Florence, may, for the practical purposes, 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 solidity 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 from the richer and more productive districts which the line itself does not touch.

The present scheme is designed with a view of utilising the Uganda Railway as far as the summit of the Mau Escarpment, 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 Mau 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 goes steadily down to the unhealthy low lands towards the Victoria Lake, and which are quite unfit for settlers from every standpoint.

Leaving (say) Londiani Station, the proposed line

OFFICE LONDON

would skirt the fertile Nandi country, with its boundless agricultural wealth and splendid forests, and following approximately a N.N.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 Nzoia river would be reached, on the northern side of which lies a corresponding and, if possible, richer plateau, the Ghas Katsku, between mountains Chibcharagani and Elgon. Both these plateaux are at an elevation of from 5000 to 7000 feet.

From the point at which the line touched the Nzoia 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 Nundias, 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 timbered, and an ample supply of water power could be obtained, as is also a large portion of the surrounding country. From Nundias 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 Fort Victoria, where the Nsao 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 Ghaso Nasa and Nsao rivers, which are 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 for all kinds of agricultural work.

The total length of this section of the line would probably be somewhere about 180 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, it would be preferable to take a route some distance inland through the richest portion of the country, where labour could be secured, and eventually bring the line round to Jinga, close to the Ripon Falls on the Victoria Nile.

Cotton, rice, rubber, oilseeds (the latter already a rapidly growing and lucrative trade from Jinga) 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.

-4-

So far then it will be observed, that given a white settler population on the Akrotis Nyanki and Gasu National plateaux, there would be no uninhabited or waste portion along the route of the line from Gondokoro 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.

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

Entebbe, the Head Quarters of the Administration, would be connected either by a branch electric train service.

From Kampala the route would trend in about a N.W. direction, avoiding the swamp regions, and thence passing through the well populated and fertile western provinces, would come to Heala the capital centre of the district - finally reaching the Albert Nyansa at Butiaba.

From Kampala to Butiaba the distance would be approximately 180 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 Wadepa, 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 Murchison Falls would come into play and furnish the balance of power necessary to complete the distance to Gondokoro.

Thus, from Lodiiani 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 either, even under existing conditions, a large amount of goods and other necessaries, is constantly in transit via Uganda. From the Albert Nyanza it is comparatively but a short way to the navigable waters of the Arushu or Congo rivers, and it is conceivable that the Congo Free State Govt. might see the advisability of completing a line over this section, and so bringing the Dark Continent from East to West for the first time.

Secondly, the section of the line from Butaba to Kaima, 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 Provinces. The Railway could run

entirely through a fertile country which  
development and in close touch with the inland

It would prove a valuable feeder.

At some future period it would pro-  
continue the line to the west joining up again  
of the Uganda Railway at Nakuru, thus opening up  
portion of the equally fertile Likipia plateau wh  
not easily accessible.

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

Attention should be drawn to the very important fact  
that electric power can be supplied at any desired point on the  
line from the generating stations for the use of those who  
wish to establish factories for treating fibre, cotton and other  
produce. The unusual conditions obtaining in this district  
having to carry all produce intended for export over 300 miles  
practically unproductive country must of necessity always lead to  
high railway rates, seriously handicapping any but the lighter  
and more valuable products.

It therefore becomes of the greatest importance that a  
cheap and convenient form of power should be available over as  
large a portion of country as possible, to enable raw products to  
be converted into the more valuable and lighter finished or semi-  
finished article before transmission to the coast.

The Railway would be in a position to supply electricity  
from their large generating stations for power and lighting  
purposes at a much lower rate than any smaller concern or  
individual could hope to emulate.

After careful consideration of all the facts of the case we are now prepared to submit the following proposition, in the hope that the Government will give it their earnest attention, constituting a basis for a future agreement, which cannot fail to greatly benefit the best interests of the country:-

The Government to give a free grant of all the land necessary for the construction of the Line, Stations, sidings and works, including one mile radius from each station.

The Government to grant the Railway Company, free water power rights within a zone of 10 (ten) miles on either side of the line, as may be required for the generation of power necessary for the working of the line.

The Government to give the Electric Railway Company a free grant of all timber not already sold as near to the Railway as possible for construction purposes or as a supplement to the water power should the latter at any time be found insufficient, the Railway Co. undertaking to replant as large an area of timber as they may use in any one year the Government granting them suitable and convenient land for the purpose.

The Railway to undertake to supply electricity for the production of light, power or heat at any point on the route of the line - to the Government, Municipalities, Companies or private individuals at prices not exceeding 6 annas per Board of Trade unit, for the production of light and 3 annas per unit when utilized for heat or power - provided that the Company can only be called upon to supply such electricity, as they can produce between the maximum power they require for

purpose of their own traffic, lighting and works, and minimum amount of power obtainable from the water falls they have equipped with plant under the concession.

The Railway to be of similar gauge to the Uganda Railway and traffic will go through without transhipment.

The Uganda Railway to give a physical connection at such convenient points near to Nairobi, Nakuru and Londiani stations as may be agreed upon and to arrange for a joint use of these passenger and goods stations.

The Uganda Railway shall allow to the Electric Railway Company a special commission or rebate of 10% on all traffic brought by their line to the Uganda Railway over and above the most favoured terms allowed to any other person or body whatsoever and in like manner the Electric Railway Company will allow to the Uganda Railway a similar commission on all traffic coming from the Uganda Railway to the Electric Railway.

The Government to allow all necessary material required for the construction of the Railway to be imported free of duty, and at a rate of carriage on the Uganda Railway not exceeding the lowest rate in force for any kind of merchandise to be reduced.

The Government to guarantee an interest at the rate of 3% on all capital expenditure or as an alternative shall give the Railway Company a free grant of the freehold of such amount of land where they may select it, in the same manner as the Government give the same to the Uganda Railway, and at the same rates, which has not already been sold or leased as equivalent at its present leasehold value to be applied upon such capital expenditure.

In the event of land at present leased on the route the line lapsing to the Government, the Railway Companies have the option of taking such land or lands as a portion of their free grant.

The Government to set aside an annual sum to be agreed upon for the purpose of making good roads to open up the district through which the line passes, and to act as feeders to it, such annual grant to be expended by the Government engineers after consultation with the Railway administration.

7 E.A.P.  
7931 Uganda



15 March 1906  
Ince

DRAFT.

W.P.J. Fawcett Esq

I am directed by the  
Earl of Elgin to acknowledge the  
receipt of your letter of  
the 5th of March, and to  
inform you that the  
proposal for the construction  
of a new railway in  
East Africa has already  
been brought before  
his Lordship by  
Sir F.W.R. Fryer, K.C.S.I.,  
whom Lord Elgin has  
suggested that he should  
in the first place  
decide the matter  
with the local people  
before...

MINUTE.

- Mr. Doke Esq 9/4/3
  - Mr. Read
  - Mr. Anrobus
  - Mr. Cox
  - Mr. Lucas
  - Mr. Graham
  - Sir M. Ommanney
  - Mr. Churchill
  - The Earl of Elgin.
- for comm

1906 14/3

Copy to Mr. Doke  
15th March 1906  
1906 14/3

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

SCALE 1:500,000 OR EACH 25 MILES

- EXISTING RAILWAY
- PROPOSED RAILWAYS
- STATIONS
- GOOD GRAZING LAND OVER 3000 FT
- RICH AGRICULTURAL & GRAZING LAND OVER 3000 FT
- TROPICAL LAND BELOW 3000 FT







