

EAST AFR. PROT.

30866

30866

REC'D
16 SEP 09

Memor. No.

494

1909

24 Aug.

Previous Paper.

492

Railway Rates between Lake Ports

Copy Lr from Ag. Manager suggesting modification. Subject to approval of S/S has sanctioned lower rates for cargo from 1 Sept. Passenger rates will not be altered pending conson by S/S.

Mr. Butler in Ltr

There seems to be a tendency to lessen rates. We have just written to the Treas^r asking that, as a tentative measure, imported salt may be free of duty or carried at lower rates. And we shall, without doubt, have to go to them on this, too.

As regards freight, I have written imperial proposed rates, for easier comparison. It will be seen that they are by no means all reductions - ~~Bank... especially...
General...
standing...
long...~~

Mr. Sandiford appears to have been into the matter carefully, & anticipates, if anything, a fair rise to increase of tonnage carried. Unless you think Mr. Currie ought to be consulted, I think we might ask Treas^r to sanction, pty not anticipated result and saying that report will be furnished at end of the matter showing the

Copy of Jm...
Ans'd 695, 18/8/09 37008

Mr. Butler:

Please see Mr. Currie's memo. attached -
he is strongly in favor of both
sets of reductions.

493

As to the passenger reductions,
Mr. Currie considers that the present ~~red.~~
rates are too high, & that by
reducing the ^{3^d} fares, more passengers
will travel. The loss estimated
by Mr. Sandford he thinks may be exaggerated.

I have attached previous papers,
including those referred to at end of
Mr. Currie's memo. He proposed a
~~reduction in unimproved stock~~ ^{policy of low rates} (C/22377)

but the Treasury is not to be approached
until we have Sir P. Guinand's views.

And on treaty 23599 Z.L. referred
red. on imported ~~stock~~, at very
rate until they know results of
previous experimental reductions.

The prospect, therefore, is not
particularly inviting; but we
may as well try for what is wanted.

3 copy of des. & enclosures
to Treasury giving the substance
of Mr. Currie's memo. & promising
them a report at the end of a
given period - (12 months) on the
effect.

acct.

27/9

Mr. Fiddles

I think we might try it on,
if it is only by way of picking up

instances to refer to when we
go to the Treasury later for a
General power of alteration for
the Gov. in Council. Ha

HaB

Sept 27.

alone P. 19.60

Handwritten: ~~Handwritten copy for review~~

Memo.

East Africa Protectorate No 494 of: Aug. 24th 1905

These proposals are the outcome of very careful deliberation between the Governor of Uganda & myself. Up to the present different rates have been charged on the Railway steamers and the Uganda Protectorate steamer "Sir William Mackinnon" and it was decided to annihilate these dual at the same time simplify them.

The new rates will be a great improvement on the old ones and I hope the Colonial office will agree to them. In fact I think Mr Sandford could have sanctioned them himself as they involve little or no pecuniary loss, it was doubtless on account of the proposed reduction in passenger fares that he included the goods rate alterations in his letter.

The proposed alterations in passenger fares are more important. Second Class remains as at present and first class is only adjusted so as to remove certain small discrepancies. The radical alteration suggested is in 3rd Class.

Up to the present we have charged 3rd Class passenger the same rate per mile as 1/2 d - on the steamer as on the railway. This rate is much too high on the railway & for deck passengers on the steamer is really enormous. The result is that we are getting no increase in the number of passengers carried year by year.

The bulk of our goods traffic comes from the

Take and originate from small Indian, Arab or native traders. We want to encourage these men to travel and to make their employees travel.

A return who earns Rs 6.0 per man will not travel from Entebbe to Port Florence, i.e. 175 miles, when he has to pay Rs 5.25 for the journey. i.e. nearly a month's wages.

The proposal is to reduce steamer fares from 3 cents i.e. $\frac{1}{2}$ d per mile to 2 cents per mile. And endeavor to get more traders and natives to travel by steamer. The Governor of Uganda is strongly in favor of the change.

Some months ago I wrote a letter to the Colonial Office urging a policy of reduction in freights & fares so as to develop East Africa. This is in keeping with those proposals. I hope the Colonial Office will sanction it, if reduction such as this are not given we shall have to wait many years before we can hope to see Uganda trade make any great advance.

I think Mr. Sandford has somewhat overestimated the immediate loss. I think I calculated it would mean Rs 2000 only but I may be mistaken.

W. L. Linné

26.9.09

C.O
30866

Governor's Office,

Nairobi,

16 SEP 09

August 24th 1909.

EAST AFRICA PROTECTORATE.

No. 494

(Incl. 2)

495

My Lord,

I have the honour to transmit for Your Lordship's most favourable consideration a copy of a letter I have received from the Acting Manager of the Uganda Railway with reference to certain corrections and modifications of rates between Lake Ports which are in his opinion advisable.

2. Under the circumstances reported in this letter, I have, as regards cargo, sanctioned tentatively only and subject to Your Lordship's approval the introduction of the lower rates from the 1st of September.

3. As regards passenger rates however as it is feared that at first some loss may be incurred, nothing will be done until Your Lordship has considered the matter.

4. Copies of rate Circulars showing the effect of the proposals are also enclosed; A embodies the present proposals and B. and C. show the existing rates.

I have the honour to be,
With the highest respect,
My Lord,
Your Lordship's most obedient,
humble servant,

H.M. PRINCIPAL SECRETARY OF STATE

FOR THE COLONIES

DOWNING STREET,

LONDON, S.W.



Mr. Sandiford
Aug. 20th
Rate Circulars

INCLOSURE 101

In Despatch No. 490 of 22.8.1909

Manager's Office,

Nairobi,

August 20th 1909.

30866

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SEP 03 1909

No. 93/100D

Sir,

With reference to a long outstanding demand for corrections and modifications of rates between Lake Ports, and with a view to assimilate them with rates proposed by the authorities in Uganda, the Manager discussed the question with His Excellency the Governor of Uganda prior to his departure on leave. The Traffic Manager subsequently went into the points raised and met the members of the Chamber of Commerce, Merchants, Agents, &c. at Kampala and now submits the accompanying rate circular (A) embodying his proposals and so far as possible meeting the views of those concerned, also for convenient comparison I attach copies of existing rates (B) and (C). None of the alterations in goods rates will, I think, prejudicially affect our revenue, on the contrary the anticipated increase in tonnage should more than cover the reductions effected. In the case of the proposed alteration in passenger fares, which for 3rd class (really open deck) are exceptionally high, I fear that at first the reductions in 3rd class fares would do so to the extent of perhaps Re. 10,000 per annum and on that account I reluctantly

The Secretary

to the Administration,

East Africa Protectorate

Nairobi.

496A

reluctantly defer their introduction until I receive formal sanction from the Colonial Office. In the case of the goods I will however give the new rates effect from the 1st of September 1909, tentatively, and permanently subject to confirmation by the Colonial Office hereafter. Unless I do so at once we will lose the benefit of the present season's crop.

In advocating these rates I do not mean that we have reached the bottom of the reductions desirable under steamer transport. The rates all round on the Lake are high for carriage by water and will need further reduction later on.

The modifications now made are but a casting of bread upon the waters and a move in the right direction and I would ask that His Excellency will kindly obtain the sanction of the Colonial Office to the proposals now submitted.

I have &c.

Sd/- C. SANDIFORD.

Acting Manager,

Uganda Railway.

(A)

UGANDA RAILWAY.

RATE CIRCULAR

No.
of 1909.

INCLOSURE *N.2*

In Despatch No. *144* of *August* 1909

---:0:---

The following alterations in Goods and Coaching rates will come into force on and from the 1st September 1909.

GOODS.

497

Cotton, country, pressed will be charged at different rates according to the density of the pressing.

Cotton pressed to 35 lbs per cubic foot or over = full pressed

" " from 20 lbs to under 35 lbs to the cubic foot = $\frac{2}{3}$ pressed

" " " 15 " " " 20 lbs per cubic foot = $\frac{1}{3}$ pressed

Cotton pressed to less than 15 lbs per cubic foot is considered loose cotton and will be charged 1st class rate, subject to a minimum of 2 $\frac{1}{2}$ tons per 10 ton truck and 5 tons per 20 ton truck.

The following are the rates for cotton, country, pressed to Mombasa per 100 lbs.

From	Full pressed Rs. cs.	$\frac{2}{3}$ pressed Rs. cs.	$\frac{1}{3}$ pressed Rs. cs.
Port Florence	1.30	1.64	2.16
Kampala Port Jinja Entebbe	1.79	2.15	2.65
Mwanza	2.04	2.38	3.00
Bukoba	1.89	2.23	2.75
Shirati, Karungu	1.60	1.94	2.46

The following Goods rates per 100 lbs between Uganda Lake Ports will supersede all previous rates.

Entebbe to	Special class Rs. cs.	Inter class Rs. cs.	1st class Rs. cs.	2nd, 3rd, & 4th classes Rs. cs.	5th class Rs. cs.
Kampala Port	0.08	0.10	0.15	0.35	1.25
"	0.15	0.30	0.40	0.90	3.50
Shirati	0.15	0.30	0.31	0.50	2.50

Kampala to	Special class Rs. cs.	Inter class Rs. cs.	1st class Rs. cs.	2nd, 3rd, & 4th classes Rs. cs.	5th class Rs. cs.
Ja	0.15	0.30	0.40	0.90	3.50
bbbe	0.05	0.10	0.15	0.35	1.25
akata	0.20	0.25	0.31	0.50	3.60
<u>Jinja to</u>					
ala Port	0.15	0.30	0.40	0.90	3.408
bbbe	0.15	0.30	0.40	0.90	3.50
akata	0.30	0.35	0.37	1.25	6.00
<u>Bukakata to</u>					
bbbe	0.15	0.20	0.31	0.50	2.50
ala Port	0.20	0.25	0.31	0.50	3.60
Ja	0.30	0.33	0.37	1.25	6.00

Rice country in ten ton lots or multiples thereof
from Mwanza to Mombasa Rs.260 per ten tons.

The rice must be securely packed in strong bags.

Cotton seed in seven ton lots or multiples thereof

From Entebbe, Jinja, Kampala Port
Karungu and Bukakata } to Mombasa Rs.24.00 per ton

From Mwanza, Shirati and Bukoba to Mombasa Rs.26.00 " "

Seed cotton i.e. unginned from Bukakata to Port Florence when in consignments of 10 tons or over at Rs.0.25 per 100 lbs or Rs.5.47 per ton at Owner's Risk. It must be packed in bags in good order and securely sewn up so that no cotton is protruding. It is not necessary that the whole of each consignment be booked from Bukakata, but Consignors may make up from any of the Uganda Ports, but the 10 tons must be sent by the same steamer.

Return empty steel drums or barrels, i.e. from Mombasa to Lake Ports that on the downward journey have contained

Cotton Seed Oil	...	...	...	...	1st
Cotton waste	...	...	...	...	2nd
Flock for stuffing mattresses and Furniture	...	...	...	...	2nd

Iron pipes

(3).

Iron pipes any description at Owner's Risk	...	1st
Molassine Meal	...	Inter
Motor Cycle, Chairs or Carts at Owner's risk	...	3rd
Ostrich eggs packed in cases at Owner's Risk	...	1st
Shellac	...	2nd
Tar Cloth	...	1st
Theatrical scenery at Owner's Risk	...	1st

499

COACHING.

The following coaching rates between Uganda Lake Ports will apply when booking by Direct Steamers.

From	1st class		2nd class		Deck Direct	Luggage per 100 lbs
	Single	Return	Single	Return		
to	Rs. cs.	Rs. cs.	Rs. cs.	Rs. cs.	Rs. cs.	Rs. cs.
Kampala Port	4.00	6.00	2.07	3.11	0.55	0.70
Entebbe	11.50	17.25	7.83	11.75	1.50	2.10
Kata	8.00	12.00	3.78	5.67	0.90	1.40
Florence	-	-	-	-	3.50	-
do-	-	-	-	-	via Jinja	5.25
Kampala Port	11.50	17.25	5.76	8.64	1.50	2.10
Entebbe	4.00	6.00	2.07	3.11	0.55	0.70
Kata	12.00	18.00	5.85	8.78	1.45	2.10
Florence	-	-	-	-	3.25	-
Jinja to						
Kampala Port	11.50	17.25	5.76	8.64	1.50	2.10
Entebbe	11.50	17.25	7.83	11.75	1.50	2.10
Kata	19.50	29.25	11.51	17.42	2.40	4.20
Florence	-	-	-	-	5.50	-
do-	-	-	-	-	via Entebbe	5.25
Bukakata to						
Entebbe	8.00	12.00	3.78	5.67	0.90	1.40
Kampala Port	12.00	18.00	5.85	8.78	1.45	2.10
Kata	19.50	29.25	11.51	17.42	2.40	4.20
Florence	-	-	-	-	4.35	-
do-	-	-	-	-	via Jinja	6.00

(B)

EXISTING GOODS RATES:

500

Entebbe to	Special class Rs. cs.	Interi: class Rs. cs.	1st class Rs. cs.	2nd class Rs. cs.	3rd class Rs. cs.	4th class Rs. cs.	5th class Rs. cs.
ala Port	0.07	0.11	0.14	0.23	0.33	0.58	1.27
a	0.25	0.40	0.53	0.87	1.22	2.18	4.79
kata	0.12	0.19	0.26	0.42	0.59	1.05	2.31
Kampala to							
a	0.18	0.29	0.39	0.64	0.90	1.60	3.52
bbe	0.07	0.11	0.14	0.23	0.33	0.58	1.27
kata	0.12	0.19	0.26	0.42	0.59	1.05	2.31
Jinja to							
ala Port	0.18	0.29	0.39	0.64	0.90	1.60	3.52
bbe	0.25	0.40	0.53	0.87	1.22	2.18	4.79
kata	0.12	0.19	0.26	0.42	0.59	1.05	2.31
Bukakata to							
bbe	}						
ala Port		0.12	0.19	0.26	0.42	0.59	1.05	2.31

EXISTING COACHING RATES.

501

From to	1st class		2nd class		Deck Direct Rs.,cs.	Luggage Rs.,cs.
	Single Rs.,cs.	Return Rs.,cs.	Single Rs.,cs.	Return Rs.,cs.		
Kampala Port to Entebbe	4.14	8.21	3.07	3.11	0.69	0.70
Entebbe to Kampala Port	15.66	23.49	7.83	11.75	2.61	2.80
Kampala Port to Nakata	7.56	11.34	3.78	3.67	1.36	-
Nakata to Florence	-	-	-	-	5.25	-
Florence to -do-	-	-	-	-	via Jinja 7.86	-
Kampala Port to Entebbe	11.52	17.28	5.76	6.64	1.92	2.10
Entebbe to Kampala Port	4.14	6.21	3.07	3.11	0.69	0.70
Kampala Port to Nakata	11.70	17.55	5.85	6.78	1.95	-
Nakata to Florence	-	-	-	-	5.25	-
Florence to -do-	-	-	-	-	via Jinja 7.86	-
Kampala Port to Entebbe	11.52	17.28	5.76	6.64	1.92	2.10
Entebbe to Kampala Port	15.66	23.49	7.83	11.75	2.61	2.80
Kampala Port to Nakata	25.22	34.83	11.61	17.42	3.87	-
Nakata to Florence	-	-	-	-	5.25	-
Florence to -do-	-	-	-	-	via Entebbe 7.86	-
Kampala Port to Entebbe	7.56	11.34	3.78	3.67	1.36	-
Entebbe to Kampala Port	11.70	17.55	5.85	6.78	1.95	-
Kampala Port to Nakata	23.22	34.83	11.61	17.42	3.87	-
Nakata to Florence	-	-	-	-	6.51	-
Florence to -do-	-	-	-	-	via Jinja 9.12	-

day / 30866 sub

B3

22
25

502

DRAFT.

30866
and

Wm

See to the Treasury

25 Oct 1899

MINUTE.

Sir,

- Mr. Parkin 2/10
- Mr. Parker 22
- Mr. Fiddes 22
- Mr. Just.
- Mr. Cox.
- Sir C. Lucas.
- Sir F. Hopwood.
- Col. Seely.
- Lord Crewe.

I am directed by the Earl
 of Crewe to transmit to
 you, to be laid before
 the L.C. of the Treasury,
 a copy of a despatch,
 with its
 enclosures, from the
 Earl of the Earl, &
 to request that you
 will move to be to
 give them favourable
 course

W

Wm only see report D
30866

Cpy to the ...
[21/10/99]

the good rates,

Lord Curzon is strongly
~~advised~~ ^{advised} ~~informed~~ ^{informed}
by the ~~management~~ ^{management} of the
~~Railways~~ ^{Railways} that they will lose 5024
~~any~~ ^{any} ~~measure~~ ^{measure} to be
like ~~no~~ ^{no}
will be counter-
pecuniary loss
~~balanced~~ ^{balanced} by

and that they are
proposed with a view
to simplifying and
assimilating the
different rates now
charged on the
Railway steamers
and on the Uganda
steamer "Sir
William Mackinnon".

the increase in
tonnage, which
is anticipated;
& that the ^{new} rates
^{ultimately} will prove beneficial
to all concerned

~~For Docs. H. 4.~~

ful my hesitation
in pressing Y. 6.
~~to appear tentatively~~

3 The modifications
proposed in
the

the coaching rates,
involve an
~~increase~~ ~~in~~ initial

loss which they
perfectly understand as Rs. 10,000 + 2%
~~would at first~~

~~maintain~~ It will
be ^{more} ~~observed~~ that

the present rate of
3 cents per mile which
is ~~now~~ ^{was} obtaining for

3rd class fares on the
railway & the steamers,
~~is to~~ ^{should} be decreased
to 2 cents per mile

on the steamers, ~~while~~
the 2nd class fares remain
unchanged & the
1st class fares are
merely adjusted in
order to remove dis-
crepancies.

The object of the
proposed change
in the 3rd class rates
is

the coaching rate
involve an
increase in the initial

loaf which they
purchase at Rs. 10,000 per
month at first

it will
be observed that

the present rate of
3 cents per mile which
was obtained for
is changed to

3rd class fares on the
railway & the steamers,
should be decreased

to 2 cents per mile
on the steamers, while

the 2nd class fares remain
unchanged & the
1st class fares are
merely adjusted in
order to remove dis-
crepancies.

The object of the
proposed change
in the 3rd class rate
is

Copy

DRAFT.

MINUTE.

Mr.

Mr.

Mr. Fiddes.

Mr. Just.

Mr. Cox.

Sir C. Lucas.

Sir F. Hopwood.

Col. Seely.

Lord Crewe.

503

is to induce a greater
number of the small
traders & natives of
the District to travel
by the steamers & at
a fair rate & one
that is proportionate
to their resources.

When it is remembered
that Natives carrying
(say) Rs 6 per mensem

would at the present
rates have to pay
Rs 5.2.5 for the
journey from Cuttack

to Post 7 (Lucee)
it is clear that at such a
rate they

they cannot be
expected to avail
themselves of the
steamers. From year to year

year. the number
of passengers showing
no increase.

4. Mr. Lord
Crew feels that

a modification
of these ^{existing} rates
is ~~imperative~~
~~if the passenger~~

traffic is to
be increased,
she shares
the with ~~the Act~~
~~both~~ the
Protection authorities
the conviction that
it will ^{only} be possible
by this means
to effect so desirable
a

The bulk of the
goods traffic on the
Railway comes from
the Lake and
originates from small
Indian, Arab, or
native traders. It
is very desirable to
encourage these
men to travel and
to make their
employee-travel.

which may be
expected to result
immediately will
be ~~reputed~~ eventually
by increased trade and
that it will at first
be Rs. 8000 a year
more probably than
Rs. 10,000 a year as
estimated by the
Acting Manager.

504

~~result.~~ H.L. is
advised by the Manager
~~does not forget~~
of the Railway that
that the immediate

result will be
lops ^{but} which ^{the figure}
be considered to
have been exaggerated
by the Acting Manager
of the Railway, &
he estimates that
at first the
probable lops
would not be ^{more than} Rs. 5000
per annum.
However,

~~if the~~
5. I am
moreover,
to point out that
this proposal
on the result
of passenger &
careful deliberation
S. Lord