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INCLOSURE No. 1

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Private & Confidential

UGANDA RAILWAY.

TRAFFIC WORKING REPORT.

NAIROBI.

PRINTED AT THE UGANDA RAILWAY PRESS,
1914.

PRIVATE AND CONFIDENTIAL

UGANDA RAILWAY,
 NAIROBI,
 BRITISH EAST AFRICA.

THE HON. THE GENERAL MANAGER,
 UGANDA RAILWAY,
 NAIROBI.

REPORT ON TRAFFIC WORKING.

SIR,

In accordance with the instructions contained in your letter A. 30/6/803 of the 27th April 1914, in which you constituted us a Committee to report to you on the **TRAFFIC WORKING OF THE UGANDA RAILWAY**, and to put forward for your consideration proposals for its improvement, we have the honor to submit the following report.

(2.) The consideration of Traffic Working opens up many issues, and in order to deal as fully as possible with them all we have gone into the system of working, the accommodation and facilities available throughout the line, and also at the Lake Ports of Kisumu, Entebbe, Kampala and Jinja. We have gone into our present system of timing and method of running trains, and the improvement that will be effected by the introduction of new stations, or crossing places, and we have also seen all the principal merchants and traders at Mombasa and Kilindini, Nairobi, Kisumu, Kampala and Jinja. We put forward their complaints and contentions; in many cases they are justified; we have put into immediate effect such reforms as are in our power, and now lay before you in full detail the result of our investigations.

(3.) The firms etc., we have seen are as follows:—

Mombasa and Kilindini.

Messrs. Allidina Visram.
 „ Besson & Co.
 „ Boustead & Clarke.
 „ British East Africa Corporation.
 „ Childs Parr & Joseph.
 „ East Africa Trading Co.
 „ Frigerio & Co.
 „ Hansing & Co.
 „ Smith Mackenzie & Co.
 „ Souza Junior & Dias.

Nairobi.

Messrs. Childs Parr & Joseph.
 „ MacDonell Bros. & Smith.
 „ Mackinnon Bros.
 „ Suleman Virjee & Co.
 „ The Boma Trading Co.
 „ Walji Hirji & Co.
 „ Wood, T. A.

7. COMPLAINTS AND THEIR CAUSES.

THE RAIL ROAD SECTION.

MOMBASA.

The principal complaints in connection with Mombasa are —

- (1) The difficulty at times in obtaining trucks. In cases this is said to extend to 10 or 12 days.
- (2) A delay in advising the arrival of goods, also to the advice of arrival being insufficient, in some cases not being given at all, or given incorrectly.
- (5) To there being entirely insufficient goods shed accommodation, both for inwards and outwards traffic.
- (4) That there are not enough scales in the outwards goods shed to enable consignments to be dealt with promptly.
- (6) To the staff being insufficient and incompetent. Complaint is made that the quality of the check at present exercised is not as good as it should be, and the tally cannot be accepted with any feeling of security.
- (6) To inwards cargo being mixed up, both as to consignments and classes of goods.
- (7) To dishonesty on the part of the staff, both as regards inwards and outwards consignments. One merchant stated that for the 21 months ending 31st March 1914, the amount deducted for shortages of stores sent by him to the Catering Department of the Railway, Nairobi, is over Rs. 3,000, although he had a clean receipt in each case from the despatching station.
- (8) To a clean receipt not being given for goods tendered for transmission. The receipt is endorsed "*Goods damaged*" but does not state how many pieces or which pieces are damaged, or to what extent.
This is being remedied, and instructions have been given that where goods are damaged and the receipt is endorsed that the specific piece is to be noted, and also the extent of the damage, and further that labels stating the damage complained of are to be affixed to each damaged article. This applies generally throughout the system.
- (9) That the advice of arrival of consignments does not always contain the number of the waybill in connection with the consignment, that in many cases where it does contain it the number is wrong and the consignee cannot in consequence trace to which consignment the particular delivery belongs.
- (10) That the rate for wines and spirits is very high and might reasonably be reduced.
- (11) That details given on consignment notes when forwarding goods are not put on the waybills.
- (12) That claims for goods lost or damaged do not receive proper consideration, and that there is an unwarrantable delay in obtaining replies to claims correspondence with the Traffic Department.
- (13) That the weights registered at Mombasa are not always correct, and in the case of provisions, particularly with regard to salt, sugar, rice, etc.,

KILINDINI AND KILINDINI PIER.

(13) The principal causes of complaint at Kilindini and Kilindini Pier are:—

- (1) Insufficient shed accommodation.
- (2) Want of room for handling cargo from the cranes.
- (3) Want of rolling stock.
- (4) Incompetent tally clerks.

(14) It is suggested that it would be advantageous to have a loading jemadar and gang definitely appointed to each crane, also that slings lighter and more pliable than the heavy ones now in use should be provided.

(15) It was stated that the wire nets made for slinging cargo are not made in the correct manner.

This is so, and the defect can be remedied with the next supply.

(16) Complaints are made that owing to the necessity for shunting the wagons dealt with on the previous day, and left standing overnight, the cranes cannot commence work the first thing in the morning, and in consequence they frequently have to wait until 8-0 a.m. before they begin unloading the lighters. They also have to stop work during the day while shunting is going on.

In order to remedy this we have made arrangements for shunting to be done outside the ordinary working hours of the Pier so that all cranes shall be absolutely clear when work commences in the morning.

(17) It is also suggested that good crane signalmen are wanted, more especially now that the straddle cranes are in use.

(18) There has been trouble in the past due to the crane drivers leaving off work at the close of the day and leaving a few sling loads only in a barge, so keeping the lighter until the following morning, before it is available for reloading.

Arrangements have now been made to double shift the crane-men employed, so that loading and unloading shall go on for 16 hours on ordinary days, when required, and 24 hours in emergencies, when a press of work makes it necessary for continuous working.

(19) Complaints are also made that the ashes from the cranes are thrown over the edge of the wharf into the water where the lighters come alongside, rendering them liable to ground.

This has been strictly forbidden, and arrangements made to dispose of the ashes in another manner.

(20) Opinions have been expressed that we shall find it extremely difficult to cope with the rush of traffic that will take place during the busy export season.

(21) Several of the large firms have stated that when a consignment for export comes down from up country the day before a steamer is sailing they find it necessary to keep their men working all night in order to ensure shipment, and they do not feel satisfied that we could obtain the labour and ship goods so expeditiously as they could themselves. This is to them a matter of great importance, as it means that not only would their goods be held over in East Africa, but that they would also become liable to demurrage charges until the date of their eventual shipment.

(22) We have received an offer from one firm that in the ease of any difficulty of our obtaining labour when a press of work comes for export that they would lend us their staff upon the payment of their wages, and it is quite possible that we could make similar arrangements with other firms. If the necessity should arise we advise that this offer should be accepted, and no effort should be spared on our part to ensure our carrying out this work in an efficient manner, and so prove that we are justified in putting forward the new Regulations for handling export cargo which came into force with effect from 1st May 1914.

(32.) In the "breakage department," where goods damaged are placed by the Customs for inspection by the consignees, and necessary repairs to the packing are carried out, we think that a more experienced class of labour should be employed. In some cases the repairs are done by the Customs and charged to the owners, in other cases the repairs are carried out by the owners. We noticed two Indian children, aged about 10 years, engaged in this work.

(33.) The want of facilities for carrying out work at night was also very strongly commented upon. It was explained that a system of electric lighting has been arranged, that the power house is now being put up, that the installation is in progress, and that electric light in the sheds should be available within the next six weeks.

(34.) The mercantile community wish facilities to be given them for repairing, when necessary, the packing of export cargo.

This, of course, was promised them.

(35.) It is stated that goods being loaded from the lighters direct into the trucks is a matter which sometimes causes delay, through the lighters having to wait until trucks are available. It is recognised that the proposed covered platform and sorting concourse would practically obviate this difficulty, and would also do away with any delay that at present exists in getting the lighters unloaded.

(36.) The platform trucks now in use are of very great service, but it would be better to have 20 of them, instead of 10 as at present, and we recommend that these be provided, as the cost of the conversion of the older type of bogie is comparatively small.

(38.) The question of supervision, it was stated, also requires much attention, and that a better and more experienced class of supervision would result in getting more and better work out of the men that are employed than is the case at the present time.

(39.) The lighterage firms would like to have a receipt given for the cargo in each lighter on completion of its discharge. At present a receipt is given when the whole of the ship's cargo is unloaded, and the lighterage firms do not get their receipts for the goods they have landed until after steamer has left the Port. The custom with seagoing ships is for them to be given a receipt for each lighter load of cargo as it is taken away from the ship.

We do not see that there should be any difficulty in meeting them in this matter.

(40.) It is stated that the shunting causes great delay in the general Pier working.

We are most strongly of the opinion that the shunting at Kilindini Pier should be reduced to the lowest possible minimum, and we would recommend that the only shunting shall be to put in full or empty trucks, as may be necessary, and to take out loaded trucks and take them direct to Kilindini Station Yard.

(41.) In connection with the working of Kilindini Pier the opinion has been expressed that a great improvement in the general arrangements has been effected since Mr. E. G. Wilson took over charge of the Mombasa District.

(42.) It has also been suggested that as there is undoubtedly much damage caused by careless handling of cargo in the lighters, that if the Railway could take over control and acquire the lighterage work at Kilindini Port in advance of the period when the Deep Water Pier will be a working actuality, it would be very beneficial to the general mercantile community. This opinion was also expressed by the Nairobi traders.

(50) Complaints were made that the delay in dealing with traffic at Kilindini Pier in consequence of shortness of trucks and facilities for weighing goods causes excessive agency charges to the up-country traders.

(51) It was stated that at times there is great difficulty in obtaining waybills from the station staff for goods consigned.

This, of course, will be at once remedied.

(52) The opinion was expressed that the merchants of Nairobi consider that it would be a very great advantage to the public if the Railway took over control of the handling and lightering of the cargo from the ocean ships at Kilindini. They consider that there is undoubtedly much damage caused by careless handling in the lighters, that consignments are split up into several lots, and that if the Railway could take over such control and acquire the lighterage in advance of such time as the Deep Water Pier will be complete, it would be very beneficial to the general public.

(53) The complaint was also made that rent is charged at Kilindini Pier on goods of traders before they are actually in the sheds—that is—that lighters are not unloaded before the period of free warehousing expires, that the goods as they appear in the ship's manifest are taken as being unloaded, and consequently when the period of free warehousing expires, although the goods are still in the lighters, they are treated as being in the warehouse.

(54) They wish to know if a difference can be made in calculating the date of landing the goods, and would also like the question of rent on goods meant for Kilindini but which are taken round in the lighters and unloaded at Mombasa to be taken into consideration.

(55) The two preceding complaints, although they are of consequence to the merchants at Nairobi, are not matters that really concern the Railway.

(56) It was stated that the crane on the unloading bank is not powerful enough for the Nairobi trade.

A 5 ton steam crane has already been arranged for, and should shortly be in the country.

(57) The question was raised as to whether demurrage should be charged on goods laying in the open. The contention was put forward that demurrage should be charged only upon such goods as are warehoused.

It was pointed out by the Committee that individual application could be made for consideration of any special case, but that the occupation of Railway ground is in many cases quite as serious a matter when the goods are in the open as when they are in the sheds.

(58) The accommodation for receiving goods at the outwards goods shed was criticised as being insufficient, and the fact pointed out that there is only one door through which goods can be unloaded into the shed.

(59) The delay in dealing with goods at the inwards shed was also commented upon, and emphasis laid on the fact that the shed was so full that the doors put in for the purpose of unloading could not be used, as all the space inside leading to them was full of merchandise. The only way of handling freight was by taking it down a narrow space kept between the merchandise on each side of the shed, and loading it up at one doorway at one end.

(60) The question of dealing with the passenger traffic, especially third class, received criticism. People booking porters or labourers a day in advance could

MARINE DEPARTMENT AND LAKE TRAFFIC.

(66) The complaints at the coast concerning the Marine Department are such as to cause grave concern and apprehension.

(67) One of the most remarkable features in connection with them was the manner in which the Mombasa merchants, when asked for their observations as to any difficulties they experienced with the Uganda Railway system, laid stress on the fact that they had practically nothing against the Railroad, but almost all of their trouble originated with the Marine Department. In this they included also Kisumu Pier.

(68) One point on which they all dwell most emphatically was "split consignments," and the consequent delay to their export shipments. Goods are tendered and accepted at the Lake Ports. They are apparently sent down in such lots only as the Marine Department may decide. The way-bill is not sent until the split consignment, or shipment, is complete. One consignment of goods may come down in three, four, or even more lots. Goods consigned in any one month may not come down until two or three months after such date. Goods consigned at later and intermediate periods come down before them, and notices of arrival sent out from the destination station do not contain the number of the way-bill, or when it is given, the correct number, and consequently any arrangements that the traders may have made for the export of these goods fall through, and in many cases they cannot meet their liabilities in connection with the contracts that they have made. This is not the complaint of any one trader. It is a general complaint on the part of each trader, and the importance they lay upon it is very great. They state that even when goods are taken away from the place of consignment in one lot that they are not despatched in the same manner from Kisumu Pier, and that they are sent from Kisumu Pier without any care or method being exercised in the way they are handled. This refers to cotton, ground nuts, coffee, sim-sim, chillies, hides and skins, and generally to all cargo they ship in any bulk.

(69) The splitting up of consignments and the subsequent delay means that in the majority of cases, instead of these consignments coming down to the coast and being put direct on board ship, they have to be taken to the godowns, sorted, stored, and kept there until the consignments, as far as possible, arrive complete.

(70) With regard to skins and hides, the opinion was expressed that there is systematic theft and pilferage in dealing with them. Consignments come down with the number of bundles correct but the number of skins short. Two or three skins are missing out of a certain number of bundles, usually skins of the higher value. The shortage being in skins of the higher value was also a universally expressed complaint.

(71) In cases where the shortage has been noticed at a Lake Port it has been made up by the Pier Clerk with skins from other consignments, and this is very strongly objected to, not only on the ground that the skins may not be of the same class or quality as the original consignment, but also that there cannot be any satisfactory working when a theft from one consignment is taken over to balance a shortage in another. It was also stated that cotton and ground nuts have been given in a similar manner to supply shortages.

(72) When shortages are found, we saw merchants' books at Mombasa in which there were shortages in consignment after consignment, it was stated that claims were not made because the number of bundles delivered was correct. The number of skins short was found only after they had been unloaded at the Merchant's godown and counted, and under the system of "owner's risk," no claims for such shortages would be entertained.

(82) The delay in *shipping* goods at Kisumu Pier is also one on which the traders feel most deeply. Goods are delayed, and when a trader sends a consignment up country, he feels that he cannot possibly form any opinion as to the date it will be delivered on. One firm which had large contracts in Uganda of timber, kerosine oil and petrol, had goods held up at Kisumu Pier for shipment for six weeks.

We understand that complaints have been represented to you in connection with this matter.

(83) On the question of oil generally there is a very strong feeling both as to the way in which shipments are delayed, and in the method which oil is handled.

(84) One firm which had a contract to supply the Uganda Government with motor oil sent their consignments over in steel drums, holding 54 gallons each. On one occasion these were refused by two ships, and the Uganda Government bought oil locally against the contract. The firm had to meet the extra expense, although the oil had been delivered in ample time at Kisumu Pier.

(85) From our personal observation, at the time of our inspection at Kisumu Pier, there were 272 cases of oil consigned to Jinja. The cases are new, clean, there was absolutely no leakage, and it had then been standing in the Kisumu sheds for 11 days. The explanation of the clerk concerning the delay was "that the Captains did not like to take oil."

On an inspection made in February last of rolling stock standing at stations it was found that 8 wagons of kerosine oil and petrol had been standing at Kisumu Pier, *waiting unloading*, for periods of from 8 to 19 days. The total number of days was 107, so that the wagons had then averaged 13½ days each, before being in any way dealt with.

(86) We have carried this trade since we commenced the Lake traffic, now nearly 12 years ago, and it does not appear right that we should hold up consignments in this manner without giving traders such notice as will enable them to make all the necessary arrangements for allowing 4, 5, or 6 weeks in delivery.

(87) The question of "*clean receipts*" is also a subject of complaint. The traders state that the consignment notes are endorsed on the slightest grounds, and without any real reason, also that no intimation is given by which the extent of the damage can be estimated. A consignment is endorsed "*bags wet*" or "*bales damaged*", no particulars are given, no specific package is marked, neither is the extent or quality of the damage stated. On delivery, if any damage is pointed out by the consignee to the Railway staff this endorsement is shown, and made to cover the whole of the consignment, whereas the endorsed damage might be to one or two bags only out of a consignment of several hundreds.

(88) Against these "*endorsed receipts*" and the Railway's subsequent action in connection with them, there is the fact that at the present time the Railway Administration *virtually accepts all liability* by re-bagging and repairing at Kisumu Pier bags or packages that are torn or damaged. With ground nuts, coffee, &c., &c., if the bags are badly damaged the goods are rebagged, otherwise, they are repaired. This is done on the initiative of the Marine Department, and without any knowledge or information as to where, or how, the damage occurred being ascertained.

(89) One trader mentioned a case of a consignment of skins from Bukakata to Kampala. The skins at Bukakata weighed about 6,000 lbs. A clean receipt was given by the Clerk. When unloaded at Kampala it was seen that they had been tampered with. They were reweighed, the Goods Clerk at Kampala certified the reweighment, and it was found they were a thousand pounds short. Although they were 1,000 lbs. short, the number of packages was correct. The Marine Superintendent

Ports varies, it is stated, from 20% to 30% in wooden barrels, and 10% to 15% in iron drums. A recommendation as to the way cement must be handled is made in para. 272 page 35.

(98) It was stated that there is a great lack of tarpaulins at the Lake Ports.

(99) At Kisumu it was stated that the traffic from Mjanji does not receive the attention and consideration that it deserves, and that we should have our own staff there to receive and check cargo handed in for shipment.

(100) It is anticipated that the output of cotton from this port during the present year will be about 5,000 tons. The clerk who attends to this work is employed by the Customs, he is allowed to look after our work, for which he is given an allowance, but it appears that the work to be done exceeds his capabilities. He also does not give the Railway work the necessary attention, and, therefore, it would be better to have a man belonging to the Marine Department at this port. It is possible that there will be some shipments of heavy machinery in the near future, pieces weighing up to 5 or 6 tons, and arrangements should be made for dealing with them.

That timber had been delayed for weeks at Kisumu Pier, and left out in the open, unprotected from the weather.

One firm stated that owing to there not being any storage accommodation at Sio they were compelled to close their branch at that port.

(101) There is a specific complaint made against the steamship "Sybil" when at Jinja on the 23rd April. A consignment of cotton seed was sent to the pier for shipment, and part of it was taken on board. According to the regulations the steamers do not lie alongside Jinja Pier in the evening, so as to prevent people from the shore coming on board and making the ship a resort for drinking. In this case, although there was room on the ship and the balance of the consignment was there waiting, the Captain took the ship out into the open at the precise scheduled time for leaving the pier, laid off the pier all night, and went away in the morning without completing the shipment of the consignment.

(102) It is stated that there are not enough wagons at Jinja to take freight from the ginneries to the pier when a ship comes into port, also that the advices of the Pier Clerk to the Marine Superintendent of the amount of cargo awaiting shipment are incorrect. He telegraphs only such freight as is "booked" and in the shed on the pier, not the amount of freight that he has allowed to be stored on Railway premises, or that the shippers have told him they want accommodation for. Recently a firm advised the Pier Clerk that they had 4,000 bags of cotton seed and 1,250 bales of pressed cotton awaiting shipment. In the face of this information the Marine Superintendent was advised that Jinja was clear, and that there was no cargo there. The reason that the Pier Clerk gives for his action is "that he tells the Captain of the ship that may be loading at the time, and that he considers that such a procedure is quite sufficient."

(103) It is stated that there is a general want of tallying cargo between the Lake Port piers and the steamers, and that the steamer staff do not know from their own information what cargo they have on board.

(104) It was suggested that at Kampala Port and Jinja the Railway should put up sheds for storing cargo for shipment. The steamers are in port for such a short time that the cargo stored in private godowns cannot be taken down to the pier in time for it to be put on board, and there is also the risk of damage in transport during the rainy season when cargo has to be hurriedly shipped. If such sheds were put up and if any cargo should be shut out and have to wait for a later steamer, charges for storage should be made, and would be willingly accepted by the traders for the convenience given.

(17)

(115) The traders consider that a steam crane is very badly wanted.

(116) Recently the Kampala—Port Bell Railway moved 17,000 bags of cotton seed from the pier to the road crossing. This action was very greatly appreciated by the merchantile community.

(117) Complaints are made that other traffic is given preference to the detriment of hides and skins, and that consignments of hides and skins laid at the pier for a month after they were booked. Acknowledgement, however, is made that the Railway took all possible care they could of them during that period.

(118) Inconvenience is caused by advice of the arrival of goods not always being given. In some cases the delay amounts to a fortnight.

(119) Another instance referred to of delaying shipment is a consignment of corrugated iron for Jinja, which laid on the pier for three or four weeks after the waybill had been issued. It was only on the refusal of the consignee to pay for goods that he had not received that the sender discovered they had not been forwarded.

(120) It is complained that cargo is very carelessly handled both on the pier and when being unloaded from the steamers, also that cargo is dumped out of the steamer without any order being observed, and that consequently delivery cannot be effected in some cases for quite a considerable period. Usually merchandise is not delivered under three days. The weekly steamer arrives Monday afternoon, but cargo is not delivered at the earliest until Thursday afternoon or Friday morning.

(121) It was stated that there is a lot of general merchandise, inwards cargo, stowed under the cotton awaiting removal, and that this cannot be got at until after the cotton is cleared.

(122) Complaints were made as to the loss of hides and skins, the loss being very considerable. All skins are carefully weighed and packed under European supervision, and it is not thought possible by the traders that these losses take place at Kampala Port.

(123) In connection with this loss, and also with other shortages of freight, the traders seem to attribute the loss to either Kisumu Pier, Mombasa, or on the steamers, principally to Kisumu Pier.

(124) It was asked that through booking might be put into force to and from Kibanga, also that a Custom clerk might be stationed at that place for the coffee trade, otherwise the Customs will not allow export shipment.

(125) Minor general complaints were the want of a new tariff book, the inconvenience caused owing to the noncompletion of the new godown, claims not receiving proper consideration, and the inadequacy of the traders' concession tickets.

(126) **Jinja.** At Jinja the complaints received by us from the leading merchants were practically the same as those from Kampala, that is, the loss of provisions and liquors, delays in transit, of hides and skins being crowded out to give preference to cotton, thefts and shortages, and careless handling.

(127) In connection with thefts and shortages, it was stated that the loss is principally in spirits. Cases are most skilfully opened and closed, and in many instances do not show signs of having been tampered with, although as many as five bottles have been taken out of a single case, and instances occur in which full bottles have been replaced by empty ones. Shortages at times have been proved by the difference in weight of the consignment, but liability is not acknowledged as the Administration does not accept any liability for theft on the Lake. Here, also, they are of the opinion that these thefts occur at either Kisumu Pier or on the steamers.

PART II.

THE PRESENT AND PROPOSED SYSTEM OF WORKING.

THE RAILWAY.

TIMETABLE.

(139) At the present time we work with a fixed timetable on which we have a certain number of booked trains, both passenger and goods. The trains work as near as possible to these times, and in consequence they frequently go with a light load in order to run to the appointed time, and also at times this necessitates constant running of specials.

(140) We consider that it would be advisable and that we would get far better results if we worked to a skeleton timetable.

(141) At the present time the spacing of our stations gives a "greatest single journey timing between stations" of 2 hours between Mombasa and Nairobi, and 2½ hours from Nairobi to the Lake.

(142) At the present time, working on the absolute block system, the station spacing allows us to run only 6 trains in each direction daily between Mombasa and Nairobi, and 5 trains between Nairobi and the Lake. The running of any additional trains must, therefore, cause undue delay, and results in the running staff working excessive hours.

(143) When the additional stations that have already been arranged for are put in, it will give a time of 1½ hours as the longest run between Mombasa and Nairobi, and 1 hour 23 minutes from Nairobi to the Lake. In view of the importance of quickening traffic and of getting as many trains as possible into a skeleton timetable, we consider that stations or crossing places should also be put in between

Tsavo and Kenani

Kenani and Mtito Andei

Kikuyu and Limuru

Nakuru and Njoro

Njoro and Elburgon

Fort Ternan and Muhorom

Kibigori and Kibos.

(144) These additional stations would allow 12 to 16 trains to be run each way throughout the line in the 24 hours.

(145) The passenger service must, of course, run to a fixed booked time, but we would suggest that other trains run on the timings most convenient for their despatch.

(146) From Mombasa to Nairobi there is a passenger train daily, up and down; between Nairobi and Nakuru there is a passenger train four days a week running to the through timing, and on the other three days, passenger accommodation is provided on a goods train.

(147) From Nakuru to Kisumu there is a passenger train four times a week, and on two other days passenger accommodation is given on a goods train.

power supply, engines should not be taken off their sections unless under circumstances of very great urgency. Delay in train running frequently occurs through there being no provision made for the protection of the fuel coolies against the weather at fuelling stations, and the fuel coolies, in consequence, have a very decided objection to working in the rain.

(160) From the coast delay in transit at present is frequently due to goods that are brought for railage and consigned as "paid" having to be kept until payment is made.

Goods are brought to the station, weighed, the consignment note is priced, but payment is frequently not made until several days afterwards. The goods upon arrival are put into a wagon for despatch; there are other goods in the same wagon which are cleared, and which might be sent off, but as part of the contents of the wagon is not completely booked, the wagon has to be held until such time as full payment is made, and the result is that the people who have paid have to suffer delay in consequence of the inaction of the people who have not paid.

(161) This might be avoided by goods being refused until payment is made, or, the truck might be sent on with part of the contents unpaid for, and such goods held at destination until the payment is made. In this case the way-bill would have to be kept back until all charges are collected.

(162) It seems that the better method of dealing with this would be to charge a heavy demurrage rate for goods which are brought in and for which storage has to be found while they are waiting prepayment of the freight charges. This might cause a little annoyance at the commencement, but it should entirely remove the difficulty within a few weeks.

(163) We would propose to give four hours clear from the time of weighing, such time being marked on the consignment note, and after that a charge of 10 cents per 100 lbs. per hour or any part of an hour until the payment would be made.

(164) Against this we have to recognise that it is the duty of the Railway to forward all goods at the earliest possible moment, and to see that the goods are loaded at the very first opportunity, and it would be the duty of the staff in whose personal charge such goods would be to see that no delay whatever takes place in either their loading or despatch, and any failure to carry out their duty would render the staff liable to be severely dealt with. In connection with despatch all individual consignments should be sent forward in one lot.

(165) With a system of through goods trains as recommended, and expeditious despatch from the receiving station, delays in transit should be reduced to a minimum.

(166) Some delay to traffic has been caused through mishaps to trains owing to insufficient and defective locomotives, but such delays cannot, perhaps, be counted as very serious, and they will be still less when more and better locomotives are placed on the line.

(167) Owing to the frequently congested state of the outwards traffic at Mombasa Station, due to insufficient facilities, delays must more or less occur until better accommodation is provided.

(168) At Kilindini Pier the proposed alteration to the sheds will give far more room for sorting and stacking cargo.

hours. These men would be under the orders of the District Station Master, but not of any Railway servant of a lesser grade.

(183) At Kilindini Pier the introduction of a Wharf Superintendent who would be entirely responsible for all work within the Customs gates, leaving the work outside Kilindini Wharf to the Assistant Traffic Manager in charge of the Coast Section, ought to lead to most satisfactory results.

(184) A Train Controller should be appointed and stationed at Nairobi. The Assistant Traffic Managers at the coast and Nakuru would have to arrange timings for the trains leaving their districts, but the Train Controller at Nairobi would control *all rolling stock* on the line, and also the ordering of trains from Voi to Nakuru.

(185) He would have a wagon movement register (see appendix C) which would be worked on such a plan that it would give him information as to the movements of every wagon on the Railway. With a comparatively simple arrangement the following movements of wagons could be seen at a glance:—

- (1) The place at which the wagons are.
- (2) The class of wagon.
- (3) If loaded in transit.
- (4) If empty in transit.
- (5) If put in empty to be loaded.
- (6) If put in full to be unloaded.
- (7) If put in loaded to be unloaded and reloaded.
- (8) If sick.
- (9) If under repairs.
- (10) If standing.

If standing, the number of days would be clearly indicated, and attention would be at once drawn to the fact that the stock was standing idle and therefore losing money, and steps could be taken to remedy this.

(186) Advice of all movement of rolling stock would have to be sent daily from all stations to Nairobi.

(187) The Trains controller should have an office large enough to hold the wagon movement register, and we think that a room put over the centre bay of the present station would be very suitable for this purpose. Such an office would be, roughly, 30 ft. by 40 ft. It should have a glass front and sides, and the wagon movement register should be placed on the back wall. It should provide sufficient accommodation not only for the train controller but also for any staff which it might be found necessary to provide him with.

(188) For the more expeditious handling of goods at Mombasa, Kilindini Pier, Nairobi Station, and Kisumu Pier, where a large quantity of traffic is being dealt with, we would recommend that mechanical appliances for handling and moving cargo be introduced as much as possible.

(189) At Kilindini Pier, we recommend that a portion of the warehouse be reserved for "*Railway goods in transit*". This would greatly facilitate the forwarding of material for the Railway, and the portion of the warehouse so reserved might be in the centre, thus forming a division between the "*inwards*" and "*outwards*" portions of the shed accommodation.

(190) At Voi a certain amount of time is taken up through faulty shunting arrangements, and this is of more importance owing to the shunting having to be done

by the train engine. A shunting engine should be placed here as soon as an engine can be spared for the purpose. The points giving access to the shunting yard run off the main line at the Mombasa end of the station, halfway between the station fence and the distant signal. From the end of the station yard it runs down a $1\frac{1}{2}\%$ grade, and in consequence the portion of the train being shunted has to be pushed up a heavy grade before it enters the shunting yard. This could easily be rearranged by putting in points at the Mombasa end of the platform, crossing over from the platform line to the second and third roads, and so practically keeping the shunting within station limits.

(191) At Nairobi a great deal of time is taken up and expense incurred owing to insufficient shunting arrangements and incompetent staff. We would recommend that Yard Foremen or Train Masters be employed, and that all shunting arrangements and train marshalling be under them, that the goods shed shall be cleared nightly of all wagons dealt with, and that fresh wagons be put in prior to commencing work the following morning. We would also recommend that electric light be put into the goods shed, so that when any press of work occurs a night shift could be put on to deal with it. This light would also be very beneficial for invoicing purposes.

(192) The accommodation necessary for quick and expeditious shunting would cause many alterations to the present station yard. These will be referred to later.

(193) The goods shed at Nairobi is in charge of the "Goods Agent", who is responsible for all work in connection therewith. The work, however, is more than he can personally efficiently supervise, and an Assistant is urgently required.

This has been arranged for.

One cause of delay at Nairobi is the congestion that takes place in the inwards goods shed. Demurrage rates are very low, and consignments are frequently left there waiting the convenience of the consignees, more especially those living 10 to 20 miles out of the township. At the present time there are also difficulties owing to the cartage contractors not being able to keep their employees. Bullock and mule drivers remain in employment for a short time only, and then leave. This is constantly happening, and causes very great inconvenience. It would greatly assist not only the general public, but ourselves also, if we delivered and collected freight within the area of the Nairobi Municipality.

(194) One cause of delay at roadside stations is the design of the brake vans, and the fact that the guard has to wait until he arrives at a station to sort and arrange his deliveries. A brake van designed so that the guard could attend to goods while in transit would be of great benefit. The objection that stands out most prominently in connection with this is the present loss of goods while in transit, but the matter is one that deserves serious consideration.

PROPOSED IMPROVEMENTS AND ALTERATIONS.

(195) **Mombasa.** The goods shed accommodation at Mombasa is both inadequate and badly arranged. We would recommend that the ground on the Cathedral side of the present goods shed inside the fence marking our station boundary be filled in for such a width as would allow a goods shed of approved design being erected. The shed should be approached and entered by a siding running out from the main line near the west end of the present station boundary. Also that a wall or fence be put along the present boundary of Messrs Boustead's land, that a fence and gates be placed from the corner of the passenger station to the corner stone of Messrs. Boustead's property on the road forming the present principal approach to the station, and that part of the space so enclosed be roofed over. That the ground that is filled in should be made of a sufficient width to allow not only a goods shed being put in, but for a road to run from the present approach to the goods shed into Cathedral Road. This road would give a system of in and out cart roads, and would greatly simplify the work of the station. To fill in this piece of ground would mean that the old wood and iron condemned quarfers at present upon it would have to be pulled down, but this would be a matter of no expense or importance. They are old, and principally occupied by porters, arrangements for whom would have to be made elsewhere.

The type of goods shed that we recommend is one with sunk railway tracks in the centre, and with platforms on either side of the dock, a gathering platform or concourse at the road end, and cart roads to serve each platform, see Appendix F.

The platform to be 25 ft. in width, the concourse 40 ft. to 50 ft. This would be the most convenient form of shed for handling freight. Freight could be conveniently handled and stacked in bays, which would represent not only sections of the Railway, but also different classes of goods.

For the purpose of dealing with hides and skins we would recommend that one of the present buildings be used for this purpose alone. In the present goods shed ghee, and hides and skins, are stacked with country produce. The smell in the shed is most offensive, and must be very detrimental to any food stuffs, or to any freight that is likely to absorb odours. A separate shed for hides and skins would entirely do away with this difficulty. A goods shed to accommodate five bogies on each line, with the concourse, would be 285 feet long, by 110 feet wide, made up as follows:—

Length, 5 bogies	...	...	220 feet.
Concourse	...	...	40 "
Cart road	...	...	25 "
			285 feet.
Width, 2 platforms (25 feet each)	...	...	50 "
Sunk track, two lines	...	...	20 "
Two 20 feet cart roads	...	...	40 "
			110 feet.

Allowing for thickness of walls, say 1.15 feet by 290 feet.

(196) Such a building would cost approximately £11,000, and with the necessary filling in of the ground, and with the roofing of the open space alongside the existing goods shed, the total cost at Mombasa should not exceed £20,000.

(197) **Kilindini Station.** At Kilindini station new sidings should be put in, to the value, approximately, of £3,000.

(198) **Kilindini Pier.** At Kilindini Pier we would recommend that the foreshore be filled in from the end of the concrete wall of the present wharf to a point approaching Messrs Smith Mackenzie & Company's godowns, having a width at the widest part of some 80 yards. The total length would be about 400 yards, the average depth 9 feet, and the total quantity of filling to be done 432,000 cubic feet, costing say £1,000. The proposed alteration to the existing sheds will cost about £5,000. We would recommend that the unloading dock platforms at the shore end of the warehouse be extended by 100 feet, that an extra dock be put in against the proposed extension to the back of the warehouse, that the platforms be widened to as great a width as is consistent with the smallest standard dimension of the tracks into the docks, and that the whole of the space be roofed over. This would give accommodation for handling 700 or 800 tons of country produce export traffic. The small roofs at present placed independently over each platform are practically useless as a protection against weather. In the rainy season tarpaulins have to be slung up so as to protect traffic while it is being handled, also, material stacked on these platforms has to be covered with tarpaulins. One roof covering the whole of these docks would be an absolute protection against the weather, and would prevent any damage to the goods we are handling. The extension of these docks and a light roof would cost some £4,800.

(199) We would suggest that a grid be put in from the public road entry into the wharf premises, and that when the proposed extension of ground (see para 198) is available that the sidings should be run out on this ground, and so give easy access to and from the wharf. We think also that an additional two ton quick action crane should be placed upon the wharf, making six straddle cranes in all. That the present weighbridge be taken out, and that an automatic weighbridge be put in in some place where it would better suit the working of the traffic than its present position. The crane would cost £900, the weighbridge and house £2,500, and the grid £4,000.

(200) With the extension of the warehouse it will be out of the question to provide roads for motor cars inside the wharf premises, and we would suggest that no vehicles except those for loading or unloading freight be allowed inside the Customs fence. This prohibition should be given effect to without delay.

(201) We would also recommend that in view of the very small amount of ground available, that we obtain possession of the ground now occupied by Messrs Brock & Company's Office and that no further land shall be leased, for any purpose, inside the wharf boundary.

(202) When the extension of the warehouse is completed, we recommend that a gate should be placed from the corner of the warehouse to the corner of the baggage room. This would enclose all the material in the warehouses and baggage room under the Customs' charge within one fence.

(203) We also recommend a system of overhead trolleys or transporters in the sheds. The system or design can be decided upon at a later date.

(204) **Mazeras.**—At Mazeras we consider an extra siding should be put in, to run from the Mombasa end of the station yard up to the water tanks. A certain amount of excavation would be required. The total cost of the excavation and siding would be, approximately, £750.

(205) The marshalling yard, referred to on page 22, with sidings, locomotive sheds and water tanks, quarters, station buildings, and water service, would cost approximately £30,000.

(206) **Voi.**—At Voi we would recommend running a bank out from the Mombasa end of the station fence towards the distant signal, of a sufficient length and width to allow the second line from the platform to be run out far enough to give entrance into the present shunting neck. This would leave the main line free from any shunting. The total cost would be about £500 only. We would also recommend a Lux light being placed in front of the refreshment room.

(207) **Tsavo.**—At Tsavo we recommend that a third line be put in, on whichever side of the station might be found most convenient. This would mean a certain amount of filling, and with a siding long enough for a Mallet load would represent a cost of about £600. From our own observation at Tsavo station the traffic is apt to be greatly congested there.

(208) **Makindu.**—At Makindu two more lines are required, 300 yards each in length, and to provide for these it would be necessary that the Loco. stores and offices should be moved to the opposite side of the Locomotive Shed. The total cost at Makindu would be between £600 and £700.

(209) **Magadi Junction.**—We do not recommend that a transhipping yard should be put in at Magadi Junction. We consider that it would be more beneficial and tend to more expeditious working if Magadi rolling stock travelling light upwards should be loaded with material for Nairobi, or that could be transhipped at Nairobi. The amount of return light running from Nairobi to Magadi Junction that would ensue would cost far less than the cost of the additional staff and the extra accommodation that a transhipping yard would necessitate.

(210) **Nairobi.**—At Nairobi the arrangements are so congested that very material alterations and changes will have to be made.

(211) To efficiently deal with the goods traffic alone two up and down receiving and two up, and down despatching lines are wanted, and a sorting grid of at least 8 lines, capable of extension to 12 in the future. This will necessitate the removal of several of the buildings now in the station yard, and we therefore make the following suggestions for an entire revision of the arrangements at Nairobi station.

(212) We recommend that an island platform, 450 feet long and 30 feet wide, with an umbrella roof, be placed on the other side of the second line from the station platform, and that a through passenger line be put in upon the far side of the island platform. This would give accommodation for up and down passenger trains, and for the departures and arrivals from the Thika line, without there being any interference or interruption from each other, or from other trains.

(213) The Locomotive Shed and the Carriage Shed would have to be removed to the site already suggested to you by the Chief Mechanical Engineer, see Appendix D. The Stores timber shed, the secondhand stores, the soda water factory, and the forms and stationery stores, would have to be removed from their present position inside the station fence. The 1st Maintenance Yard, also, would have to be removed from its present site. The existing road leading to the P. W. D. would have to be closed.

(214) These arrangements would give us sufficient space to promptly and economically deal with the present traffic and that of the very near future. The station yard should be well lighted to allow for night shunting and train marshalling. When the Magadi Pier works at Kilindini are completed, and their electrical installation is in order, they anticipate it being so within the next six months, it may be possible to arrange for the electric power installation we now have at Kilindini Pier being brought up and utilized for our general work at Nairobi station and yard.

(215) We have previously recommended the construction of the Train Controller's Office over the centre bay of the Nairobi station.

(216) We would further recommend that, in view of the congestion that takes place at the booking office, and by reason of the constantly increasing passenger traffic, an extension of the present booking hall, to a line 50ft. from the face of the station building, should be built. This hall to have weighing machines on each side, so that passenger traffic arriving late could be promptly dealt with. The erection of this extension would necessitate the removal of the District Station Master's and the Assistant Station Master's houses, and the formation of a sufficiently ample station approach.

(217) The accommodation for dealing with the goods traffic is altogether inadequate for the wants of the station.

(218) The existing shed is 120ft. by 40ft., but owing to the fact that many of the consignees whose goods are consigned to Nairobi live some distance outside the town, and consequently make use of the goods shed as a warehouse for storing their goods until it is convenient to remove them, the shed is so full of merchandise that it is impossible to deal with the freight in a prompt and efficient manner. We therefore think it necessary that a goods shed of the type suggested for Mombasa, and of the same dimensions, should be built beside the existing shed. There is room between the present shed and the boundary of the Railway land, (at Messrs Jeevanjee and Company's godown,) to allow of the proposed shed being increased to double this size when the traffic demands it. The present goods shed can then be utilized as a warehouse, with mechanical means of transport for moving freight between it and the goods shed. This shed would serve for both inwards and outwards traffic, with cart roads available for easy working at each platform. The present outwards goods shed could be removed and made available for use at any other place on the line where it might be required. The present Catering store and Lost Property Office should be removed, preferably to the west end of the station platform. The Veterinary Quarantine station should be removed to some other site, and the land so released be thrown into the station yard, and so be available for siding extensions. The cattle pen to be moved from its present position to the Bonded Warehouse siding. The dock line to be used for the present for Phika Railway traffic, until the island platform is put in. The passenger platform cover to be extended to the full length of the station buildings, and the platform to be floored.

(219) The Market siding to be run off from the west end of the station, inside station limits, and be extended to the Equator Saw Mills, running parallel with the present main line. This would mean, roughly, a mile of new track. All the principal road crossings on this length should be provided with sentry boxes, and level crossing gates or booms.

(220) For the purposes of promptly dealing with the goods at the warehouse, we think that a system of Railway collection and delivery would be of the greatest service, and would be welcomed by the merchants. The collection and delivery

of merchandise would not, except in special cases, extend beyond the Municipal area. For our present requirements we should want six motor lorries capable of taking as heavy a load as is consistent with quick transit and delivery. A charge will have to be made for these facilities. It was emphasised to us by the Nairobi merchants that the proposal for the collection and delivery of goods, and the Nairobi Town Agency, would be very highly appreciated and receive their most complete support. The question of the warehouse was also received with very great favour. It would also greatly expedite the general working, more especially the passenger traffic, if the Nairobi Town Agency, particulars of the working of which were agreed to in June last, could be established without further delay.

(221) The goods shed and its approaches should be enclosed by an unclimbable iron fence. The goods shed, as proposed, would be capable of dealing with 200 tons of traffic inside the building at any one time. The platforms, as in the case of Mombasa, would be divided into Railway districts, and also into classes of goods. The cost of the goods shed, approaches, and fencing would be about £12,500. and that of the lorries, £5,000. The cost of the booking hall and Train Controller's office would be about £2,000. The island platform and its general arrangements would cost about £1,800. The extension of the roof of the present platform, and a floor of either cement concrete or patent stone would cost about £2,000. The arrangements for the receiving, despatching, and sorting lines etc., would cost about £4,500, and the removal of the buildings in the station and maintenance yards and their re-erection might be roughly estimated at £5,000. The new line to the Market siding would cost about £4,600.

(222) These figures are only approximate, but the outside cost of all the arrangements required for Nairobi could be put at £40,000.

(223) The extension of the booking hall and the addition of the Train Controller's office, with a possible clock tower in future at the east end of the station, would tend to improve the symmetry and the general appearance of the station buildings to a very considerable degree.

(224) **Limuru.**—The road inside station limits leading to the goods shed is in a very bad condition, and a properly metalled road should be put in immediately. It is difficult to imagine how consignments can be taken either to or from the goods shed while the road is in its present condition. We understand that this is arranged for.

(225) **Nakuru.**—Nakuru will, when the construction of the Usin Gishu—Mumias Branch is completed, be one of the most important stations on the Railway, and the whole of the yard will require most careful rearrangement.

(226) Unfortunately the ground at our disposal is extremely limited, and it is somewhat difficult to see where the accommodation that will be necessary can be provided.

(227) Improved goods shed accommodation is being provided and the present goods shed, if it is found necessary, can be removed. The passenger station is old, and altogether inadequate for our present requirements, more especially at the time of any of the Race Meetings or Shows that are held at Nakuru at various periods of the year.

(228) When the new goods shed is in use, the road between the passenger station and the township will not be necessary for goods traffic. Beyond serving the goods shed this road is only the back road of the first row of our subordinates' quarters. This road might be taken into the station yard, a new island platform station built, and a through line put on the ground so taken in. The station would

be approached, as at present, by the main road, the side approaches being the first existing main road now giving access to it. To do this it would be necessary to throw back part of the new maintenance yard, but this would not be a serious matter.

(229) Additional shunting and sorting accommodation is also required for our immediate wants, but no definite rearrangement of the yard can be made until the new goods shed is completed, and the remains of the old engineering yard cleared away. The locomotive shed is too small and should be enlarged to at least three times its present size. This is all the more necessary as we are now using the Mallet engines upon this section. The new shed could be placed at the Lake end of the station yard, or as far out as might be found convenient. Accommodation for the running staff is most urgently needed.

The cost of the station buildings, new locomotive shed, and all the necessary arrangements would be, approximately, £15,000.

(230) **Njoro.**—At Njoro the ground around the goods shed should be made up. At the present time, in the rainy season, it is a swamp. The cost of this work would be small, say £50.

(231) **Londiani.**—At Londiani the ground between the two goods sheds should be filled in, and made available for an unloading bank. The ground on the public road side was made up for the new goods shed, leaving a hollow between it and the platform. A large stand in this hollow. There is a foot to 18 inches of foul water in it, and its present sanitary condition is almost too offensive for description.

The Engineers of the 2nd Maintenance Division has been asked to take immediate steps to remedy this.

(232) **Lumbwa.**—At Lumbwa a siding should be put in from the east end of the station running up to the water tanks. This would serve for stabling trains and unloading and stacking fuel, and remove the congestion that frequently takes place at this station. The road leading from the goods shed to the public road is in a most disgraceful condition. There are ruts in it over a foot in depth, and it has been in this condition every rainy season for several years past. We consider that immediate steps should be taken to have this road properly made up and metalled. The total cost at Lumbwa should not exceed £1,000.

(233) **Muhoroni.**—We would recommend that Muhoroni be made an engine changing station. The run from Nakuru to Kisumu is too long, also, our present engines can take a load of 14 wagons from Kisumu to Muhoroni, but only 10 wagons from Muhoroni onwards. The change would mean that we could work the Muhoroni-Kisumu section with our present small power engines, and that the new more powerful engines could take the same load on and thus avoid breaking up the trains, which has to be done at present.

(234) It would also have the benefit that the Railroad would not be compelled to take more fuel into Kisumu than would be sufficient for shunting purposes, and when the Marine Department have their fuelling arrangements for obtaining timber from the Lake fully completed, it is quite possible that the Locomotive Department could obtain the necessary quantity of fuel from them, so greatly economising in the locomotive power now used for fuelling purposes, and render it available for other work.

(235) A locomotive shed would be required capable of holding six locomotives, a running room to accommodate six drivers and firemen, and a locomotive foreman's house. The guards of these trains, as the trains would not be broken up, would go right through, and they would not, therefore, need any additional running

room accommodation. Muhoroni was formerly used for this purpose, and there is ample ground for the accommodation that would be required. The water tanks and water service still remain, and are in use. The goods shed is large enough for our immediate requirements, but is badly placed, and should be re-erected on a more convenient site, with a siding serving it.

(236) The cost of the necessary works at Muhoroni would be, approximately £6,000. If our recommendation with regard to this station meets with approval, the intermediate station proposed between Kibigori and Kibos would not be required for the immediate present.

(237) **Kibos.**—At Kibos more goods shed accommodation is wanted immediately. It is anticipated that there will be a very large maize crop brought into this station during the present season, and we have not sufficient accommodation to deal with it. Doubling the present accommodation would cost £250.

(238) **Kisumu.**—At Kisumu station new and greatly enlarged goods shed accommodation is being provided. The shed is practically finished, but the approaches to it will take some considerable time to complete. The road has to be excavated for an average depth of six feet. The ground is very hard and rocky, and we would recommend that additional labour be obtained in order to have this work finished at the earliest possible moment.

(239) The old goods shed is altogether insufficient to meet the trade, and work cannot be promptly and efficiently carried out. At present goods are stacked in the open and sheeted, in some cases the merchants finding their own sheets. A marshalling yard should also be laid out at this station, see paras 241 to 244.

(240) The cost of the 7 new stations recommended in para. 143 would be about £8,400.

(241) Marshalling yards are recommended at the coast, Nairobi and Kisumu. The importance of marshalling yards for dealing expeditiously with traffic cannot be overestimated, and unless these facilities are given it must mean that time and locomotive power is unnecessarily wasted, and inordinate delays caused to goods in transit.

(242) The necessity for marshalling yards has been recognised by the acquisition of land at Kilindini, but, as pointed out in para. 177 page 22, we consider this land wholly insufficient, and cannot recommend too strongly the yard being laid out on the mainland, so as to allow for ample room, not only for the present, but for the near future, when the Deep Water Piers will give facilities for dealing with sea borne traffic that do not exist at the present time, and the consequent enlargement of traffic.

(243) The extremely limited, and consequently congested, space at the station yard at Nairobi renders shunting at present difficult and expensive. Nairobi is practically the distributing centre of the line, and is also the point of the "change of grade," and consequently all trains must be broken up and remade both for the downwards and upwards journeys. We have not had sufficient accommodation in the past, the Thika traffic has added to the volume of work to be done, in addition there is the ever increasing traffic in both direction at the present time, and the still greater increases to be looked for in the future will cause the congestion that at present exists to be enormously accentuated.

(244) At Kisumu, in view of the ever increasing volume of goods dealt with to and from the Lake Ports, a marshalling and convenient working yard can no longer be done without. This yard will serve the work of both Kisumu Pier and Kisumu Station. The cost would be, approximately £3,000.

(245) Another yard will be necessary at Nakuru on the completion of the Nakuru—Uasin Gishu Line, but we have not included this in our present recommendations.

(246) **Kisumu Pier.**—At Kisumu Pier the outwards goods shed on the wharf is inconvenient, insufficient to meet our present wants, and requires entire rearrangement.

(247) We would recommend that a series of docks running from the land side of the present shed, on the skew at an angle of 45 degrees, be put in, such docks to be 50 feet in length, and that the whole of these docks be covered over and made part of the present shed. The shed would take 6 such docks, with platforms between them, approximately, 30 feet in width. Each dock would have two lines, each line would accommodate two wagons. The present shed would be used as a gathering bank. Material could be taken into the shed, sorted on to the different platforms either against consignments, stations, or classes of goods, or to include all of these, and there would be loading facilities for dealing with 200 to 300 tons of freight at any one time. For plan see Appendix F. The construction of these docks would mean the extension of the shed by an addition to the width of 40ft., and would cost, including the sidings, £8,000.

(248) There is ample room within the Custom's fence for the necessary siding accommodation to be put in, so that these docks could easily be filled, or the wagons taken out, as required. Two roads would have to be put in serving the docks, with a crossover from the inside to the outside road at every 100 to 120 feet. Mechanical appliances should also be given for handling and transporting cargo inside the sheds. We also consider that the floor of the present shed should be concreted.

(249) The shed on our inspection was filled up to the roof with heavy bales of pressed cotton, and mixed consignments of hides and skins, coffee, cotton seed, etc. etc. For the purpose of loading into trucks these are thrown down from the top of the stack and rolled along the floor to the loading platform. With an earth floor rolling cannot improve goods, no matter of what description they may be.

(250) If a concrete floor is put in the goods could be stacked without danger of their receiving any injury from the floor, and until mechanical transport is provided barrows could be employed, and handling would be much easier.

(251) At this shed, as in the case of all the other goods sheds on the Railway, the roof does not project sufficiently at the loading or unloading platforms to give protection against the weather. We would most strongly recommend that all goods sheds either have their roof extended, or a verandah added, so that the covering shall extend well over half the width of the truck that is standing alongside.

The crossings over the track facing the shed doors should be made up to rail level.

(252) Lux lights should also be provided along the wharf.

(253) **Entebbe.**—At Entebbe the accommodation is very limited. The pier extends only 10ft. beyond the side of the goods shed. The ship's boats, when the steamer is laying alongside, are only two to three feet from the side of the goods shed, and consequently render the greater part of the pier unavailable for working purposes.

(254) The passengers steamers from Kisumu running round the north of the Lake take in fuel at this port. They fuel at the forward hatch, and the fuel stacked ready for loading occupies a great part of the open space on the land side of the pier warehouse, and practically only the part of the pier at the Lake end of the warehouse is available for unloading purposes. The gangway planks from the side of the steamer reach

down to the side of the shed. Cargo being unloaded is allowed to slide down these planks. It strikes against the side of the shed, more particularly against the iron door frame, and goods are frequently broken. We saw one man employed in repairing cases damaged in this manner.

(255) We consider that the pier should be enlarged to a width of 20ft. on at least one side of the pier warehouse. Lighting arrangements for this pier should also be made. The cost would be about £1,000.

(256) **Kampala.**—At Kampala Port a new goods shed is being erected, but it is placed where vessels cannot lie alongside it, and where the freight that it will contain must all be man handled. It would be a very great advantage if the existing pier could be widened by about 30 ft., on the side where the new godown is being built, carried up to the shore end of the new godown, with a line in for unloading purposes, and if possible, for steamers to lie alongside the new shed. The floor level of this shed should be made up to the floor level of the goods vehicles. At present it is much below, and in consequence, if not altered as we recommend, will cause much delay in both loading and unloading, and will be a fertile source of damage in handling.

Lux lights should also be arranged for at this port. A steam crane is wanted here very badly.

(257) The Engineer in charge of the Kampala Port Bell Railway thinks that the new line will be ready for opening about August next, but, in order to relieve the present congestion, we have arranged for him to run cargo from the pier as far as railhead during the time the line is still under construction.

At Kampala Station the platform outside the goods shed should be widened to at least 10 feet, and a verandah carried out over the half width of the trucks.

(258) **Jinja.**—At Jinja the new pier is urgently required, but work is going on very slowly, chiefly owing to scarcity of labour. Out of the large quantity of earthwork to be put in the amount being done at the present time is only 20,000 cubic feet per month. At this rate the earthwork alone will take several years to complete.

(259) As the new pier and new warehouses have already been sanctioned, and work has been commenced, we have practically no recommendations to make with regard to improved accommodation and facilities, except that a 3 ton steam crane for loading and unloading at the present quays would prove of great service. More lux lights are required, and more tarpaulins. Two lux lights should be put on the space between the pier shed and the Custom's gates. At Jinja, and also at other places where the goods sheds have earthen floors, we consider that they should be either concrete or patent stone.

(260) More trucks are wanted, and we think that a number of platform trucks, similar to those constructed for Kilindini Pier, for dealing with the inwards and outwards cargo, and also freight from the ginneries to the pier, would be of very great service.

(261) **Jinja Station.**—The floor of the goods shed should be concreted. Second class accommodation is wanted for the Indian community, and a carriage should be built to meet their requirements. There is a large Indian second class traffic on the Busoga Railway.

(262) **Thika Railway.**—We have not made any recommendations for the Thika Line, as we are not certain that its alignment is permanent.

THE IMMEDIATE REMEDY OF THE COMPLAINTS, RECOMMENDATIONS AND GENERAL REMARKS.

(263) **Mombasa.**—We consider that the goods shed accommodation at Mombasa is a matter of the very greatest importance, and that immediate steps should be taken to improve the existing arrangements.

(264) We also consider that immediate action should be taken to stop the dishonesty that is so strongly complained of as taking place, not only at Mombasa, but also at other places on the line.

(265) We consider that the settlement of all claims should be dealt with as expeditiously as is possible, and the employment of Traffic Inspectors, or Assistant Traffic Managers on the Railroad, and of the Ships' Officers on the steamers, to enquire into and at once obtain all possible and reliable information in this connection, would be of very great service.

(266) It has been proposed that the Railway Administration should undertake the insurance of goods in transit, insuring against "all risks". It was stated that the mercantile community would gladly welcome such an introduction, and pay a rate of one-eighth per centum higher than the Railway would have to pay if it reinsured, and did not take the risk itself. Before any recommendation on the matter can be made it will be necessary to know what position the Insurance Companies would take as to the settlement of claims. We are told that "payments are now made on the refusal of the Railway to meet and compensate the claims put forward", but it would be an altogether different matter if the Railway effected the insurance, especially against "all risks". If the Railway could meet the public in this matter, and at the same time derive revenue from it, the subject is worth further consideration, and we recommend that information be obtained from Insurance Companies undertaking this class of risk what requirements and conditions they impose.

(267) It is difficult to meet the wishes of the merchants as to keeping their consignments clear and distinct until an improvement is made in the manner in which consignments are forwarded from Kisumu Pier.

(268) With regard to "clean receipts" being given, as stated on page 3, arrangements are being made to remedy this complaint.

In connection with advising the arrival of goods, and any general complaints received in connection therewith, the request that advices shall contain such correct information as the consignees require will, as far as possible, be carried out, but in this also Mombasa station is entirely dependent upon the information forwarded from Kisumu Pier.

(269) Sufficient weighing facilities to meet the wants of the merchants are being arranged for.

(270) The question of the revision of rates for wines and spirits we leave for your consideration.

(271) **Kilindini Pier.**—At Kilindini Pier the alteration in the warehouse cannot be carried out at too early a date. The shunting arrangements proposed in connection with the pier work cannot be put in force until arrangements are made with the Customs'

Department to clear material loaded direct into wagons. We could, however, if the Customs Department will approve our action, use one or two of the new lines against the north side of the wharf fence as bonded lines, although this would deprive us of siding accommodation that we most urgently require for legitimate pier work.

(272) With regard to complaints as to damage to and loss of cement, we would recommend that cement be "barrowed" and not "rolled", also that in loading in trucks, or on the Lake Steamers, that boards be placed on the top of each tier of barrels, so preventing the heads being broken in while loading is being carried on.

Also, that a recommendation should be sent to all shippers of cement to have their shipments made in iron drums only, and that the use of wooden barrels be discouraged.

Also, that instructions shall be issued to "all concerned" that care must be exercised in dealing not only with cement, but with all packages that may easily be damaged.

Shoots, made either of canvas or wood, as may be found best to answer the purpose, should be provided for loading *bagged goods* into lighters. These shoots should also be used on the Lake Steamers.

(273) Immediate steps should be taken to provide a better class of tally clerk, and when these are obtained, possibly even with our present staff, there is no reason why we cannot meet the wishes of the lighterage companies to give them receipts for the material landed at the time that each lighter is unloaded. By the employment of incompetent men the Railway Administration also lays itself open to claims for goods damaged while in its possession, owing to the tallymen not taking sufficient care and precaution to note each damaged package as it is landed from the lighter, and unless the damage is noted at the time the goods are unloaded and warehoused, it is difficult for the Railway to afterwards satisfactorily decline liability.

(274) With reference to the complaint that the rate charged for storage of export cargo is too high, it is quite possible that when improvements are made at Kisumu Pier whereby consignments are not split up, and delivered parts of a consignment do not have to wait until the whole of the consignment is complete, that this cause for complaint will not exist in the future, and we therefore would not recommend any reduction in rent charges at the present time.

(275) The difficulty in obtaining rolling stock at both the Pier and Mombasa station should disappear, and is disappearing, as our stock is enlarged and more wagons are daily becoming available.

(276) The majorities of remedies for complaints in connection with Kilindini Pier are dealt with in the statement of complaints, pages 5 to 7.

(277) **Nairobi.**—With regard to Nairobi we think that increased goods shed accommodation should at once be put in hand, and, if our proposal is considered as being too large for the present time, that accommodation should be provided in such a manner that it can afterwards be enlarged and form part of a large and standard scheme, on the plan of a goods shed to be employed throughout the Railway at such places where the traffic demands that accommodation of this nature shall be supplied. At Nairobi at least one platform the length or part of the length proposed should be commenced without delay. The other platforms can be added when funds are available, that is, if general funds are not provided to cover the whole of our recommendations contained in this report.

(278) The majority of the Nairobi complaints are such that they can be dealt with within the jurisdiction of the Traffic Manager, and action has already been taken to remedy most of them.

(279) The improvements suggested in our larger scheme cannot be done until money is provided, but they should not be considered as being anything that is not strictly reasonable for the requirements of such an important station as Nairobi. We would, however, urge special consideration for the goods shed extension and the supply of motor lorries.

(280) A system of *train and wagon control* is also most necessary, and in connection therewith an improved system of the mileage registers kept by the Chief Accountant was put into force with effect from the 1st April 1914. The life of each wagon is now kept separately, instead of the work of each class of wagon as heretofore, and consequently any delay in movement, and, as a result, insufficient mileage, will at once be noticeable, and action can be taken to ensure the Administration obtaining the full working value of the rolling stock on their system.

(281) The engagement of experienced Europeans Yard Foremen or Train Marshalls is a matter on which we would lay special stress, and although arrangements have not been made for them in the Revenue estimates for the present year, we think that we should be allowed to exceed the provision that has been sanctioned prior to the date of this enquiry and of our more complete recognition of our requirements.

(282) The dishonesty that is complained of at Nairobi, and which we have referred to in the Mombasa complaints, should also receive immediate attention, and we would again impress the fact that we cannot too strongly urge the importance of **A DETECTIVE FORCE FOR THE RAILWAY.**

(283) We recommend the immediate engagement of two or three experienced English Station Masters, and the employment of European Station Masters at the stations on the Nairobi-Kisumu section that deal with a large European population.

(284) We consider that more supervision and inspection of station accounts should be made by the controlling staff of the Traffic Department, and that the entire responsibility for this branch of the work should not rest with the Chief Accountant only.

(285) We also recommend that a responsible Officer of the Traffic Department should accompany the monthly pay train, and so keep in immediate touch with the work being done and the requirements of each station along the Railway.

(286) We would recommend more European inspectors and general supervision. Efficiency cannot be expected without efficient and capable supervision, and although it must cost money it is really the means of an ultimate saving of expenditure, in obtaining a greater amount and better class of work from all the classes of labour employed.

(287) We would recommend that at Nairobi station, and at Kisumu Pier, boards be placed in conspicuous places asking that passengers shall not *under any circumstances* give gratuities to the Railway porters. Many complaints are received from the public as to the annoyance they are caused by the importunities of our staff employed for this work.

(288) The question of the *weight of goods carried in wagon loads and loaded and unloaded by the owners* is one to which the merchants attach very great importance, and although the Railway cannot accept any responsibility in the

matter of these consignments, we should make some approach to meet them in their wishes. It must manifestly be a cause of great uneasiness to a trader to know that because he has taken advantage of a low freight rate he cannot be given any undertaking of any nature whatever that the goods that he has loaded up will be delivered. Whatever action we might wish to take in this matter, we are however, in a very great measure, restricted by the fact that we are compelled to recognise the custom that is universal in the Railway World, that is, that a Railway Company will not accept any responsibility for the quantity of goods contained in wagons loaded and unloaded by the consignors and consignees. The merchants may, if they think it would be of advantage to them, put their own seals on wagon loads loaded in covered goods wagons. It is most probable that when an improvement is made in connection with the working of the Marine Department, that this cause of complaint, which is so strongly put forward, will in a very great measure, if not altogether, disappear.

(289) We recommend that the Railway Administration shall be entitled, when more goods are tendered for transmission than can be reasonably dealt with, to *refuse to accept at any station or Lake Port throughout their system*, any goods that they consider will exceed their working capabilities.

In connection with this recommendation the action of the Marine Department in accepting goods on Railway premises without any hope of near shipment, and contending that no liability is attached because the goods are not booked, is to be strongly deprecated.

(290) One fact we have observed that requires remedy is the want of any suitable provision for any office accommodation for the goods staff at the larger stations. Sheds are built sufficient to meet the estimated requirements of the station, but a considerable part of the floor area is at once monopolised for office accommodation. Offices should be erected outside the shed, thus not only rendering all the floor space available for its legitimate purpose, but also keeping the public from going inside the sheds, as they must do at the present time.

(291) There is no reason, as far as the Railroad part of our system is concerned, why we should not, in the immediate future, work harmoniously with the public on all questions.

(292) **Marine Department.**—The work of the Marine Department as at present carried out is not of a satisfactory nature.

(293) To put it in the shortest and the plainest possible manner, it may almost be stated that it is "*a Department without organisation, supervision, or control.*" This may appear to be a very strong statement, but we consider the result of our enquiries, our personal observations, and the general complaints by all the trading community, warrants the expression.

(294) An enquiry elicited the following facts in connection with dealing with the work at Kisumu Pier. The system is for the pier staff to check goods for shipment from the railway truck into the inwards shed, and to check them out on to the steamers. Cargo from the steamers for conveyance by rail is unloaded from the steamers, put into the sheds, sorted, but check is made only *when it is loaded into railway trucks for despatch.* Waybills are not received in all cases with the goods from Lake Ports, but as cargo cannot be kept and stored in the warehouse until the delivery on any one consignment is complete, and the waybill is received, the part of the consignment is sent off with such information as is given on the ship's manifest. This accounts for the "*split*" consignments. With reference to cargo for shipment, a loading list is made out giving the quantity of each class of material awaiting despatch. This list is submitted to the Chief Officer, who goes through it, marks what he will take, and crosses out what he

will not take. In this way cargo can be shut out for several weeks. The only way that is now employed to remedy this is for the Pier Master to go to the Chief Officer and to point out to him that traffic is being held up, and must be taken. As an instance at the present time, "building material, cement, and corrugated iron" for Kampala were shut out by the "Clement Hill" on the voyage of May 10th, also on the voyage of May 17th, and consequently had been detained for a fortnight, without any guarantee that it would go even by the next steamer.

(295) The entire work at Kisumu Pier, both inwards and outwards traffic dealing with the ships, and dealing with the railway, is left entirely to the Pier Master. The Marine Superintendent takes no personal action in making arrangements, and only under very exceptional circumstances does he ever give any instructions whatever in regard to any of the work. He does not see the list of the cargo for shipment, and gives no orders concerning it. What is taken on board is left entirely to the discretion of the Ship's Officers. We saw material being put on board ship. The steamer clerk was supposed to have counted the number of packages in the shed. The men carried the packages to the ship, slung them, hoisted them on board, lowered them into the hold, and stowed them. While we were there was no supervision or check in any way whatever. There was no one to see that the porters carried the cases to the ship. It would have been most easy for a case, or two cases, to have been put on one side, and there would have been absolutely no trace of how the loss occurred. One sling containing two large cases was lowered down into the hold until it rested upon the top of the propeller shaft tunnel, the sling was unfastened, the hook was put in the end of the sling, the sling was pulled away from the packages, and they were allowed to fall into the hold. One of these cases held a Singer treadle sewing machine.

(296) Another incident was that of a sling of cases of matches. The sling held 12 zinc cases, at the top of the hold the cases, being badly slung, fell out of the sling, and the whole lot fell into the bottom of the hold.

(297) From what we were told of the work that is carried out at Kisumu Pier, there is absolutely no supervision beyond that of the Pier Master and his assistant.

(298) We saw cotton just unloaded from a steamer and stacked on the wharf being loaded into trucks for despatch, while freight that was stored in the warehouse was left for despatch until a later date. This was done in order to clear the wharf, and save trouble in handling, but it entirely confirmed the complaint of the Mombasa merchants, see page 11.

(299) Cargo is supposed to be tallied from the railway trucks into the pier sheds, again from the pier sheds into the steamer, but although it may be tallied from the trucks into the sheds, there is certainly no complete check of the cargo that is put upon the steamers. Cargo taken from the steamers is unloaded, stored, afterwards sorted, and the check of the quantity received is made only when it is loaded for despatch on the railway. This method of dealing with freight exists not only at Kisumu Pier but also at the other Ports.

(300) The steamer clerk is supposed to check what he has on board, but to our personal knowledge he has not done so.

(301) At Entebbe cargo was being unloaded, cargo was also being loaded. We were told that the steamer clerk went round and checked all the material before it was put on board. At Entebbe he certainly counted some, but a large quantity had been put on board before he commenced any count.

At the Entebbe goods shed we saw rice placed against hide and skins, part of the consignment laying on the skins.

(302) At Kampala there were complaints that cargo is carelessly handled and stored in the sheds. On the occasion of our visit it was thrown into the shed in a confused mass, and any check was impossible. There was also cargo from the previous week's boat buried under later deliveries.

At Jinja any check by the steamer clerk of the cargo put on board was absolutely out of the question. A tally was made by the pier clerk of the number of packages put on board. This is taken by the steamer clerk as being his record, but such a tally makes no mention of anything beyond the number. There are no marks, particulars, or any note of any specific damage. The same lack of procedure is observed here as at other ports, and the pier clerk stated that he takes entire charge of all the work, and receives no orders or instructions whatever from the superior staff of the Marine Department. All the work that he did was carried out on his own initiative.

(303) With cargo exship received at Entebbe, Kampala, Jinja, and presumably at all the other Lake Ports, no receipt is given to the Steamer Clerk until he goes round on the following voyage.

The attention of the Marine Superintendent was drawn in August last to the fact that no check was made of the cargo taken on board the steamers at German ports. The Marine Superintendent stated that this cargo is taken charge of by our agents on shore, that it is brought by them to the steamers, and that, therefore, any check was unnecessary, and would be a waste of time. To follow a consignment from a German Port it can be taken—

- (1) That the cargo is received by our agent at the port. It is taken by him to the ship and loaded. No check is made of the quantity that he puts on the steamer.
- (2) It is unloaded from the steamer at the port of destination, and no check is made when it is unloaded.
- (3) The only check is the one when it is loaded up by the staff at Kisumu Pier for despatch on the Railway.
- (304) It passes, therefore, through the hand of three responsible parties, and in the case of a loss any of these parties can refuse to accept any liability, nor can the fault be definitely placed upon any one of them.
- (305) All of the parties above enumerated know the manner in which this work is now being carried out, and a greater incentive to dishonesty could not possibly exist.

(306) Complaints are made as to careless handling on board ship. We saw cargo loaded and unloaded at Kisumu Pier, Entebbe and at Jinja and in practically all the loading and unloading that we saw; it was carried out entirely by the natives, without any supervision. We received a complaint at Jinja that cotton seed that was bagged in good sound bags arrived at destination in a very bad condition. This was put down to the fact that the bags were thrown from the deck to the bottom of the hold without any care whatever in handling being observed. We went on board shortly after receiving this complaint, we saw cotton seed being thrown from the deck into the bottom of the hold, and we saw several bags break whilst they were being shipped, although in good condition prior to loading.

We did not see the working at Kampala Port, as we had gone to Kampala to interview the merchants, but from the way cargo was thrown into a mass into the shed and on the wharf at Kampala Pier, without any regard to stacking, order, or the class of goods thrown one upon another, the careless and negligent manner of dealing with it was most noticeable.

(307) The number of bags of cotton seed were being tallied into the ship by the pier clerk, but there was no note whatever taken of the condition of the bags.

(308) One matter at Jinja that requires most serious consideration is the action of the Marine Department in allowing unbooked consignments to be kept on railway premises. At the time of our inspection there were four hundred tons of unbooked freight, and two hundred tons of booked freight, laying in the open. Instructions are given to the merchants as to the quantity of stuff they may bring down, they are also told what "railway marks" they are to put on their packages, and the cargo is allowed to be put on the railway premises so as to be ready for convenience in handling when "booked cargo" has been shipped. The railway may be clear of legal liability, but it is certainly laying itself upon to claims for damage while it gives permission for cargo to be brought down and stored, and provides as far as it possibly can protection for it against the weather, although it knows that the shipment cannot take place within a reasonable period.

(309) A means of remedying this, in cases where the merchants have railway communication with their premises, would be to supply platform trucks, and to insist on the merchants loading the goods in their own warehouses, and bringing them down to the pier when the Railway is ready to accept them.

(310) We consider that efficient and competent tally must be made of all cargo taken on board or unloaded from the steamers, or the lighters, at each and every Lake Port, and remarks made where necessary of the condition of any particular package. As instanced on para 30 page 7 it is done on sea-going steamers, it is also done at Kilindini Pier. Moreover, it "must" be done to enable the Administration to fix individual liability, and stop the dishonest practices and pilferings that are complained of so strongly at the present time in connection with the working of the Marine Department. The Administration declines "any responsibility for theft while goods are in transit on the Lake steamers". This is a condition that applies to all sea-going steamers, but in this case the steamers are part of the Railway system, and it is a very natural action for traders to express themselves most strongly when shortages occur.

(311) An instance is now under consideration of a consignment of whiskey booked from Mombasa to Jinja, and which on arrival, owing to its having the appearance of having been tampered with, was opened by the consignees at the pier shed at Jinja, and found to be 17 lbs. short in weight and 5 bottles in number. On enquiry being made, the Marine Superintendent admitted that the consignment had been reweighed at Kisumu Pier and found correct. The theft must, therefore, have taken place either—

- (1) On Kisumu Pier after the weighing.
- (2) On the ship.
- (3) At Jinja Pier.

Owing to the lack of tallying no liability can be traced in this case, but it is extremely hard on the trader that he should be compelled to undergo the loss owing to the absolute want on the part of the Marine Department to exercise any efficient check on the goods in their charge.

(312) It has been brought to our notice that, as an excuse for bad working on the Lake, it is put forward that there is insufficient superior supervision in the Marine Department, but we cannot think that this is the case, as each steamer carries at least two superior officers who are of the same training and marine service as the Marine Superintendent, in some cases of nearly the same length of experience, and if these officers carried out the obligations of their positions, the work of superintendence devolving upon the controlling section of the Marine Department should be very light, in fact, it should be merely the control of outside superintendence, but as we have stated in para 293 page 37 we are forced to the opinion that there is no such control. An instance of indifference to orders is given in para. 106, page 16.

We consider that there should be European supervision at both Kampala Port and Jinja Pier.

(313) An instance of want of interest and indifference on the part of the ships' officers is given in the shipment of rice from Mwanza to Jinja. The steamers on the southern run round the Lake are not timed to call at Jinja. They therefore unload Jinja rice at Kampala, and leave it there for transhipment by the next Kisumu Entebbe weekly boat. This means that it has first to be unloaded at Kampala, and fresh cargo taken on there in its place, secondly it has to be reloaded at Kampala, unloaded at Jinja, and fresh cargo then taken on by the second steamer. The time taken in handling (on the voyage of the "Clement Hill" of the 17th to the 21st May the quantity was 40 tons) would be equal to the time taken by the ship to go to Jinja, and the cost of three handlings could have been saved. There is no reference made to Head Quarters as to whether the boat should go to Jinja or not, and so save the unnecessary expense of transhipping.

(314) A further instance of the indifference shewn to the interests of the service is that of a Captain expressing annoyance because men had not been sent down to unload his ship, but taking no action to quicken the arrival of the men, as it was the work of the agents. He had told them on the previous day the number of men he wanted, therefore it had nothing more to do with him. This happened at Mwanza in August 1913.

(315) We consider that the Marine Department requires entire, complete, and immediate reorganization. A Department which is left to run itself cannot be other than a cause of the most grave dissatisfaction, not only to the Administration to which it belongs, but also to all who have any dealings with it.

(316) That this assertion is not without foundation is emphasised by the fact that 80% of all the claims received by the Railway Administration originate in connection with the work of this department.

(317) One method of avoiding these complaints of damage, thefts, shortages, and inordinate delays that are put forward by the trading community in connection with the Lake steamers and the Marine Department would appear to be in the extension of the Railroad round the northern end of the Lake, and so not only give free and unbroken access by rail from the chief trading centres of Uganda to Mombasa, but also save the cost of the several transshipments incurred at present in connection with the Lake Ports.

(318) Although this would be a work of great magnitude we are of the opinion that the growing importance and increasing trade of Uganda would justify the expenditure.

B. EASTWOOD,
Chief Accountant,
PRESIDENT.

W. E. NEVILL,
Chief Mechanical Engineer,
MEMBER.

G. A. STANLEY,
Traffic Manager,
MEMBER.