

EAST AFR. PROT.
UGANDA

DOMESTIC

17311

REC
MAY 07

No. 17311

Individual

(Subject.)

1907

Notes on the ...
Submitted

Previous Paper

(Minutes.)

Mr. Read

This is a very interesting record of the impressions of a ... man on a flying visit to the country.

His remarks on the dubious value of the so-called white man's country in the ... coincide with the opinion to which we have long been tending in the Dept.

His views on the incompatibility of game preservation & agricultural development are similar to those which I have long advocated

Office 11/10/07

Subsequent Paper

29/01/1889/05 of the papers not
now available

With regard to the Railway he
seems to be well informed his
figures as to train loads on the
Cape Railways are abundantly
correct.

As a matter of fact the cost of
hauling a ton of goods one mile
on the Uganda Railway is about
1.5d whereas on the Cape
Railways, but this difference
might easily be made up if larger
loads were available for the trains
to carry without any change in
engines or rolling stock, which appear
adequate for the traffic in sight.
No doubt it will be well to get inde-
pendent reports on the working
of the Uganda Railway from
time to time, but I doubt whether
it is necessary just at present.

His views as to the possibilities
of Uganda & as to the desirability

of taking the Railway through
the cotton districts seem correct. 187
The ~~loss~~ ^{profits} exaggerated, meted out
by the Bazarunda Co., the actual
present output of cotton

His account of statement that
the Bazarunda are a dying
race is one which requires
to be substantiated by figures
which are not available at present.
If true I am afraid it is one
of the evils which kings & governors
cannot cure

W. Croft

With regard to the same question, I
think that if we get Mr. Macdonald
as Director of Agriculture he may rely
on his supporting energetically the interests
of the cotton & being able to set
establish a modus vivendi between them &
the big game. You will see
from p. p. 603-607 that he present
his experience to the matter.

...the improvement of the
...the railway
...last report says:-

...among the improvements or additions
...placed 10 of the most powerful
...that it can carry, & be
...where we are handicapped
...by the grade. The initial outlay cannot
...the immediate effect will
...a material economy in haulage.

...I have
...the subject, consider the
...the construction of a railway
...from Janga to Kakape & much
...The other schemes referred to
...at present
...the Janga Kakape scheme may
...by addressing the
...with regard to the latter part of
...we are gradually
...new blood into the
...of the two parts of the
...Mr. Hutchings, Mr. Macdonell (Chief)
...Capt. Smith, Mr. Farrell - all Heads
...the S.A.P.
...the S.A.P.
...Capt. Stewart
...Upanda

...all Heads
...the S.A.P.
...Capt. Stewart
...Upanda
...H. J. R.
29/5.

...we should
...and Upanda
...during about

They can do elsewhere
The mistakes about the
railway throw some doubt
upon the value of Major
Will's other remarks, but
on the whole the account
is interesting and it is
useful to have this in
preparation.

W Lambert
30/7

Mr Read
Interested
and 17-19
H. J. R.
30/7

S. S. Malaya
at sea between
Mombasa 15 MAY 07
Recd

1907 April 20

My dear Dad

I have sent you my notes on the
two publications of British East Africa and
Uganda. I have dealt quite frankly with all
the points that have come under my discussion
and you are at liberty to treat them as you see fit
in any way that seems good to you.

I was lucky in making a direct ship from
Mombasa to Colombo so that in spite of my
having been a little longer in Uganda than I
originally intended, I am now able to my
return home promptly. I shall spend
May in Cyprus June in Malaya and I shall be
at home by the beginning of August.

place for British born men and women
 it is quite absurd to class it with lands
 of temperate climate.

Secondly it is as yet unproved that any
 form of agriculture can yield a profit
 to the farmer. I am aware that such
 an assertion would cause a shout of
 indignation and denial to issue from the
 lips of certain optimists perhaps not
 always quite disinterested. I should
 be furnished with a list of the things
 that can grow in the country I should be
 told that the fibre industries are most
 promising and that coffee raised near
 Nairobi has been raised very highly.
 I should then probably have the figures
 of the traffic increases of the railway
 brought forward as evidence of the great
 progress of East Africa regardless of the
 fact that the traffic comes from the
 tropical countries round the Victoria
 Nyanza and but a minute portion of
 it from East Africa proper.
 I only speak of facts as I find them
 and I say without fear of contradiction
 that with the exception of about three
 farmers who are making money by
 supplying the local market at
 Nairobi there is at present no one in
 the country who is making any profit
 or even earning a bare livelihood
 out of agriculture.

Furthermore it may be asserted with
 truth that there is no staple produce

yet discovered in which there seems to be any reasonable chance of establishing an export trade. Coffee is the possible exception but this has often proved a treacherous crop and has not yet been produced in commercial quantities. It will of course be clearly understood that I am speaking now only of the highland country, not of the coast district round Monbasa, which is a different story altogether.

From a fair knowledge of both countries I say without hesitation that for a man either with or without capital who wishes to farm and is willing to go abroad, to choose East Africa while Canada is open to him ~~is a very~~

~~is a very~~ The lands for profitable farming and as homes for communities of our own people there is absolutely no comparison between the two.

I recognize that the possibilities of East Africa may be a great attraction to a young man but with most of us the pleasure of shooting antelope is rather a secondary consideration. The various sorts have been secured, while the annoyance, not to say loss, of having a pretty place smothered up by troops of useless zebra, having one's most cherished crop salted up by a few rhinoceros or one's pedigree stock eaten by lions does not diminish with time.

This doubt arising as to the future

settling of the colony is the apparent cause
 of a certain admission in the Administration
 and it seems to occupy a permanent dilemma
 between the encouragement of settlers on the
 one hand and game preservation on the other.
 It is sooner or later generally recognised that the
 two, incompatible the better for the future of
 the country.

At present most of the officials of British
 South Africa seem to be hypnotised on the
 subject of game. I actually heard it described
 by one of high rank as the great asset of
 the country, a statement based I presume
 on the worst assumption that the brightest
 future before this land is to attract two
 or three dozen shooting parties each winter
 who would spend a few thousand pounds
 each in the local stores. In fact the promising
 colony might hope to develop into a
 sort of healthier and safer Southland.
 Not only does such a statement appear
 to me an invasion of logical order, but
 I am not clear that the presence of all
 this game is not a positive disadvantage.
 Shooting parties generally composed of
 men to whom a few pounds more or less
 make little difference, are by no means
 unimpaired blessings. They probably spend
 money at the frontier hotels and shops
 but, per contra, they have a great tendency
 to raise both the rate of wages and the
 general cost of living in the country, all
 in the prejudice of the settler.
 Apart from the mere question of

expediency it is difficult to see how an
 arbitrary power can justify the setting aside
 of huge areas of land as game reserves for
 the preservation of such a precious and distinctive
 fauna as the rhinoceros, for example. It
 would be quite as logical to protect lions!

If the Government takes to keep a sort of
 natural zoological garden and I should
 be the last to deny the extraordinary
 interest of a spectacle such as the birds of
 wild game to be seen along the railway, it
 is clearly their duty to see that all savage
 and man-eating game is securely fenced
 in. Antelope park an area it seems to me
 impossible to defend the protection of dangerous
 animals. *

This game question is of such vital importance
 for the future of the protectorate that I may
 be criticised for dealing with it somewhat
 at length. I shall now give a specific
 example of how the interests of the natives
 and those of the colony as a whole are
 ruthlessly set aside when they conflict
 in the slightest degree with the welfare
 of the sacred animals.

There is a small herd of the antelope family
 called the bushbuck (*Taurotragus oryx*)
 its haunts in the bush being rarely found
 in the open and thus is seldom stalked or
 shot with the rifle. Its powerful ornate
 horns, about two or three inches long and

* Note. I see that by the Game Regulations
 in force in Northern Nigeria both leopards
 and jackals are protected in that colony!

is altogether a quite untrustworthy animal to the sportsman. This pretty but useless little brute has an insatiable appetite for the leaves of young trees especially roses and also, unfortunately, coffee trees. I imagine the feelings of a planter who sees his carefully nurtured coffee bushes which it must be remembered do not begin to bear until they are three years old, ruined by the incursions of these animals, he being powerless to prevent the damage except at the cost of an expensive fence. It would be hard on the surrounding bush he could kill off these pests and so save his trees, but this he is not able to do as under the Game Regulations he cannot get permission to kill more than ten of these animals in a year.

Coffee is the one crop which may make the fortune of East Africa and yet we jeopardise it in order to preserve an animal of such small consequence and one whose disappearance would be of little regretted in animal husbandry common over such a large area that even were every settler given leave to shoot an unlimited number, there is little risk of its becoming extinct. Truly we are not a logical people.

Nobody would advocate any approach to a note. It is true that a settler may kill any animals, and doing damage, on his own ground, but this concession is obviously of little value in the case before us.

a wholesale slaughter of game, many ranches are looking free from the imputation of doing any material damage and others, such as the buffalo, only exist in remote districts, but it would be an excellent thing if every genuine settler, that is every man who is farming or ranching and lives on his land for not less than eight months in the year were given free permission to shoot wherever he pleases and slaughter up to any number. The mere issue of such an ordinance would have an excellent moral effect in that it would be taken as proof positive that the administration really has the settler's interests at heart and is not always ready to sacrifice him to the sportsman. Granting some concessions of this character the other alternative seems to be to ^{raise} the sum received for game licenses and set out of that fund to compensate the settler for all damage done by game. The arguments in favor of a large if not a total destruction of beaver are very strong. It is now conclusively proved that these animals are useless for draught or riding purposes, not so much for want of docility though this is a serious defect, as from lack of strength. Their stamina being greatly superior to that of horses or mules of the same size. Owing to their habit of suddenly losing their heads and stampeding madly over the country.

they are most destructive to fences. No fence can stand the mob of a herd of twenty zebra so that in the few cases where farms are now enclosed it is no uncommon thing for the unfortunate owner to find several hundred yards of costly fence thus carried away. Lastly the zebra is the natural and favourite food of the lion; hence to preserve them means an increase in the number of lions. There is considerable evidence that this increase is actually taking place. I presume the most valuable game laws will not hardly maintain that it is the duty of the government to promote the multiplication of lions?

While considering the future of this country it must not be forgotten that several mineral discoveries are possible a factor which would materially affect our estimate. We can only say that they have not been made yet. The fuel required for a rising population could doubtless be largely supplied from the country.

I believe that in a short time owing to the strenuous efforts now being made by the Company (I forget the title) joined under the auspices of the British Cotton Growing Association we shall have data which will enable us to say for certain what crops can be grown at a profit and what are the distinct or limits of altitude where they will

flourish. In the meantime it seems a useless courting of error to prophecy, and I can only reiterate that the future of ~~the~~ all the uplands, of which we hear such extravagant praise, is quite uncertain.

The counting discontent among the settlers is chiefly due to the obvious cause that so many of them are making any money they have plenty of leisure for abusing the authorities. Down at Newburn, where there is genuine trade going on there is nothing of the sort, and the local merchants have I believe always refused to have anything to do with Colonists associations or other turbulent bodies. It need hardly be emphasized that when a Legislative Council is granted there is great danger that the idle agitator will get a place on it in preference to the man of real substance who possibly however would not care to leave the business for politics.

Harold is a dull town planted down upon a flat bottomed basin of ground originally selected by the railway people because it offered a nice level area for their shops and shunting yards. As a site for a large town and the capital of a colony it is a failure. It is a great pity that railway convenience was allowed to dictate the situation of the capital but it is too late to alter it now.

The air at Nairobi is relaxing, a defect all the more noticeable because there being sites exist within a few miles. I presume that this accounts for the general impression of sleepiness pervading the place and affecting both the official and the settler alike.

The Uganda railway has been called the eighth wonder of the world. To the ordinary observer, not professing to be a railway expert, the chief wonder is how such an expensive line can have such a small carrying capacity. I am told that the average trainload is little more than 100 tons while on the Cape railway, of the same gauge, it is 900 tons.

The passenger stock, originally the last off stock of some Indian railway the pattern of which has been followed in the new carriage now being made at Nairobi, is mounted for the country. The carriages are very narrow and unless one has at least half a compartment to oneself, the first class compartments are the acme of discomfort.

The export trade from Uganda and from the whole Lake country is growing at such a rapid rate that in a few years it will

× 9 Office hours Nairobi 10-4

Entire 8-3:30. (Kor. sat.)

① This is not literally correct. The Uganda gauge is metre (3' 4") while the South African gauge is 3' 6"

be beyond the capacity of the railway to handle, at all events at the cheap freight so essential for the fostering of a growing trade. It will then be compulsory to make a great increase in the carrying power of the line. The sooner this question is fairly faced the better. A prolongation of the existing state of affairs means a continued expenditure upon rolling stock which in the future, and the not far distant future either, will have to be thrown upon the scrap heap. Two alternatives are open. Firstly, to scrap all the present rolling stock and substitute stock of a much wider loading gauge, with 50 ton goods trucks in place of the present 20 ton ones, on the model of the South African railways. It would probably be necessary to replace the present rails by heavier ones and possibly to strengthen some of the bridges. I have no data upon these points. Secondly, to reconstruct the whole line upon the Standard (4' 8 1/2") gauge with rolling stock of the American or Canadian loading gauge. I must confess I should like to see a report upon the whole question by a qualified & experienced engineer trained in American railway practice, say, for instance, one of the engineers of the Canadian Pacific Railroad. Indian railway practice, by no means always the best guide, has been followed too slavishly in the past. As already stated I am not a railway

cooperate and I should hesitate to express any opinion on a railway matter were it not that I had discussed this with men of special knowledge and found that they had arrived at much the same ^{conclusions} ~~opinion~~ as here set down.

An important railway development in the immediate future is the proposed extension through Uganda to a terminus of on Lake Albert. Such a line would undoubtedly get a large direct traffic into the Congo basin opening up our own country.

Three projects are suggested:—

- a) To make a line from Jinja to that point on the Nile where the rapids end (60 miles) to put steamers on the river travelling as far as where the rapids recommence with ferries and then complete the chain of communication by a railway from Mombasa to Lake Albert.
- b) To build a railway direct from Entebbe or probably better from Mwanjanga with a branch to Entebbe, direct to Karama and thence to the Lake.
- c) To build a railway from the north west point of Lake Victoria to the south east point of Lake Albert.

Of the respective merits of these projects we may note that, with regard to (a), the short line from Jinja round the rapids combined with the steamer service would at once be highly profitable. It would open up a large district for trade in all the region round Lake Chioga;

and would present no engineering difficulties. The line from Jinja to Lake Albert, on the other hand would traverse an unproductive region and though no doubt in time trade and agriculture would grow up along the line there is little immediate local traffic to be secured. As a through route from the coast to Lake Albert this system could not compete with (b) or (c).

(b) presents the greatest advantage that the line would pass through the most highly developed and densely populated parts of the Kingdom of Uganda so that it would be covered up a large local traffic at once, e.g. in cotton. (c) on the other hand would give the shortest through route to Lake Albert and would call for a smaller immediate expenditure than (b). The line would however cross on the whole a more sparsely populated and less cultivated part of the protectorate.

Were my personal opinion asked I should recommend the construction of the line (b) and at the same time, the short line from Jinja round the rapids.

The great advantage of (b) over (c) lies in the direct stimulus that it would give to cotton growing in Uganda. Every effort is now being made with most successful results, to induce the Uganda people to turn their attention to cotton. The nation thoroughly realize that if this cotton cultivation is to expand and develop better means of transportation must be provided and they would welcome the opening of a

railway. If however this railway is put
 right across the centre of their country they
 will say - "Look how the Government
 cheats us. One day they tell us to grow cotton
 and that we shall make money by so doing.
 The next day they make a railway right
 away from our country, when they know quite
 well that we want a railway to take
 our cotton to the Lake. It is as if we grow
 cotton & we have to carry it 10 days
 march into Kampala. Let us grow
 bananas as our fathers did before us."
 Of course I do not personally mean that to
 construct the northern line would absolutely
 stop cotton growing in Uganda, all I say
 is that it would give it an encouragement
 and would cause a feeling of deep discontent
 among the people. After all I take it
 that the main objection is to open up
 our country and that the Congo Railway
 except as it will be to swell the railway
 revenues is quite secondary.
 Assuming that one or more of these lines
 are to be made there comes up the difficult
 question of the gauge. Here we are at once
 confronted with evidence of the shortsightedness
 exhibited in the original selection of the
 metre gauge for the Uganda railway.
 Unless the two lines are of the same gauge
 it will be impossible to transport the
 goods across the Lake by the method that
 would undoubtedly be far the cheapest,
 that of car ferries. (Here again American
 and Canadian practice might be consulted

with advantage. Two transhipment points from
 road to steamer and from steamer to road
 will be required substantially increasing
 the freight rates and thus checking trade.
 On the other hand to make the Uganda lines
 on the north gauge conforming neither to
 the Jordan nor South African systems
 would appear to be most unwise. I leave
 this dilemma for others.

While the coming development of British
 East Africa is impossible to predict and
 presents no definite, unmistakable promise
 of advance, the future of Uganda lies open
 before us. Here we see a country of graceful
 fertility, an intelligent, frugal and orderly
 people, anxious for progress, eager for education
 and willing when the better way is pointed
 out to them, to forsake the ways of their
 fathers. We see further that the country
 is perfectly suited for one staple crop,
 not to mention other possibilities, a crop
 which alone would constitute it a valuable
 possession and which will bring both
 profits to the worker and a much needed
 contribution to our home markets.
 Three years ago no cotton was grown in
 Uganda, two years ago the total output
 of the Uganda Company, the principal
 buyer, was 50 tons; last year this
 figure rose to 1500 tons and last
 month (March, 1907) I was told that
 they hope soon to reach an output of
 500 tons per week. Such figures need

if not a dying race. Three great enemies are at work: sleeping sickness, syphilis and - monogamy. The ravages of the first named disease are too well known to need more than a passing mention. As to the second it only requires a slight acquaintance with the country to realise what a terrible scourge it is, and as to the third I think it is now recognised by everybody, including even, despite a natural reluctance, the more intelligent of the missionaries, that a strict monogamy means simply extinction to a black race. In Uganda there is a 30 per cent excess of female over males, and the productive tone of the women - that, added to which the Uganda ladies are shocking mothers and the infant mortality is reported to be very great. Perhaps education may do something to improve this last but, looking at the corresponding figures for educated (I) working class communities at home, we must not be too sanguine.

To summarise my opinions of the whole colony I may say -

- 1) The coast belt round Mombasa is a fertile tropical country capable of producing valuable crops - cotton, rubber (probably) cocoa nut etc.
- 2) The highlands, containing some ranch

and the Rift Valley, are capable of growing various crops but there is no one product which can be exported out of the country and yield a profit to the producer so that except for supplying local needs there is, at present, no return to be derived from farming. The whole area suffers from being neither tropical nor temperate. It is too tropical to allow of the white man working with the continued strenuousness called for in the making of a new land while it is too temperate to allow of the cultivation of the more remunerative tropical crops, cotton, sugar, rubber etc. The dreadful inefficiency of the native labour, reaching a depth of ineptitude and slowness, which must be seen to be believed, cannot fail to act as a standing handicap to the advance of agriculture or, in fact, to any expansion of industry.

3) The protection of Uganda shows every sign of rapidly increasing prosperity. In a few years the export of cotton will be very large and the export of other lucrative products, oil seeds, rubber, ground nuts, cocoa etc. may reach substantial figures. It is foolish to attempt precise prophecy but we may without serious risk of error venture to say that in a time short in the history of nations this land will not only pay its way but will prosper.

is with a handsome revenue

Finally there is one point in connection with the general system of administration of these protectorates to which I am compelled to draw attention. There is in my humble opinion far too little interchange of officials between the various African colonies. Thus there is at the present moment, no one in Uganda with the sole exception of the Commissioner who has ever served out of East Africa. Of course we all recognise the importance of a close acquaintance with both the language and the conventions of the natives but there are not everything and there are many cases where a broader outlook a little more knowledge of what is being done elsewhere and a power to assimilate new conceptions and adopt new methods are of more value to the official than the most profound study of a single tongue or the closest insight into the habits of a single group of people. No one can doubt for instance that it would be to the advantage of Uganda if some of its officers had served in Northern Nigeria under Sir F. Lugard. Such examples need not be multiplied. Such an interchange would further tend to stimulate and revivify interest on the parts of some who are

inclined at times to be a little weary
and despondent at the repetition of
their lot and at their small chances
of advancement. It would tend in a
slight measure to compensate them
for the poor pay offered for service in
Africa especially when compared with
Indian rates and it might help in
time to raise up an African, or
Colonial, civil service as carefully
injected, as stable and offering equal
opportunities to the clever and ambitious
youth as the corresponding service in
our great western dependency.

P. H. Mills
1907 April 20.