

EAST AFR. PROT.

C O.  
26835

No. 26835

Recd  
JUL 29 1905

No.  
398

1905

July

per page Paper.

(Subject.)

Railway Annual Report  
1904-5

For with Revenue Accs + Analysis  
of working

(Minutes.)

PRINTED FOR PARLIAMENT  
C.S. 27th 1898/01

Mr. A. Cunningham

This is the Report which I mentioned  
to you to-day. It seems a tremendous lot to  
publish, but I do not feel justified in expressing  
an opinion as to what should be omitted.  
The A. of C. Question + Answer of 16 July 1905  
at the bottom of the bundle, will show you  
what we are pledged to give. I understand  
that Mr. F. O. Callaghan used to edit the  
Report, & it appears from the two Reports  
published (I think) that he must have  
collected a good deal of material.

Mr. Reed

Can you get a copy of the yearly accounts  
published by any of our railway lines and if  
the Act under which the publication is made  
is not in force

24905

Dr. & Remedy

Section 304 of the Regulation of Railways Act 1868 provides for the preparation of accounts in a definite form (see schedule) & for their distribution. I annex a copy of the most recent statement of a/c issued by the directors of the L. & N. W. R. Co. These are the statements which are issued to shareholders, as well as sent to the B. of T.

Copy

In addition to the the Railway Regulation Amendment Act, 1871, Section 9, requires R<sup>d</sup> Companies to furnish statements of capital, traffic, & working expenditures in certain definite forms (see schedule). These statements are not issued to shareholders but sent to the B. of T. for statistical purposes & published in annual B. Books. ~~Whether the information in these statements~~ which is only concerned

Copy

I take it that the information given at p. 10 to p. 21 of the Railway Report for 1903-4 compares to the statements issued in this country under the Act of 1868, although the Uganda info appears to be given in greater detail.

[CC-200]   
 [unclear]

In addition to this, we appear to be only pledged to give additional info "showing ton mileage & passenger mileage as done by American railways". This seems to be a very wide statement, & as far as our pledge to Parl<sup>t</sup> concerned, the same statement at p. 22-40 of the Railway Report for 1903-4 might be replaced by a single page giving the ton mileage & passenger mileage & a comparison

It seems doubtful whether we should continue to give even the info. as <sup>from the B. of T.</sup> 332 understood that the Americans do not consider it satisfactory and are thinking of dropping it. Our own Companies, with the exception of the N.S. R. Co. will not keep statistics of the kind & the N.S. R. Co. only keep them for their own purposes & do not print them & their a/c's.

It only remains to consider whether for our own purposes, we require to have the very elaborate statistics furnished by the French managers in addition to those which are required to fulfil our pledge to Parl<sup>t</sup>.

no. 7070

You will see from Cl. 2225 that the Indian Railways published extraordinarily elaborate statistics, as do 7 O'Connell & Co. in 22. Indian Affairs, the way around for the elaborate statistics furnished by the Uganda R<sup>d</sup>.

think with 7070

If it is considered advisable to publish something more than we have promised Parl<sup>t</sup> to give, I would suggest that it should be strictly limited to statements similar to those which are required for the railways under the Act of 1871. There might be some advantage in having statistics on this model from all the colonial railways.

[unclear]   
 [unclear]   
 [unclear]

[unclear]   
 [unclear]   
 [unclear]

as they could then be included in  
the Part 2 Paper giving the returns for  
the country, thus separating a fairly brief  
but an Imperial Blue Book.

H. J. R.

11/8

Mr Read

Let us first have a proof  
of the actual report with only  
the accounts required by the Act of  
1876 and the simplest possible  
statement of tonnage &  
passenger mileage which will  
satisfy the pledge given to  
Parliament.

W. H. O.  
11/10

Mr Read

We should print

- (a) The Commission
- (b) The whole of the Tiffinetter  
report
- (c) The statement of money  
borrowed & repaid & interest  
obtained from C.A.
- (d) Pages 1 to 15 inclusive 1902

see  
[cc. 2193]

in the printed paper entitled *Revenue Accounts*  
for the year ending March 1905.  
The whole to form a Party Paper.

entitled "Report on the Working  
of the Uganda Railway of the  
Pleasant Service on Lake  
Victoria 1904-5"

11/16/8

done  
H. J. R.  
11/8

Printing Dept

Mr Read, Professor of  
the authority to publish  
I should like to have

Mr Bridgman

Please send through  
This won't do in its present form

Mr Ellis

Prof. herewith

11/19/02  
11/19

77 90

Commissioner's Office,  
26835  
Mombasa,  
July 6th 28 JUL 05  
1905.

AFRICA PROTECTORATE.  
No. 588

PRINTED FOR PARLIAMENT  
Ca 2116

Sir,

I have the honour to transmit to you herewith a copy  
of a report with enclosures from the manager of the  
Uganda Railway on the working of the Railway for the year  
1904-'05.

I have the honour to be,  
Sir,  
Your most obedient,  
 humble servant,

Principal Secretary of State  
for the Colonies,  
Downing Street,  
LONDON.

*Mr. Ambrose*

*This proof contains the information required by the Act of 1868.*

DRAFT.

*except the Capital Return corresponding to 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905 in the L & N. W. R. report herewith.*

MINUTE.

- Mr.
- Mr.
- Mr. Ambrose
- Mr. Coe
- Mr. Lucas
- Mr. Graham
- Sir M. Drummond
- The Duke of Marlborough
- Mr. Lyttelton

*It also contains a brief statement of the mileage of passenger mileage.*

*It is not, any more than carrying freight returns report, of a nature in the slightest to give an opinion as to whether the Railway is being worked economically or not.*

*As the Capital report herewith is this year the year report as published in 1905, and as the Capital account is now closed, there is no room for a report return of future Capital expenditure.*

*That as alluded to above the same is the little room for a report return of future Capital expenditure.*

*Copy sent to Mr. Lyttelton*

*To proceed. And no longer report to the Council that the Capital account is the Capital Report as they would.*

*P. 103*

26033 335  
Ry. 29 1905

No. 103  
13

Manager's Office,  
NAIROBI, 5th July 1905.

Sir,

I have the honor to forward herewith the Revenue Accounts and the Analysis of Working of the Uganda Railway for the financial year 1904-05; attached to the former is a memorandum by the Chief Accountant explaining the results in detail.

An examination of the analysis of working shows that, although the cost of working per train mile, per vehicle mile and per ton mile have been very considerably reduced as compared with the previous year, the average sum received for carrying a ton one mile has declined from 27.75 pias to 26.72 pias, and this despite the fact that the average load has increased from 31 to 39 1/2 miles.

The explanation is as given by the Chief Accountant in his memo. under earnings Abstract I viz. that rates have been reduced.

It has been our policy to reduce downwards rates as much as possible in order to encourage exports and thereby bring money into the country. The up-traffic, i.e. imports, amounts to about 1,500 tons, our down traffic, i.e. exports, only average about 700 tons per annum, and it is therefore obviously our policy to prefer exports if for no other reason than to get loads for our own vehicles. The steady, although slow, increase

COMMISSIONER,  
Uganda Railway,  
NAIROBI.

(2)

increase in our down traffic is proof that this policy is justified. Our present down rates for country produce are very reasonable, but our up rates for many articles, although they compare not unfavourably with South African rates, are higher than they should be. I hope that before long it will be possible to reduce these to more reasonable figures.

The average freight carried in a goods train is also slightly lower than in the previous year, and chiefly to so much of our down traffic consisting of light bulky goods, such as hides and skins, which was not so loaded to the full carrying capacity of the waggons.

I also enclose the reports of the Local Superintendent, Traffic Manager and District Superintendent of Way & Works on the working of their departments.

The only other items of importance, not included in these reports, deserving of mention are the following:-

LAKE SURVEY. - Commander B. Mitcheoust, R.N.A. and Mr. C. W. Hunter recommended the survey of the German portion of the Lake in March 1904. In July Mr. Hunter was invalided and was unable to return so that Commander Mitcheoust had to continue the survey by himself. He had practically completed the work with the exception of the portion between Kabebe and Grana on the S.W. shore when he was taken ill in January 1905 and had to be invalided to Europe.

LAND. - The following figures show approximately the areas of land within the 3 mile Railway Zone which have been leased during the year and the rents

which

(3).

which have been collected therefrom:-

Particulars.	Area in acres.	Rent recd. on same.	Total rent collected.	Increase in rent collected.	Increase in Acres.
		Rs.	Rs.	Rs.	
1. Area let during 1902-3 and in previous years.	1162	5,369	5,369	..	..
2. Area let during 1903-4	4188	4,441	10,080	4,441	4,138
3. Area let during 1904-5	14874	6,454	16,534	6,454	14,374
	5	5	5	5	5

No land has been sold in Railway Zone during the year 1904-5.

In addition to these rents the sum of Rs. 21,589 has been paid in on account of stamp premiums for building plots in Railway Zone, Nairobi, during current year.

This Zone is administered by the Land Officer of the Protectorate.

Notes for WATER. - The only sections on which it is now necessary to run subsidiary water tanks on all trains are Sultan Hamud to Kiu and Voi to Mackinnon Road. In order to endeavour to overcome the latter a diamond boring plant was received from England in September and work was commenced at Mackinnon Road station in October 1904. At a depth of about 60 feet granite was encountered which extended to a depth of 300 feet when the hole was abandoned and the plant transferred to another position. If water is discovered here it will be almost as satisfactory as at Mackinnon Road.

(4)

BRANCH LINES. - During the year the East African Syndicate made a rough survey for a branch line from Kisumu to Lake Magadi in connection with their motor concession and another syndicate, who are in treaty for a timber concession on Mau, made a rough survey for a branch line from Londiani. Neither proposal had been matured by the end of March.

LABOUR. - Great difficulty has been experienced in obtaining and still more in retaining the necessary indigenous labour to carry out works and to maintain the road. The whole question of wage-native labour has been referred by His Majesty's Commissioner to a Committee whose report is awaited. It is to be hoped that a solution of the difficulty will be arrived at, otherwise any large increase in traffic will necessitate the recruitment of labour from India - a course which, for many reasons, is to be deprecated.

FUEL. - The whole of the fuel for the railway and steamers is obtained from the forests within the 3 mile zone and on the Lake. The average price including carriage by rail came to Rs. 5.3.10 per ton as compared with Rs. 5.11.5 in the previous year. There is sufficient fuel in sight to last probably 10 to 15 years allowing for anticipated increase in traffic.

ACCIDENTS. - I am glad to be able to report that no serious accident occurred during the year.

LIGHTING OF TRAINS. - Our present system of lighting the passenger stock by means of lamps burning a mixture of castor and kerosene oil is not satisfactory. The Foreign Office before handing over the

control



control of the Protectorate to the Colonial Office agreed to the substitution of these by Messrs. Shellis & Thomas kerosine oil lamps. Provision for this change will be made in next year's estimates.

LAKE STEAMERS. - Intimation was received that the Foreign Office has agreed to another steamer being built. She will be somewhat larger than our existing boats and she is expected to arrive in this country early in 1906.

To enable the weekly boat between Port Florence and Entebbe to run to scheduled time and cope with the increasing traffic it has been found necessary to omit Mnyonyo from the time table. The steam tug "Percy Andersen" which was taken up from Kilindini and re-erected at Port Florence works a subsidiary service in connection with the larger boats between Entebbe and Mnyonyo. This arrangement, although more expensive, is a great improvement as it enables the "Winifred" and "Sybil" to get sufficient time in Port Florence for the execution of necessary overhaul and repairs.

I have much pleasure in recording the cordial co-operation I have received from the officers and staff in all departments. It is entirely due to their exertions towards economical working that the year has resulted in a surplus of earnings over expenditure, and I have every confidence that, provided no untoward event causes a serious set-back in traffic, their efforts will result in an equally satisfactory balance sheet at the end of the current financial year.

The other returns required for the preparation  
of

of the usual Parliamentary Report are also enclosed.

I have the honor to be,

Sir,

Your obedient servant,

(SA) H. A. F. Currie,  
MANAGER,

Uganda Railway.

Statement showing the total number of Engines and Vehicles of each class listed with Westinghouse Brakes, Train Pipe, Safety Chains, and Jones' Patent Buffers up to 31st March '05.

0

DESCRIPTION.	Total on Hand.	EQUIPPED WITH			
		W. H. Brakes	Train Pipe	Safety Chains	Jones Buffers.
<b>LOCOMOTIVES.</b>					
Engines Class "A"	34	6	-	17	2
" " "B"	36	36	-	36	-
<b>TOTAL</b>	<b>70</b>	<b>42</b>	<b>-</b>	<b>53</b>	<b>-</b>
<b>WAGONS &amp; VEHICLES.</b>					
Locomotive Carriages	10	10	-	10	10
First Class do.	6	6	-	6	6
Second " do.	4	4	-	4	4
Composites I & III	3	3	-	3	3
" I & II	17	17	-	17	17
" I, II & III Composite	2	2	-	2	2
" do. Bogie	3	3	-	3	3
Third & I Composite	105	105	-	105	105
<b>Total Vans</b>	<b>2</b>	<b>2</b>	<b>-</b>	<b>2</b>	<b>2</b>
Passenger Trucks	1	1	-	1	1
Crate Boxes	6	-	6	6	6
Empty Vans	50	50	-	50	50
<b>TOTAL</b>	<b>202</b>	<b>202</b>	<b>6</b>	<b>202</b>	<b>202</b>
<b>WAGONS &amp; VEHICLES.</b>					
Coal & Timber Trucks	100	-	-	-	-
Empty Lined Iron	250	-	108	-	-
Empty Lined Wagons	150	-	123	147	150
Empty Lined Bogie	37	23	3	37	23
Empty Lined Bogie	50	50	-	50	50
Loaded 30000 Wagons	250	250	1	250	250
Loaded 30000 Bogie	20	20	-	20	18
Empty Vans	3	-	3	3	-
Water & Oil Tanks	23	-	23	23	-
Empty Wagons	23	23	-	23	-
<b>TOTAL</b>	<b>747</b>	<b>573</b>	<b>254</b>	<b>594</b>	<b>504</b>
<b>Grand Total</b>	<b>949</b>	<b>775</b>	<b>260</b>	<b>804</b>	<b>714</b>

STATEMENT OF SUPPLY STORES AND PURCHASES ABROAD DURING THEYEAR ENDING 31st MARCH 1950

9999

			Amount £
Supply Stores	..	..	1,718
Salices	..	..	7,010
Supply Stores (through the Agents in India)	..	..	2,158
		Total	<u>£ 10,886</u>

STATEMENT

HOSPITAL RETURNS.

\*\*\*\*

	Total no. of patients in hospital on 1-1-04 and admissions subsequently.	No. discharged from hospital during month.	No. Invalids.	No. of deaths.
No. of Invalids admitted up to 71-7-1904	..	..	6,489	2,588
No. in hospital on 1-1-1904	85	..	..	..
<b>1904.</b>				
MISSIONS IN:-				
April	168	167	4	3
May	165	165	..	4
June	137	142	..	3
July	140	134	..	6
August	171	180	..	2
September	166	97	11	3
October	184	171	..	4
November	170	141	..	2
December	166	188	..	2
<b>1905.</b>				
January	96	91	3	4
February	88	78	..	3
March	91	90	..	3
	<b>1,601</b>	<b>1,617</b>	<b>6,507</b>	<b>2,627</b>
No. in hospital on 1-1-1905	24	..	..	..

STATEMENT NO. 3.

Gross Expenditure to 31st March 1905.

Accounting.	Expenditure to 31st March 1904.	Expenditure during 1904 to 1905.	Expenditure to 31st March 1905.
	£	£	£
Administration & General			
Charges. ..	541,826	943	342,748
Survey. .. ..	80,731	14	80,745
Land. .. ..	19,416	-	19,418
Construction. ..	4,133,948	14,300	4,148,248
Equipment. .. ..	503,826	1,110	503,944
Plant. .. ..	98,736	405	98,781
Ferries and Battered...	75,000	3,000	77,000
<b>Total.</b>	<b>5,404,559</b>	<b>20,068</b>	<b>5,274,590</b>
Reserves	75,000	4,000	80,857
<b>Grand Total Gross Expenditure</b>	<b>5,480,559</b>	<b>24,068</b>	<b>5,305,447</b>

STATEMENT NO. 5.

Subject to Adjustment.

Schedule of Gross Expenditure up to march 31, 1905.

Item.	Amount.
Administration and General Charges .. ..	\$43,748
Survey .. ..	80,843
Land .. ..	22,414
Navigation .. ..	1,347,717
Signposts .. ..	775,081
Printing etc.. ..	15,059
Telegraph .. ..	59,370
Salaries and Permanent Pay .. ..	1,431,761
Warehouses and Buildings. .. ..	575,360
Shipping Stores .. ..	507,945
Land .. ..	99,311
Wharves and Jetties .. ..	87,089
<hr/>	
Total Final Debit .. ..	\$5,224,590
Unallocated Stores .. ..	21,350
Stores in transit .. ..	16,508
Manager's balance on march 31, 1905. .. ..	16,508
<hr/>	
GRAND TOTAL .. ..	\$5,705,457

J. R. 281

7  
14

Gross earnings from public traffic, distributed under main heads.

	January to December 1901.	January 1902 to March 1903. (15 months)	1903-1904.	1904-1905.
	£.	£.	£.	£.
Freighting	25,209	27,834	28,391	28,087
Goods	53,273	75,832	66,254	90,439
Electric Telegraph	1,848	4,140	1,141	687
Steamboat Service	..	..	6,019	14,496
Surpluses	475	1,498	1,491	1,095
<b>TOTAL</b>	<b>80,799</b>	<b>115,312</b>	<b>103,296</b>	<b>141,774</b>

Number of Passengers of each class carried on the Railway, and the Earnings derived from them.

	Jan'y. to Decbr. 1901.		Jan'y. 1902 to March 1903.		1903-1904.		1904-1905.	
	No.	Earnings	No.	Earnings	No.	Earnings	No.	Earnings
		£.		£.		£.		£.
1st Class	2054	41900	1708	74319	1546	76841	2277	105829
2nd "	2631	34667	3547	41929	2782	48345	3487	75151
Interland Tra Class	94781	554435	66653	339234	54171	310947	55760	250651
<b>TOTAL</b>	<b>99466</b>	<b>641052</b>	<b>72808</b>	<b>355882</b>	<b>56199</b>	<b>334883</b>	<b>71590</b>	<b>429055</b>

Average Tonnage carried for the Public per annum.

1901	..	..	836
1902-1903	..	..	1,080
1903-1904	..	..	1,364
1904-1905	..	..	1,976



## UGANDA RAILWAY

\*\*\*\*\*

ANNUAL RETURN OF SERVANTS OF ALL RACES EMPLOYED on 1st April 1904.

Railway.	Number of servants employed.				Total.
	Europeans.	Eurasians.	Indians.	Africans.	
Uganda Railway	55	176	1,884	5,050	4,545

STATEMENTS OF FINANCIAL POSITION FROM 1st APRIL 1904 TO 31st MARCH 1905.

\*\*\*\*\*

CREDITS.	AMOUNT.			DEBITS.	AMOUNT.		
	Rs.	as.	P.		Rs.	as.	P.
Balance to credit of March 1904.	3045.	7.	8	Debits during April '04.	50.	0.	0
Receipts during April 1904	181.	15.	0	do. May	70.	0.	0
do. May	100.	6.	3	do. June	25.	9.	7
do. June	41.	2.	6	do. July	3.	0.	0
do. July	145.	0.	0	do. August	250.	0.	0
do. August	107.	0.	0	do. September	250.	0.	0
do. September	75.	0.	0	do. October	55.	0.	0
do. October	30.	8.	0	do. January 1905	150.	0.	0
do. Novbr.	38.	0.	0	do. February	1700.	7.	7
do. Decbr.	2454.	5.	0	do. March			Nil.
do. May. 1905	54.	15.	9	Balance	2514.	5.	2
do. Feby. "	62.	0.	0				
do. March "	57.	0.	0				
	5287.	9.	0		5287.	9.	0

Deposit with National Bank Rs. 2,000/-

No. 5100/31.

The LOCOMOTIVE & CARRIAGE SUPERINTENDENT.

To  
The MANAGER,  
Uganda Railway.

NAIROBI, 3rd June 1905.

Sir,

STATEMENT ON WORKING ABSTRACT B.C. A.T.

I have the honor to submit the report on working for the financial year 1904-05, accompanied by the usual statement giving full details. The tabulated returns published in the Revenue Accounts have already gone in.

The length of line worked 584 miles was the same as in previous year, but I am glad to say we now run right through on the permanent alignment all diversions having been taken out.

The total engine mileage I put at 475,555 as against 591,271½ in previous year.

This fall in miles run carried a reduction in expenditure compared to that of previous year and gives an inclusive rate of 2½ annas per mile for the year as against 3½ annas for 1903-04. The increase in rate is not surprising since the expenditure is divided over fewer miles, yet is compensated for by the drop in outlay seen in a total expenditure of Rs. 367,845/- as against Rs. 789,924/- in previous period, also shows a saving of Rs. 151,591/- on the Working Estimate for the year.

In attending

In obtaining this there was no attempt to unduly skip work or save, on the contrary a good deal of valuable improvement was carried out on engines, rolling stock, workshops &c, &c. which, under a different conception, might have gone to swell the Capital Account.

Under this category I may include accumulated outstanding repairs on F. Class Engines, three new 32 ft. composite bogies of improved type, two four wheel composite carriages, also a double story sheep truck were added to the stock as renewals. During the year I widened four Saloon Carriages by 1 1/2 inches thereby adding greatly to the comfort of the vehicles. This widening of the stock is a very important measure and adds in the case of 3rd Class carriages 5% to the carrying capacity at no appreciable increase in tare.

The balance of stock authorized had the Westinghouse Brakes and stronger draw-bars and side chains added and the wheels of the vehicles arranged for are now provided with these valuable appliances. Among other improvements was the conversion of 20 low-sided bogies (wagons now little used) into covered goods wagons - a class of vehicle much wanted for our traffic and it is a question if it may not be necessary to soon deal with the remaining 30. I will not touch further on workshop details, yet may remark that we were kept fully employed the entire year.

During the period under review the train service was conducted with regularity and there was no serious accident, indeed singularly few of any kind.

The health of the staff during the year was excellent and conduct very good.

STEAM BOAT SERVICE.

Abstract F.

Our two steamers "Gladstone" and "Sybil" plied regularly during

19

UGANDA RAILWAY.

ANNUAL REPORT ON WORKING OF THE TRAFFIC

DEPARTMENT FOR 1904-05.

1. The year under report is the first on record of which it may be said traffic has enjoyed full and uninterrupted transit over the complete system of railway and also connecting steamer service to all large ports in British and German territory. The outbreak of plague at Port Florence in December caused slight inconveniences locally, but did not to any material extent affect through traffic, and it but very slightly affected the revenue.
2. ~~With~~ before the commencement of the year, the ~~new~~ steamer was finished and both steamers have ~~been~~ ~~run~~ regularly. The Nakuro-Lake section of the line, which owing to its incomplete state and heavy floods, caused so much interruption to traffic in the previous year, has been rapidly completed, and ballasted and has since caused no trouble.
3. The year was commenced with an estimated working expenditure over Revenue of £45,000, but with an unexpected influx of settlers and a more rapid development of the country staple products generally, than was anticipated, the final results show that the revenue has exceeded the working expenditure by some £3,600.
4. The following figures show the comparative

monthly

2.

monthly earnings in coaching and goods as against the previous year-

	Coaching.		Goods.		Total.	
	1903-04	1904-05	1903-04	1904-05	1903-04	1904-05
April Rs.	48576	58763	95513	106945	136189	164708
May	40578	52848	88813	105007	129390	155853
June	38326	47743	66170	137622	104496	185371
July	58913	48866	82433	125010	121345	173278
August	41350	46051	86013	114417	127563	160466
September	32951	45703	72247	133588	109178	178095
October	36783	50976	85478	120452	122261	171430
November	30915	47440	75330	122416	107345	176669
December	76654	59724	90333	129774	139097	219496
January	42431	52226	82706	122772	126132	172410
February	41373	44325	94322	127022	133395	171422
March	60613	55011	117040	144222	177653	209667
	485840	612091	1044444	1524358	1530284	2137542
Increase		127251		480114		607365

5. The two lane steamers have proved to be valuable feeders to the railway system. They tap very large and rich countries in British, German and Belgian territories and their usefulness in this respect must continue to increase rapidly. Apart from the downwards of country produce traffic which they carry, there has recently been a marked improvement in their cargoes of "upwards" imported goods and material of all sorts for all the above named countries and further gradual improvement in this respect is quite certain. Apart from actual freight earnings, the Post Office Customs and the country generally are benefiting from this traffic.

6. The approximate steamer coaching and goods earnings for the period under report as against 1903-04

are as follows viz:-

	Coaching		Goods		Total	
	1903-04	1904-05	1903-04	1904-05	1903-04	1904-05
April Rs.	2947	4147	2946	9543	5893	15489
May	1641	4966	2336	9600	3977	14866
June	1204	4028	1523	12666	2726	16693
July	2510	4078	3000	12488	5510	16566
August	2074	3318	3446	12298	5520	15618
September	1570	3623	3272	14207	4842	17670
October	2373	4308	3908	15335	6281	19638
November	1804	4166	5588	13598	7392	17765
December	2852	6126	4725	15263	7177	21749
January	3348	5422	2101	15327	8449	18805
February	3120	3142	2455	17607	11555	20755
March	5906	6573	10666	14609	16572	31122
	32349	52059	54505	162632	26654	214591
Increase		19610		108027		127637

The earnings are therefore considerably above the estimated figures.

7. The following are the approximate upwards and downwards tonnage carried by steamers for the year 1904-05 as compared with 1903-04:-

	Upwards			Downwards		
	1904-05	1903-04		1904-05	1903-04	
April	312	2	3	62	5	3
May	288	11	3	88	3	0
June	318	2	3	22	7	0
July	298	13	2	78	14	3
August	251	6	2	53	12	3
September	314	17	1	71	11	3
October	279	2	3	77	8	0
November	315	5	1	122	10	1
December	330	8	1	114	4	1
January	454	7	3	121	7	0
February	422	2	1	315	15	0
March	356	10	2	320	13	3
	3919	16	3	1378	16	0
Increase	2541	0	2	1660	3	1

4.

8. Generally speaking, the improvement in goods traffic has been about equal in both directions. The audited figures are not as yet available to show the average wagon tonnage but in this respect, I anticipate a fair improvement on previous years working.

The "upwards" traffic is carried chiefly in 10 ton covered wagons and in 30 ton open bogies (these latter for building material). The average load of the former is about 7½ tons and of the latter about 15 tons.

9. The "upwards" traffic which consists chiefly of potatoes, beans, ground nuts, fibre, hides and skins, chillies and other bulky and light goods, must necessarily bring the average wagon tonnage down.

10. The approximate "upwards" tonnage railed for the year as against the previous year was:-

	1904-05.			1903-04.		
	T	O	Q	T	O	Q
April	894	19	0	1024	0	3
May	976	8	1	936	8	3
June	1147	19	5½	836	16	2
July	1815	7	2½	791	18	2
August	1290	13	0	830	11	2
September	1330	18	0½	857	19	2
October	1337	18	1	784	10	2
November	1275	11	3	899	13	2
December	1588	5	5½	825	11	1½
January	1567	15	2	725	9	0
February	1419	11	1	859	2	3
March	1549	13	3	1150	13	0
	18318	0	1	2985	18	2½
Increase	2322	1	2½			

11. The more important increases were in the following articles viz:-

	1904-05.		1903-04.	
	Tons.	Gwt.	Tons.	Gwt.
Building material	3890	18	1745	11
Piece goods	1178	13	836	13
Provisions	827	4	350	13
Sugar	437	4	402	11
Rice	843	1	545	3
Kerosine oil	461	3	283	3
Groceries	38	3	34	3
Beer and stout	148	4	116	11
Spirits	143	8	104	9
Wines	98	14	68	13



12. The following comparative statement of country produce tonnage practically represents the total downwards traffic carried and will show the improvement on the previous year in various important staples.

	1904-05			1903-04		
	Tons	Grt	Crs	Tons	Grt	Crs
Beans	359	0	1	284	14	1
Bamboos	45	0	1	40	9	0
Bark Cloth	0	4	2	0	1	2
Butter	0	15	3	0	11	3
Cotton	17	18	3	0	2	2
Copra	61	14	1	186	9	1
Coffee	17	18	3	29	8	0
Chillies	352	0	0	0	7	2
Eggs	6	5	1	0	5	3
Fibre	204	5	0	124	5	0
Fresh fruit & vegetables	159	10	2	209	5	1
Ghee	278	10	3	180	9	0
Grains & food stuffs	1411	19	1	1035	10	2
Ground nuts	603	4	1	580	0	3
Hides and skins	1136	7	0	524	2	1
Ivory	69	19	3	61	4	3
Mats	30	14	3	32	5	1
Miscellaneous	337	16	3	219	0	0
Potatoes	1187	3	0	1034	1	1
Sweet potatoes	19	17	1	44	2	0
Rice	257	8	1	59	18	1
Rubber	24	4	1	22	0	0
Rock or country salt	60	4	0	66	18	1
Sana	674	11	3	125	16	0
Sim sim	91	13	0	126	12	1
Tobacco	45	4	2	43	15	2
Tropics	27	12	2	24	19	1
Wax	59	1	0	2	4	2
	7516	5	2	5224	5	2
Increase	2292	0	0			

\* This is entirely upwards - Kiu to Nairobi.

13. Trade in the more important staples is entirely in its infancy but there are such negotiations now under way and in the hands of good firms which should ensure rapid development in all the more important staples in the above list.

14. The traffic in live stock over the system has been very fair and with so many European settlers now coming to the country, a marked improvement should take place.

15. As against 47 horses imported in 1903-04 no fewer than 169 were imported in 1904-05.

16. The passenger train service over the system during the year was on the whole sufficient for requirements, but owing to the influx of settlers and improved traffic generally, extra passenger trains had occasionally to be run on arrival of steamers at Mombasa. In the near future, a daily mixed train service will be required between Mombasa and Nairobi.

17. Goods traffic in an upwards direction is moved when there are full train loads only, but with the satisfactory traffic we now have to deal with, this does not entail unreasonable delay to goods.

18. COMPENSATION.- The amount paid as compensation during the year was very small, being less than £100. Damage by wet owing to incomplete facilities at lake ports, and thieving, owing to lax supervision by the police and in one bad case, owing to actual thieving by the police themselves, accounted for all the more important claims.

19. REPAIRS.- Audited figures under this head are not, at the time of writing this report, available, but there is anticipated a saving of about Rs. 40,000, over the estimate. In this connection, it is satisfactory to know that a much heavier traffic could be worked without any material increase.

20. ACCIDENTS.- These were as follows, and it will be seen that there was a most satisfactory immunity

from anything of a serious nature as regards the public throughout the year.

Derailments in yards .. ..	18
Persons run over and injured (one died)	4
Engine failures .. ..	13
Collisions in yards .. ..	3
Obstructions on line .. ..	4
Washways of line .. ..	7
Averted collision in yard ..	1
Person caught between buffers & injured	1
Runaway of vehicles (on construction train, resulting in the death of the 2nd fireman .. ..)	1

21. TRAFFIC STAFF. - The Superintendence consisted of a Traffic manager and three assistants. There are no Traffic Inspectors. One assistant is posted at Mombasa and has supervising charge up to MAMINDU, mile 307, another assistant is posted at Headquarters and has supervising charge from MAMINDU to LONDIANI, mile 548, and the Senior assistant is posted at Port Elizabeth and has supervising charge from there to LONDIANI and of all the lake ports.

22. At Mombasa, Nairobi and Port Florence, there are experienced European Station masters with Indian Sabus as clerks and signallers, while the menial staff is mixed Indian and African. The labour is entirely African. At the engine charging stations of Voi, MAMINDU and MUKURO, there are European Station masters, the other employees being as above described. At all other stations, the combined duties of Station master and signaller are carried on by a Indian, and the menials are mixed Indian and African.

23. The Guards are two-thirds European and one-third Chinese and Indian.

24. Throughout the year, the health of the men all over, has been very fair though there were some bad cases of sickness amongst the Indian Sulus and their families. Two station masters died of climatic influences, and black water fever was not uncommon in the unhealthy districts.

25. One Assistant Traffic Manager was invalided to Europe during the year.

26. Throughout the year, the entire staff worked steadily and well and cases of insobriety are now practically unknown.

GENERAL REMARKS AND RECOMMENDATIONS.

1. Rates.— These have received the constant attention of the management and in a new country such as this, frequent and prompt adjustment to suit trade and to encourage as well as to make the development of vital staples possible must for a considerable period be in the forefront of the Administration.

2. The passenger rates are considered suitable, but I consider it would be advisable to charge a little more for six monthly 1st. and 2nd. class return tickets, say to a fare two thirds, and confine the present rate to monthly or two monthly return tickets. The Globe Trotter should afford the higher rate for the privilege of a long period ticket.

3. As regards goods rates, they have been adjusted to what is at present believed to be a workable figure as regards country produce staples in a downward direction. Most of this traffic, so far, comes

from the lake ports and only the districts, close to the ports, have been tapped. To enable the districts in the interior to be developed and when the volume of traffic, from these remote parts, expands, further reductions on large consignments may be offered to advantage. The lead of such traffic over the entire length of railway is advantageous and as regards that from Belgian and German territory, we must prevent it from being diverted by other routes.

4. The rates for country produce from the railway stations in the East African Protectorate are suitable to allow of development of most of the staples now under experiment by the white settlers, but from all appearances, it will take a year or two before we need expect such expansion in export traffic from these new Colonies. The same applies to the East African Syndicate, Lord Delamere and other large land-holders who are only beginning to experiment in sheep and other live stock.

5. As regards rates on "upwards" goods, they are generally considered somewhat high for long distances, but during the year, a revision was made in this respect and where possible, in the case of articles of vital importance to farmers, and in the developing of the country generally, reductions were made and which gave considerable satisfaction.

In view of a probable large traffic in timber and some "downwards" at very low rates and which would necessarily result in light running of return vehicles, the tariff generally for "upwards" imported goods cannot

be radically altered at this stage.

6. Traffic facilities and conveniences- The steadily increasing volume of inwards and outwards traffic passing through Mombasa goods sheds in spite of the recent doubling of the same is not infrequently more than can be conveniently dealt with and notwithstanding the contemplated opening out of Kilindini port to accommodate trade, Mombasa will very soon require additional sheds to receive downwards traffic.

7. In this connection, I strongly advise that a new road route for traffic between the Railway Station and the Customs sheds should be established. This could be done by diverting the traffic by Messrs Jewwangee's premises and down through and in behind the native town. If a wide road was made, most of the traffic could be carted on an easy grade and the present congestion already existing on the main European thoroughfare of the city and which is on a dangerous incline and in places very narrow, would be much lessened.

8. Some of the principal loss parts are badly in want of piers, goods sheds and cranes and the providing of these is now under consideration by the administration and also by the German authorities.

9. At other points on the line, the necessary sheds have been provided. The platforms of all stations have been recently improved and the institution of gardens has added greatly to their appearance.

10. Sea freight and shipping facilities- In past years much has been written on the question of the sea freight and steamer service to and from Mombasa.

Note protectorates and also foreign territory

on the lake (whose traffic inward and outward must now pass through Mombasa) have been fairly well prospected and spied out by practical men of business during the last two years and there are at <sup>the</sup> present moment many representatives of good firms forwarding their arrangements with a view to developing on a large scale, the numerous valuable staples which it is now absolutely well known can be profitably traded in.

11. In short, all the sound traders and farmers speak in high praise of the potentialities of the country and they seem to see no serious drawbacks to its rapid prosperity except the one and all important matter of shipping and this as it now stands will as is universally known, strangle the best of efforts if not rectified.

12. To prove the necessity for spending a large sum in subsidising a British line from trade figures now obtainable, would no doubt appear ridiculous and those which I shall give roughly for the past year must only be looked upon in the light of an advertisement of what is known to exist in the land, and awaiting development in a scale which in my belief will in a few years, more than warrant the necessity for assistance from the Imperial Government which we are now in such eager need of. Given favourable shipping facilities and rates now, the development would be very rapid and it would most surely be wrong to delay it.

13. Coming to the description and volume of traffic to and from the country and which it might reasonably be expected would be carried in initial

bottoms were a good and regular service established,

I respectfully give as my opinion the following figures for a period of five years from 1905.

Weight in tons.

Goods.	1905	1906	1907	1908	1909	Destination.
Beans and other						Europe and
Grain & foodstuffs	1000	1500	2500	4000	4000	South Africa.
Flour	1500	2000	2500	3000	4000	Europe.
Coffee	150	200	250	300	350	Aden & Europe.
Cotton	700	800	2000	25000	3000	Europe.
Wool	1000	2000	3000	4000	5000	Europe.
Wax	300	300	400	500	600	Zanzibar & S. Africa
Ground nuts	2000	3000	4000	5000	6000	Europe.
Wool and skins	2000	2500	3000	3000	3000	Europe.
Wool	80	80	80	80	80	Europe.
Potatoes	2000	2500	3000	4000	5000	S. Africa & Aden.
Rice	200	400	600	800	1000	S. Africa & Zanzibar
Rubber	50	150	200	250	300	Europe.
Wool & other						
Oil seeds ..	400	600	800	1000	1200	Europe.
Produce	50	60	70	80	100	Europe.
Wax	200	300	400	500	600	Europe.
<b>Total Ex:</b>	<b>10850</b>	<b>16590</b>	<b>22800</b>	<b>29010</b>	<b>34250</b>	
Wool, cotton and rubber from sea board not all borne ..	2000	2500	3000	3500	4000	Europe.
<b>Grand Total</b>	<b>12850</b>	<b>18990</b>	<b>25800</b>	<b>32510</b>	<b>38250</b>	

The actual tonnage railed downwards for the year 1904-05 amounted to over 7000 tons. The increase during the current year is expected to be considerable and will probably come up to the figure which I have started off with for 1904. I fully hope therefore that the rate of development as above given will under normal conditions be maintained. Over production in South Africa itself in very good seasons might occasionally not detrimentally towards this country's export in food stuffs and potatoes. A trade in cattle and sheep with South Africa is being attempted, and in cattle especially



may be successfully carried on.

14. Imports.- The imports to Mombasa and other East African ports can be best obtained from the Customs returns.

15. That a gradual increase will take place in all ordinary commodities now imported, is quite assured from the fact of the country having its white population gradually increased. From January to May of this year, close on one thousand white people were booked from Mombasa for the interior. But the greatest development will probably be in cloth for the natives. For as the Europeans spread over the country, the clothing of the native will assuredly follow. We have the fact that hundreds of thousands of acres of land have been and are being apportioned to Europeans and Colonials in various localities where the climate and soil are good.

16. The average tonnage railed upwards on the Railway in 1904 was over 1000 tons per month but this must of course be but a small portion of the imports to the East Coast and Zanzibar.

17. I think the gradual increase in imports to the districts served by the railway will on and from the present time be fairly large and amongst new items of importance can be reckoned a considerable tonnage in building material for Agriculturists and new Townships, in seeds and implements and machinery. Also in live stock for some years to come. The German ports on the lake will also import large quantities of the above articles and there is no reason to suppose that it would all be carried by German ships.

18. In my letter to you on the 7th November 1904,

14.  $\Delta$ 

I pointed out that the question of a subsidised line should have as one of its conditions, a good service to and from all ports in South East Africa, in the first place to suit our country produce export traffic. But a subsidised British line would surely enjoy a share of the large traffic both passenger and goods now being carried to and from those ports in German and Austrian ships as also the traffic by the French line to and from Zanzibar.

19. I find difficulty in attempting to give approximate figures of expected "upwards" traffic over the railway in future years, but I do not consider I am rash in putting them roughly as follows:-

Weight in tons

Average monthly.

1905	1906	1907	1908	1909
3000	3000	4000	5000	6000

20. It is to be hoped that the many expectant people in this country who so much depend on this all important matter of shipping will have their hopes fulfilled and that soon, we shall see the end of the present regrettable state of affairs by which almost all produce from, as well as heavy imports to an important and expensive railway system built entirely by British money are carried in foreign bottoms.

21. TRAFFIC LIGHTING. - This has up to the present been disappointing, and it is hoped that the new pattern lamp and mineral oil gas to be experimented with, will give satisfaction.

Traffic Manager's Office,  
Cape Town, 26 May 1906.

W. E. CRUICKSHANK,  
Traffic Manager.

No. 1418/17.

UGANDA RAILWAY.

From,

The Offg. Superintendent of Way & Works,  
Uganda Railway.

366

To,

The Manager,  
Uganda Railway.

NAIROBI, 19th May 1905.

Sir,

I have the honor to submit my report on the  
working of the Engineering Department for the year  
1904-05.

CAPITAL WORKS.

Tunnel. (Capital Estimate No. 5).

The tunnel at mile 885 work on which was started in  
November 1902 was completed and opened for traffic  
on 17th September 1904. The temporary diversion  
which was used during its construction has been  
dismantled and the Tunnel Station gone away with.

Ballast. (Capital Estimate No. 38).

Between miles 86 and 182, 18.48 miles ballast  
at 0.75 c.ft. per foot run has been put in as  
top dressing to keep down the dust and between  
miles 192 and 270, 8.97 miles has been put in  
for the same purpose in all to 25 1/2 miles top  
dressing - 100,980 c.ft. or 2 1/2 miles of ballast.

344

## Full section.

## Line Ballasted with full section.-

Between miles	192 - 196	0.32 miles.
"	" 198 - 200	0.45 "
"	" 246 - 254	1.31 "
"	" 350 - 468	18.90 "
"	" 473 - 474	0.11 "
"	" 474 - 497	6.21 "
"	" 546 - 575	12.82 "

Total 40.02 miles.

Total 40.02 80 miles fully ballasted, or 44,800 cubic feet.

## Line ballasted with full section 8 c.ft. per foot run:-

Between miles	473 - 475	0.02 mile
"	" 475 - 474	0.25 "

Total 0.27 mile = 14,080 c.ft.

In addition 2 miles of ballast at full section has been put in for repair washouts etc. 84,480 c.ft.  
Total line ballasted full section 1904-05, 24 1/2 miles.

Dry Dams at Barr Floranda. (Capital Estimate No. 31).

Fair progress has been made with this work which was started in October 1904. The work might have got on faster but for difficulties experienced in obtaining labour and owing to plague, considerable progress has been made with the excavation. Labour employed has to a great extent been Wa-Kavironda, and although cheap are not physically capable of doing

doing much road work.

Port Florence Pier Extension. (Capital Estimate No. 27). //

This work has made good progress. All the piles have been driven and the beam stocks fixed.

The Water Supply for Port Florence. (Capital Estimate No. 2) //

This has been completed.

Capital Estimate No. 12. for Njoro Station has been completed.

Capital Estimate No. 12 for putting in steel pipes at mile 314/12 was completed in December last. An alteration was made here and instead of putting in steel pipes, a catch water drain was dug and earthenware pipes put in across the line at each end of embankment.

Capital Estimate No. 7 for Painting Main Viaducts.

The following Viaducts were painted during the year: -

K, L, M, N, O, P, Q, R, T, AA, TT, UU, and Bridge at mile 539.

Capital Estimate No. 32 - Erection of Permanent Way Gang huts, were completed with the exception of huts at miles 556, 560 and 564.

Capital Estimate No. 50 - Shord line Kambasa to Kilindini Pier. - This work was let to Messrs A. A. Jeevanjee, contractors, in December last. Progress however has been very slow owing to the number of men employed being insufficient.

Capital Estimate No. 22 - Drainage of Nairobi Station. 1,800 lineal feet of drains completed out of a total of 1,500 lineal feet allowed for in the Estimate. These drains have been constructed of lime concrete with cement bedding. Pipes of good quality.

4.  
 quality having been burnt at maximum. Owing to wet weather this work is at present at a standstill.

Capital Estimate No. 1 - Nairobi Water Supply.

The works at the filter beds on the hill have been completed, stand pipes have been erected at all officers quarters on the hill and many private residences are supplied with water. The rate charged being Rs.5/- per stand pipe. Fire hydrants have been put up at suitable places both on the hill and on the plain. There is still a demand for stand pipes from private individuals who are building in and around Nairobi so the pipe lines will be extended as far as possible to meet their requirements.

Capital Estimate No. 2 - Nairobi School.

This work was not started.

Capital Estimate No. 44 - Two 40 ton Weighbridges for Mombasa and Port Florence.

The weighbridges were received from England in November.

Capital Estimate No. 52 - District Station Master's house at Nairobi.

The site for the house has been fixed and the work will be put in hand in May 1906.

Capital Estimate No. 53 - Water supply between Sultan Hamud and mile 260.

The necessary material was imported from England on 14th June 1904 and is due in Kilindini in May 1906.

Capital Estimate No. A. 5 - Nairobi Drains.

1,500 lineal feet of drains were completed up to 31st March. This work has been delayed by heavy rain and had to be stopped in March. As soon as the weather becomes fine work will be resumed. The work is being constructed of hammer dressed stone from the quarries near the Local Landies of which there is a large quantity distributed at site. Lime from Makindu is being used.

36

Works carried out during the year under Revenue Estimates.

A good deal of work has been carried out during the year under this head. Several buildings at Kilindini have been dismantled and the material used for the construction of buildings required for housing the staff at Nairobi, Nakuru and Port Florence. Most of the buildings at the principal stations have been put in good repair and a lot of painting has been done at Kilindini and other stations. Road side stations have been improved all along the line, gardens having been laid out and the platforms made up with gravel and volcanic ash at stations where procurable.

Some of the principal works carried out have been:-

- (1). The widening of the road at Mombasa station found necessary owing to the increase of goods traffic.
- (2). Erecting goods sheds at Samburu, Kiluyu, Bilgil, Elburgon, Mole and Londuasi, also on the base at Jinja and Karungu.
- (3). A carriage shed 100' long with four lines of rails was put up at Nairobi.
- (4). A lunching room was put up at Samburu.
- (5). A masonry building was put up for the safe at the Cash Office at Nairobi.
- (6). Several buildings which were built on wooden supports have had the supports renewed by C.I. standards or masonry especially in districts infested by white ants.
- (7). The wooden name boards at nearly all stations were replaced by metal ones of a more

substantial



substantial kind.

- (8). The General Offices at Nairobi have had wooden supports renewed by supports of stone masonry in lime mortar.
- (9). A 30 unit landle was put up at Nairobi from material sent up from dismantled buildings at Kilindini.
- (10). A large quantity of material which was lying scattered about in the stacking ground at Nairobi has been cleared up and sent into the General Stores yard. All spare girders and the ironwork have been scraped and painted, properly sorted out, and re-stacked.
- (11). Roads have been kept in good repair at Nairobi and new metalled roads have been constructed near Nairobi Station principally from Workshop main gate to the Loco landies.
- (12). One of the principal works started was the burning of lime at Mazingu. This has turned out to be a great success. Kilns have been built there and lime is now being used for all buildings and drainage work at Nairobi.
- (13). At Port Florence several new buildings have been put up including new landies for the Loco and Traffic staff.

8.

THE LINE.1st. Division - Mombasa to Nairobi.

The division up to the end of November 1904 was divided into two sub-divisions, first from Mombasa to mile 162 and second from mile 162 to Nairobi with 3 Permanent Way Inspectors on each sub-division.

Maseras	Section from Mombasa to mile	42	} 1st. Sub-Dvnt.
MacKinnon Road	" " Mile	42 " "	
Voi	" " "	98 " "	} 2nd. Sub-Dvnt.
Makindu	" " "	162 " "	
Kiu	" " "	226 " "	
Athi River	" " "	286 " Nairobi	

From the end of November 1904 partly owing to consideration of economy and partly to enable Permanent Way Inspectors to go on leave the division was re-arranged as follows:-

Maseras	Section from Mombasa to mile	42	} 1st. Sub-Dvnt.
MacKinnon Road	" " Mile	42 " "	
Kenani	" " "	98 " "	} 2nd. Sub-Dvnt.
Makindu	" " "	162 " "	
Kiu	" " "	226 " "	
Athi River	" " "	286 " Nairobi	

Each Permanent Way Inspector has one Sub-Inspector with the exception of Maseras, who has two, one being retained to look after sidings at Mombasa Island.

In addition to the Permanent Way Staff one Overseer has been attached to the 1st. Sub-Division, and one has been stationed at Nairobi; but since January 1st an extra Overseer has been stationed at Tsavo to look after the construction of the bridges etc.

As regards the superior staff up to September 1906 the division was in charge of a District Engineer with

a Junior Assistant Engineer in charge of the 1st. Sub-Division and a Senior Assistant Engineer in charge of 2nd. Sub-Division including Nairobi. During the second half of the financial year however, this arrangement was altered as follows:- One Senior Assistant Engineer in charge of division with a Junior Assistant Engineer in charge of 1st. Sub-Division and one Junior Assistant Engineer in charge of Nairobi including the Water Works. The line mile 182 to Nairobi is under the direct charge of the Senior Assistant Engineer in charge of the division.

The headquarters of the division are as follows:-

District Engineer or Engineer-in-charge: Nairobi (headquarters having been removed from Mombasa in April 1904).

Assistant Engineer - 1st Sub-Division: Kilindini.

do. - 2nd do. Nairobi.

Each Permanent Way Inspector has his headquarters at the station from which his section is named.

The labour employed has been almost entirely African with Indian supervision, that is to say that as far as possible Indians are employed as Jemadars and Keymen and African as labourers.

During normal condition the number of men per mile including Jemadars and Keymen has been as follows:-

Mombasa to mile	Mile	Men per mile
42	42	4
55	55	2
182	182	3
198	198	3
255	255	3
285	285	3
285	Nairobi	4

The average number of men per mile over the whole division has been 2.7 about. This does not include ballast and extra men for special works.

The labour employed under other heads has of course varied with the work.

The upkeep of the line generally between Mombasa and Nairobi has been good. 31,680 steel sleepers received from England in October were all put into the line between Mombasa and Maungu to renew old-fashioned wooden ones. Where steel sleepers have showed signs of corroding, principally near mazzara, wooden sleepers have been substituted.

Considering the abnormally heavy rains experienced during the latter part of the year the line has stood well. There have been scarcely any washouts of any consequence on the coast section. The most important occurred between Kiu and Athi River but not to an extent to cause any serious delay to traffic. At mile 37 1/2 the embankment was washed away on the night of 31st March for a length of 30 feet. Arrangements are being made this year to improve the line at these places and provide more waterway. Weak places which require ballasting at an early rate are between miles 246 and 250/6, all black cotton soil between miles 251 and 258 and miles 270 and 286. Should prolonged rains occur these sections will become very soft and seriously impede traffic.

2nd. Division - Nairobi to Port Florence.

The Permanent Way Inspectors' sections are divided as follows:-

Nairobi	Section	mile 335	to	mile 362	
Naivasha	"	"	"	"	405
Makuro	"	"	"	"	474
Molo	"	"	"	"	522
Muhoroni	"	"	"	"	582

) up to the end of October  
) but this section extended only to m. 462.

District Engineer's headquarters are at Makuro where there is also one Assistant Engineer and a Senior Assistant Engineer is stationed at Port Florence.

The line between mile 335 (Nairobi and mile 362) is in fair running order. Very little of this section of the line has been ballasted and it would improve the road considerably to have this done especially where the curvature is very sharp and reverse curves come close together.

The cuttings at miles 327 and 362 are being widened. An estimate has been prepared for a realignment of the line at mile 362 to do away with the sharp reverse at that point.

Between mile 362 and 405 - the line has been kept in good running order. A considerable portion of the road between mile 362 and Kajale has been ballasted and old wooden sleepers renewed by steel.

The viaducts are in good order and will not require painting during the next financial year. Steps are being taken to lay bearing plates on the viaduct sleepers.

13.

There are 80 native wood sleepers laid in the line between Kijabe and Naivasha which are doing well.

The line is not ballasted between Kijabe and Naivasha but the soil is good, the curves easy, and the track has kept in excellent order. Timber sleepers however should be replaced by steel. A few more flood openings should be put in and deep catch water drains dug where the line was threatened by floods in several places during the heavy rains. Between Naivasha and mile 406 a considerable amount of ballast has been put into the line.

The line between mile 406 and Shuru has kept in good running order. It is not necessary to ballast the line here as the soil consists mostly of rough lava gravel and pumice stones which drains well. Between Shuru and Nakuro the line has been ballasted for some distance on both sides of Elmenteita Station and in 2 or 3 places where the steel sleepers have shown signs of corroding. In several places between Elmenteita and Nakuro more openings are required; notes were taken of the places during the recent rains by the assistant Engineer. Between Nakuro and Ngoro the line is not ballasted, the natural soil proving an efficient ballast. An opening is required near mile 433 where a washout threatened a little while ago. Between Ngoro and Siburgon all the cuttings have been ballasted and also some of the embankments. Some of the red earth cuttings require widening.

The line mile 474 - 538 has not been kept in as good order as it might have been. Between mile 474

and Male the cuttings have been mostly ballasted with  
a section but not the embankments. Several of the  
red earth cuttings have been widened and more require  
to be done. The line has lately suffered from heavy  
rains and the newly ballasted portions are rather  
rough. The cutting at mile 496 which shewed signs of  
coming in has been underpinned in several places so no  
further difficulty is anticipated. Between Londiani  
and mile 522 the line has been ballasted throughout  
and is in good running order. All the cuttings have  
been widened and the embankments are well up to level.  
The line here used to give considerable trouble but now  
it has been ballasted I do not think there will be any  
further difficulty. Some of the cuttings especially  
those at miles 510 and 518 require careful watching.

Between mile 522 and mile 536 the line is  
ballasted and has kept in good running order. Between  
miles 536 and 548 the line has been only partly ballast-  
ed. The wooden sleepers between Port Ternan and Kihoroni  
require renewing with steel. The line between Kihoroni  
and Port Florence which was in very bad condition at  
the commencement of the year has improved very consider-  
ably and will now allow of a speed of from 12 to 20  
miles an hour. Several of the openings between Kihoroni  
and Port Florence are temporary and should be made per-  
manent as soon as possible.

14.

**LABOUR.** The number of men per mile on 1st Division for most of the year has been about 3.7. This did not include the extra use of special works.

On the 2nd Division

mile 385 - 362	men per mile	3½
" 362 - 406	" " "	3½
" 406 - 474	" " "	3½
" 474 - 522	" " "	4½
" 522 - Fort Florence	" " "	5½

or an average of about 4.1 men per mile.

Much trouble has been caused by the aversion of the African to regular work, and it has been at certain seasons difficult to obtain men. In order to remedy this it has been necessary to recruit men (Wahilis and Wanyamwzi) from Somalia on a year's agreement, and these men have on the whole worked well. Many desertions however took place at first but these have to a great extent been stopped by the infliction of suitable punishments by the Magistrates at Somalia and Nairobi. Where there are villages close to the line many of the gangs are made up of labour engaged locally by the Permanent Way Inspectors and these men are paid on a lower scale or wages than men on agreements. As a rule they do not stay long in a gang and frequent desertions take place after pay day which means that every month some of the gangs are reduced by one or two men and others have to be engaged to replace them. Near Voi Wa-teita have been employed and on the mainline section Wamba, but this class of labour is very unreliable.

Labour employed in Nairobi consists chiefly



of Wakiauyu who are paid from Rs.4/- to Rs.6/- per mensem. They are recruited from villages near by. As a rule they will work for a month and after pay day the greater number go back to their villages and a fresh lot have to be engaged. The gangs on the line between miles 335 and 362 are chiefly manned by Wakiauyu and although inexperienced have proved a success. The work has evidently been viewed favourably by them as about 50% have renewed agreements after a year's work. The wages for the raw Kiyuyu when working on the line has been Rs.6/- per mensem without rations, old hands who have renewed agreements have been given Rs.8. They supply themselves with food from their own villages. On the Nalvasha section the gangs have consisted of a mixed lot Swahili, Wanyamwzi, Wakiauyu and a few of other tribes. There has been a dearth of labour over this section as there are no villages near the line and the Engineers suggest extending the area of employing Wakiauyu over this section. In the event of their being employed they would have to be supplied with rations their villages being too far away. All the gangs from Masore to the lake consist of men from different tribes chiefly Wanyamwzi, Swahili, Wakiauyu and some Wamala.

It is to be expected that assertions will frequently take place amongst natives who are for some time away from their villages especially at times when they have to look after their crops. Very few if any Wamwirono have been employed on the maintenance of the line. Up to the present they have been found useless for this work, but have been employed on stone breaking for ballast. A large number have been used

by contractors at Port Florence for this purpose. They have also been employed on excavation for the Dry Dock.

I have the honor to be,

Sir,

Your obedient servant,

/s/- H.M. GIBB.M.

Superintendent,

Shipyards, Uganda.

*[Handwritten signature]*

The Manager, I.R.R.

to

H. M. Commissioner.

# Part Statement

showing the money borrowed and the securities created

382

Amount	money borrowed	securities created
£	1896	£.
	September	107 000
	1899	
	January	1549 000
	March	270 000
	June	290 000
	September	240 000
	1900	
	January	320 000
	March	244 000
	July	255 000
	September	300 000
	October	120 000
	November	150 000
	December	5 000
	1901	
	January	100 000
	February	50 000
	March	80 000
	May	100 000
	July	280 000
	October	100 000
	1902	
	January	70 000
	April	100 000
	1903	
	January	260 000
	March	50 000
	June	25 000
	October	25 000
	1904	
	March	100 000
		5 311 000

Annuity of £9462.15/-  
 First payment 15<sup>th</sup> Novr 1897  
 Last £ 15<sup>th</sup> Novr 1925

Annuity of £128,322.10/-  
 First payment 15<sup>th</sup> Novr 1900  
 Last £ 15<sup>th</sup> Novr 1925

Annuity of £79,263.10/-  
 First payment 15<sup>th</sup> Novr 1901  
 Last £ 15<sup>th</sup> Novr 1925

Annuity of £100,000/-  
 First payment 15<sup>th</sup> Novr 1902  
 Last £ 15<sup>th</sup> Novr 1925

Annuity of £23,520/-  
 First payment 15<sup>th</sup> Novr 1903  
 Last £ 15<sup>th</sup> Novr 1925

Annuity of £100,000/-  
 First payment 15<sup>th</sup> Novr 1904  
 Last £ 15<sup>th</sup> Novr 1925

Inclosure No. 1

In Sir D. Stewart's despatch No. 388 of July 5th 1906

Commr  
26835

C.P.

383

DRAFT.

5 October  
September '05

C. C. P. No 446

Commr  
Sir D. Stewart

Sir

MINUTE.

Mr. ~~W. H. S.~~ 28/9

Mr

\* Mr. Antrobus. 30/9

Mr. Cox.

Mr. Lucas.

Mr. Graham.

Sir M. Ommanney.

The Duke of Marlborough.

Mr. Lyttelton.

for review

Yours the honor to  
ack the receipt of your  
desp. No 388 of the 6th  
inst of July transmitting  
the Annual Report on  
the Working of the  
Uganda Railway for  
the year 1904-5,

from which I have caused  
the Paper of which  
two copies is enclosed  
to be computed for publi-  
cation to Parl<sup>t</sup>

I should be glad  
to hear of any further

(2/27/16)

a report could be prepared  
by the General Manager  
in a form, which like  
the annual Report on the  
Produce, could be  
presented to Parlt. with  
little alteration or  
amendment

H. M. Report

I have promised  
to lay before Parlt.  
a report on the Goods Railway  
the winter info to  
that required from English  
Railways by the Act  
of 1868 and also  
a statement of ton  
mileage & passenger  
mileage as shown by  
American Railways.  
Precise statements  
of this nature should  
readily occupy

a prominent place in the  
report, but in other  
respects the Report on  
the Taylor Railways  
a copy of which was  
enclosed in my  
despatch No.  
of the 15<sup>th</sup> Sept. shd  
be adopted as a  
model so far as  
circumstances permit

I am