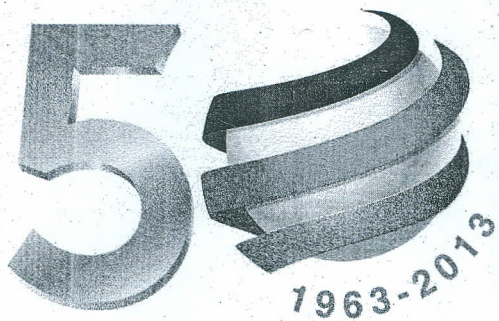
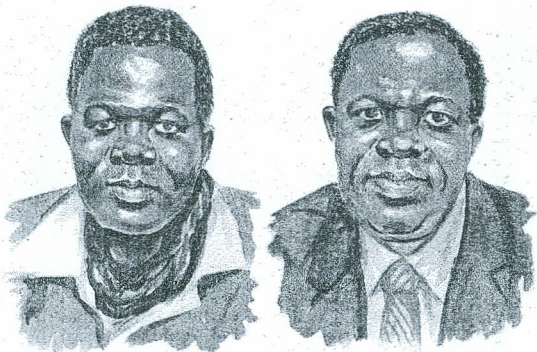


21/June, 2013



FAST FORWARD: TITUS ADUNGOSI

Student leader who died in jail



Titus Adungosi as a 24-year-old student leader in 1982 (left) and how we think he would have looked today at 55.

ILLUSTRATIONS BY JOHN NYAGA

Titus Adungosi, popularly known as Tito, was a third-year student of architecture at the University of Nairobi and Sonu chairman in 1982 when rebels of the Kenya Airforce launched a failed coup to topple the Daniel arap Moi regime. Adungosi, who has been compared to South Africa's Steve Biko, was accused of leading students in demonstrating in support of the rebels. He was jailed on September 24, 1982, for 10 years. In December 1988, just two months before his release, Adungosi died in circumstances that have never been established. But Wafula Buke, another Sonu chairman who was also later to serve time at Kamiti and Naivasha, testified before the Truth Justice and Reconciliation Commission about what inmates at the two institutions told him about Adungosi's death. At Naivasha, Buke said, Adungosi fell ill with stomach ulcers. Prison authorities ignored his pleas to take him to hospital and, to force them to do so, he went on a hunger strike. By the time he was taken to Kamiti so he can be treated at Kenyatta National Hospital, he was beyond help. The then acting Commissioner of Prisons James Mareka said that Adungosi died at KNH on December 27, 1988 of intestinal obstruction caused by a stomach ulcer. But his family suspected foul play and has been pushing for an inquest. His mother, Marcilana, died this week without knowing what killed her son.

Watch out for another historical figure in next week's Fast Forward, Friday in DN2

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Indian labourers triumphed over warriors, lions to open up E Africa



CONTINUED FROM PAGE 1

scale importation of cheap labour from India for the construction of the railway in 1895, because the East African Protectorate was considered as province of British India. For instance, the currency used was the Indian Rupee, while the legal system was an extension of the Indian law so it was only natural for the British to look to India for cheap labour.

Of the original 32,000 contracted labourers, about 6,700 stayed on after the end of indentured service to work as dukawallas (shopkeepers), artisans, traders, clerks, and, finally, lower-level administrators. Their descendants went to occupy a central position in the economies of Kenya, Uganda and Tanzania.

The railway construction ran into serious problems on various occasions. A major incident was the Kedong Massacre, when the Maasai attacked a railway worker's caravan killing around 500 people after two Maasai girls were raped.

At the turn of the century, the railway construction was disturbed by the Nandi resistance led by Koitalel arap Samoei. The British killed him in 1905, finally ending the Nandi resistance.

But the events for which the construction of the railway may be most famous are the grisly killings of a number of workers by lions in 1898, during the building of a bridge across the Tsavo River. Hunting principally at night, a pair of mane-less lions stalked and killed at least 28 Indian

Even before the dukawallas, Indian traders had followed Arab trading routes from the Coast of modern day Kenya and Tanzania and especially Zanzibar, numbering 6,000 in population by 1875.

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Number of Indian and African workers who were killed by lions during the construction of the Kenya-Uganda railway. Dubbed the "Man-Eaters of Tsavo", the lions were eventually shot and killed Col Henry Patterson, a supervisor of the rail construction. He had their skins made into rugs and sold them to a Chicago museum.

and African workers — although some accounts put the number of victims higher.

The lions, dubbed "the Man-eaters of Tsavo," were eventually shot and killed by the bridge construction supervisor, Col John Henry Patterson, who had their skins made into rugs before selling them, some years later, to the Field Museum of Natural History in Chicago for a sum of \$5,000.

Today, the Indian material culture found all over East Africa could have happened without the Kenya-Uganda Railway, even though there were many later migrations from India, such as the Sikh and Indian temples figure prominently in the African urban landscape, as well as Mosques, particularly those built by the large Ismaili Muslim community emigrating from Gujarat.

Though the majority of the community returned to India on completion of the railway, an estimated 6,000 stayed behind, working with the British administration, a number of them ventured into business and other professions.

Demand for various services was soon created at the outposts and hundreds of Indian merchants mainly from Gujarat and the form of tailors, shopkeepers, barbers arrived in Kenya, and to extent, Uganda to take up economic opportunities that were still available to the indigenous.

Later migrations from India were traced to settlers who established themselves in families. By 1911, the Indian population in Kenya stood at 12,000 comprising 3,000 Europeans. Despite the order that barred non-European owning land in the "White High" the Indians were not hampered by their concentration on their urban centres like Nairobi, Kisumu, Nakuru, Kitale, Eldoret, Thika and Meru.

By independence in 1963, the