

UGANDA PROTECTORATE.

REPORT OF THE
UGANDA DEVELOPMENT COMMISSION, 1920.



PRICE: 75 CENTS.

UGANDA.

PRINTED BY THE GOVERNMENT PRINTER, ENTEBBE.

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GLOSSARY.

- ANKOLE—A district in the Western Province—renowned as a cattle country.
- BAGANDA—Natives of the Buganda Province.
- BUGANDA—A Province.
- BUGISHU—A part of the Bukedi district in the Eastern Province.
- BANYORO—Natives of Bunyoro.
- BUNYORO—A district in the Northern Province.
- BUSOGA—A district in the Eastern Province.
- BUTIABA—Port on Lake Albert connected by a motor road to the Nile at Port Masindi.
- GHEE—Clarified butter.
- GOMBOLOLA—A division or section of a Saza.
- HAMALI CART—Four-wheeled cart propelled by Natives.
- HOIMA—The most populous part of Bunyoro and formerly the head-quarters of the Northern Province.
- KABAKA—The paramount chief of Buganda.
- KASANVU—Customary work performed for the Government.
- KATONGA BAY—A bay on Lake Victoria.
- KAVIRONDO—A district of British East Africa.
- KIADONDO—The premier county of Buganda.
- KIGEZI—A district in the Western Province—very high mountainous country.
- KIRUYU—A very fertile district of the East Africa Protectorate.
- LANGO—A district in the Eastern Province.
- LUGANDA—A Bantu dialect spoken by the Baganda.
- LUWALO—Work to be done in turn by all able-bodied men except certain chiefs.
- MASINDI—Present head-quarters of the Northern Province.
- MJANJI—A port on Lake Victoria and outlet for the Bukedi district.
- MFUMBIRO—Lit. "a cook" derived from "Mfumba-bire" or "the one who cooks the clouds."
- MUBAKA—Representative or ambassador of a chief.
- MUGANDA—A native of Buganda Province.
- MUKOPI—A peasant.
- MURUKA CHIEF—A petty chief under a Gombolola chief.
- NAMIREMBE—Head-quarters of the Church Missionary Society in Uganda.
- RUBAGA—The second most important station of the White Fathers and the residence of the Co-adjutor Bishop.
- SAZA—A county in an administrative district.
- SEMLIKI—River forming boundary between Belgian Congo and the Protectorate.
- TORO—A very high and fertile district in the Western Province.
- TESO—A district in the Eastern Province.
- TRYPANOSOMIASIS—Sleeping sickness caused by the tsetse fly.
- WAKAVIRONDO—Natives of Kavirondo in East Africa and of Busia in the Busoga District.

YEARLY METEOROLOGICAL ABSTRACT
OF TEN STATIONS IN THE UGANDA PROTECTORATE
FOR FIVE YEARS.

Stations.	Max. Temp. Yearly Average.	Min. Temp. Yearly Average.	Average Monthly Rainfall.	Total Rainfall.	No. of days rain fell.
1915					
ENTEbbe	79·5	63·3	5·82	69·85	147
MASAKA	77·0	60·4	2·40	26·42	95
MBARARA	80·6	48·3	2·84	31·23	107
FORT PORTAL	77·7	58·4	4·03	48·35	137
JINJA	82·2	62·6	4·13	49·56	133
GULU	84·6	60·7	5·87	64·55	146
KAMPALA	80·3	64·6	3·99	47·15	152
MBALE	85·3	63·4	3·32	39·88	166
MUBENDI	80·3	63·5	3·78	45·33	130
MASINDI	85·4	61·5	4·19	50·34	137
SOROTI ... ..	...	...	6·67	80·08	151

Stations.	Max. Temp. Yearly Average.	Min. Temp. Yearly Average.	Average Monthly Rainfall.	Total Rainfall.	No. of days rain fell.
1916					
ENTEbbe	78·8	63·0	4·53	54·33	127
MASAKA	76·4	61·3	1·96	23·52	102
MBARARA	79·4	47·9	2·88	31·67	70
FORT PORTAL	76·1	58·4	5·65	67·84	182
JINJA	80·4	61·6	4·24	50·87	102
GULU	86·1	61·2	6·12	73·41	10
KAMPALA	80·1	63·4	3·88	46·54	156
MBALE	82·3	62·7	3·77	45·27	156
MUBENDI	80·9	62·8	5·51	66·18	120
MASINDI	84·5	56·6	4·99	54·91	150
SOROTI ... ..	...	...	5·31	63·69	148

Stations.	Max. Temp. Yearly Average.	Min. Temp. Yearly Average.	Average Monthly Rainfall.	Total Rainfall.	No. of days rain fell.
1917					
ENTEbbe	79·7	63·2	4·63	55·58	122
MASAKA	76·3	58·9	2·84	34·03	120
MBARARA	79·4	55·7	3·04	36·41	104
FORT PORTAL	75·9	57·0	5·51	66·07	153
JINJA	81·9	61·4	4·41	52·88	103
GULU	86·7	59·1	5·83	69·91	118
KAMPALA	79·6	62·0	4·63	55·60	141
MBALE	83·8	62·5	5·49	65·83	150
MUBENDI	80·8	64·0	3·71	44·56	117
MASINDI	83·8	61·7	5·63	67·59	144
SOROTI ... ..	...	...	5·64	67·72	143

YEARLY METEOROLOGICAL ABSTRACT OF TEN STATIONS IN THE UGANDA
PROTECTORATE FOR FIVE YEARS—continued.

Stations.	Max. Temp. Yearly Average.	Min. Temp. Yearly Average.	Average Monthly Rainfall.	Total Rainfall.	No. of days rain fell.
1918					
ENTEBBE	79·4	62·9	4·08	48·98	145
MASAKA	79·3	60·0	2·04	22·42	100
JINJA	85·8	63·1	2·38	28·59	84
MBARARA	79·3	58·1	2·11	25·36	94
FORT PORTAL	76·0	52·6	5·44	65·23	168
GULU	86·1	64·7	2·85	34·32	85
KAMPALA	81·1	65·3	2·70	32·37	125
MBALE	86·5	60·4	3·45	34·52	65
MUBENDI	79·3	63·8	3·64	43·73	110
MASINDI	84·7	61·4	4·14	49·63	122
SOROTI ... ..	...	...	3·34	40·04	97

Stations.	Max. Temp. Yearly Average.	Min. Temp. Yearly Average.	Average Monthly Rainfall.	Total Rainfall.	No. of days rain fell.
1919					
ENTEBBE	79·2	63·4	5·33	60·40	156
MASAKA *	79·9	61·3	3·61	43·36	130
JINJA ... ..	...	...	...	...	...
MBARARA	80·5	55·3	3·36	40·35	118
FORT PORTAL	76·9	55·3	4·93	59·12	143
GULU	86·5	67·6	6·93	76·25	111
KAMPALA	80·9	64·1	4·18	50·15	153
MBALE * ... ..	...	...	2·99	11·97	32*
MUBENDI	78·8	64·3	3·90	46·75	109
MASINDI	83·6	61·9	3·79	45·48	130
SOROTI ... ..	...	...	4·94	59·22	148

* Average for 4 months only.

STATEMENT OF LOANS RECEIVED BY THE UGANDA PROTECTORATE SHOWING AMOUNT SPENT IN EACH YEAR FROM 1910-1911 TO 1918-1919.

Amounts of Original Loans.	To whom due.	Rate of Interest.	When incurred and for what cause.	AMOUNTS SPENT FROM LOANS.									Total to 31st March, 1919.	Balance not spent on 31st March, 1919.
				1910-1911	1911-1912	1912-1913	1913-1914	1914-1915	1915-1916	1916-1917	1917-1918	1918-1919		
£ 170,000	Imperial Treasury	3½%	1910-1911 ... £120,000 1911-1912 ... 50,000 <u>£170,000</u>	£ 23,782 16 2	£ 98,486 1 9	£ 21,789 10 7	£ 12,013 8 3	£ 5,120 10 10	£ 3,158 9 10	£ 1,779 18 6	£ 1,440 19 7	£ 1,894 19 3	£ 169,416 8 9	£ 533 11 3
25 000 { 32,900 92,10	do	do	For the construction of a line of Railway from Jinja to Namasagali in the Eastern Province of the Protectorate.	...	...	£ 895 5 9	£ 14,954 17 10	£ 14,901 17 2	£ 1,874 3 4	£ 1 12 6	£ 138 17 11	...	£ 32,201 14 6	£ 698 5 6
	do	do	1912-1918. For Improvements in Communications in the Eastern Province of the Protectorate ...	...	...	£ 3,948 13 5	£ 25,726 4 4	£ 28,412 12 5	£ 13,371 2 11	£ 5,961 3 10	£ 4,519 16 4	£ 2,067 7 7	£ 84,002 0 10	£ 8,097 19 2
*829,000	do	4%	1914-1915. Capital Works, Busoga Railway and Marine ... £ 48,850 Kampala—Mityana Railway ... £183,150 Lake Albert Marine, New Steamers and Buildings £ 26,000 Roads .. £ 40,000 Allowance to cover the payments of 3 years' interest out of Capital £ 36,000 <u>£829,000</u>	...	...	...	...	£ 2,995 16 6	£ 876 17 6	£ 523 13 5	£ 1,429 11 5	£ 3,318 15 3	£ 9,144 14 1	£ 3,984 14 1
TOTAL £601,000				£ 23,782 16 2	£ 98,486 1 9	£ 26,068 9 9	£ 52,694 10 5	£ 51,430 16 11	£ 19,260 7 7	£ 8,266 8 3	£ 7,524 5 3	£ 7,231 2 1	£ 294,794 18 2	£ 5,365 1 10

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* Of this amount £5,160 only has been received hitherto. The amount overspent, viz., £3,984-14-1 has been met from Surplus Balances meanwhile, and will be refunded to the Protectorate Government when further advances from the loan have been made.

UNION OF ASSOCIATIONS OF UGANDA.

TO THE RIGHT HONOURABLE,
THE SECRETARY OF STATE FOR THE COLONIES.

In the matter of

THE SURCHARGE AND SUPERCHARGE
ON THE UGANDA RAILWAY:

AND

In the matter of

AN APPLICATION THAT A COMMISSION
BE APPOINTED TO GO INTO THE
WORKING AND ADMINISTRATION
OF THE UGANDA RAILWAY.

THE HUMBLE MEMORIAL OF THE EUROPEAN AND INDIAN
COMMUNITIES OF UGANDA

SHEWETH:—

1. That your Memorialists claim to represent the entire European and Indian Communities of the Uganda Protectorate, and as such, wish to bring to your notice the crushing burden the Protectorate has to bear under the present Surcharge imposed on goods carried by the Uganda Railway, and the recent increase in rates, termed a Supercharge.

SURCHARGE.

2. Dealing with the Surcharge your Memorialists regret that they cannot put figures before you. On the 25th July last the Uganda Chamber of Commerce asked to be supplied with the following information:—

- (a) What was the total amount received by the British East African Protectorate from the Surcharge in the financial year ended the 31st March, 1919?
- (b) What was Uganda's share?
- (c) How is this figure arrived at?
- (d) What the total Surcharge is estimated to yield during the current year?
- (e) How Uganda's share is arrived at?

but no satisfactory reply has as yet been received. Your Memorialists, from their knowledge of the traffic between Uganda and Mombasa, are of opinion that a large proportion of the Surcharge is paid by Uganda.

3. This Surcharge is admitted by East Africa to be a tax, and is collected by the Railway Administration and paid into the Treasury of the East Africa Protectorate; the railway acting as tax collectors only. Uganda has repeatedly protested against this tax but without result.

The principal objection is the injustice done to Uganda by taxing her for the sole benefit of East Africa by means of a railway which was built for the benefit of both Protectorates with Imperial Funds.

Your Memorialists need not labour this. East Africa has admitted the injustice but in defence urges its need for money—a defence without substance.

4. Uganda in the past has had repeatedly to protest against the way in which she has been treated by East Africa. Only by endless representations was Uganda given a share in her own customs duties. As you are aware the Uganda customs duties were for many years collected in Mombasa, and appropriated by the Treasury of the East Africa Protectorate.

As a tax the Surcharge contraverts the principles of taxation. It is absolutely inequitable as Mombasa and all the coast area, one of the wealthiest portions of the East Africa Protectorate, pay nothing.

SURCHARGE.

5. For the last 14 years the Uganda Chamber of Commerce has, without success, urged that freights on the railway must be reduced if the natural resources of the country are to be developed; in spite of this, without the slightest warning, rates were raised from the 1st October, 1919, as appears from the annexure hereto marked "A."

6. At a time when the Home Government is urging upon Colonial Administrations the grave necessity for developing their resources to the uttermost, your Memorialists were naturally expecting that every encouragement would be given to increase exports as rapidly as possible, instead, by this increase in freights, exports will be most seriously affected and naturally this will react on imports, and thereby the traffic on the railway is bound to fall.

7. Your Memorialists feel that they cannot emphasise too strongly the serious effect these increases in rates, whether termed Surcharge or Supercharge, will have on the development of the country.

8. The only reasons given for this increase are:—

- (a) Decreased traffic returns.
- (b) That with increase in rates the capital sunk in the railway would only earn $3\frac{1}{2}\%$.
- (c) That several railways in other parts of the world had increased their rates.

As to (a) your Memorialists contend this is chiefly owing to the cessation of military traffic, and the lack of shipping facilities. It is within your Memorialists knowledge that thousands of tons of cotton seed have rotted and have not been booked owing to lack of shipping.

As to (b) it has never been shown that any revenue accruing from the railway has been devoted towards payment of interest.

As to (c) your Memorialists would point out that freights on the railway have always been exceptionally high as compared with other Colonies in a considerably more advanced state of development.

9. No reasons are given to account for the shrinkage in revenue. Your Memorialists are of the opinion that with a more live and up-to-date administration the receipts are bound to increase. As an example of bad administration they would point out that Kampala Station, Port Bell Pier, and Jinja Pier are constantly refusing goods for shipment. A further example of bad administration is the severe losses merchants suffer through careless handling, pilfering, and fires on the railway. The railway refuses to accept any responsibility except at extortionate rates.

ADMINISTRATION GENERALLY.

10. Uganda and East Africa are in their infancy and cheap transport is essential, more especially in the case of Uganda owing to its distance from the coast. Under the old rates only commodities such as cotton, coffee, hides and skins, and rubber could bear the cost of transport to the coast. Products such as maize, ground-nuts, sim-sim, etc., could not be exported, or could only be exported when the market was exceptionally favourable. East Africa recognises this as regards products of its own, and has exempted maize and sisal from the Supercharge, these exemptions do not benefit Uganda as even under the old rates export of these products was not a commercial proposition.

11. Your Memorialists urge that it is needless to argue how urgent and necessary it is to grant Uganda representation on the Railway Administration.

12. Your Memorialists would specially emphasise that in their opinion the Railway should be run to develop the country rather than as a revenue producing institution.

WHEREFORE YOUR MEMORIALISTS PRAY:—

a. That the Surcharge be forthwith withdrawn on all goods whose destination or origin is Uganda, and that a refund of all Surcharges affecting Uganda, be made to the Uganda Administration for its disposal.

b. That the Supercharge be forthwith cancelled, and all sums levied in excess of the rates in force on the 1st January, 1919, be refunded.

c. That a Commission with the very widest powers be appointed to go into the Railway Administration generally, and more especially to consider the following:—

- (i). Freights.
- (ii). Risk Notes.
- (iii) Whether the railway should be administered as a department to produce revenue or to develop the resources of the country, and to advise thereon.
- (iv) Representation of Uganda on the Railway Administration.

AND YOUR MEMORIALISTS IN DUTY BOUND WILL EVER PRAY.

DATED AT KAMPALA, THE 7TH DAY OF NOVEMBER, 1919.

H. H. HUNTER,
President,
Uganda Chamber of Commerce.

D. N. STAFFORD,
President,
Uganda Planters Association.

A. J. M. CAMERON,
President,
Uganda Gainers Association.

RAHEMTULA ALLIDINA,
for President,
Uganda Indian Association.

GEO. C. ISHMAEL,
Honorary Secretary,
Uganda Union of Associations.

This is the annexure "A" referred to in the Memorial of the European and Indian Communities of Uganda to the Right Honourable the Secretary of State for the Colonies:—

Miles.	Supercharge
Up to 50	70 %
51 to 100	68 %
101 to 150	66 %
151 to 200	64 %
201 to 250	62 %
251 to 300	60 %
301 to 350	58 %
351 to 400	56 %
401 to 450	54 %
451 to 500	52 %
501 to 550	50 %
551 to 600	48 %
601 to 650	46 %
651 to 700	44 %
701 to 750	42 %
751 to 800	40 %
801 to 850	38 %
851 to 900	36 %
901 to 950	34 %
951 to 1000	32 %