



**Jinja Pier (1912)**  
This was the terminus of Uganda's first railway, the Busoga Railway, and served as the main outlet of Uganda until the railhead of the Uganda Railway reached Jinja in 1928. Although the Busoga Railway is not operational today, the pier still occasionally functions as an inland port on Lake Victoria.



**Jinja Police Station (1928)**  
This building, with its prominent position on the corner of Main Street and Rippon Road, has served the same purpose since 1928, when it was constructed to deal with the rising crime brought to Jinja by the railway and taxi park.



**Jinja Railway Bridge (1926)**  
A feat of engineering for its time and location, this bridge linked Kampala to the Uganda Railway line, and provided road and pedestrian access across the Nile. Although it lessened Jinja's importance as a port, the bridge did shorten the journey between Jinja and Kampala, and allowed easy travel between fishing villages on either side of the river.



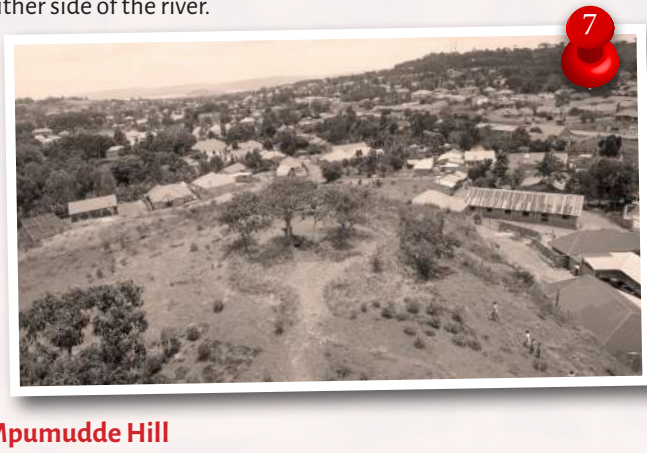
**Jinja Railway Station (1928)**  
This was Jinja's second railway station, and was constructed when the Uganda Railway line was extended to reach Jinja in 1928. The station is still in use today, but only for freight services.



**Jinja War Memorial (1945)**  
This monument was built by the colonial government to commemorate Ugandans who died supporting British soldiers during the 1st and 2nd world wars. 1,389 Ugandans died from injuries or disease serving in WW1, and over 77,000 Ugandans were recruited into the armed forces to aid the Allied cause in WW2.



**Madhvani Building (1919)**  
This was the first storeyed building in Jinja, originally housing the Madhvani family's business on the ground floor and accommodation above. By 1947, however, the family had thrived and the building had become the headquarters for 2 sugarcane factories, 18 cotton ginneries, a tobacco company and many small enterprises. Despite the exodus of Uganda's Asian community in the 1970s, today it is once again the headquarters for the Madhvani Group.



**Mpumudde Hill**  
Whilst returning from exile in 1923, Chwa II Kabalega, the Omukama (King) of Bunyoro (1869-1899) died in his sleep at this spot. In Lusoga, the hill is known as Mpumwire, meaning "I have rested". When Uganda's monarchies were reinstated in the 1990s, this hill was used as the coronation site for Kyabazinga Henry Wako Muloki (1955-1967 & 1996-2008).



**St. Joseph's Cathedral (1939)**  
This church was built by the Catholic missionary priests, the Mill Hill Fathers, who also set up a number of Jinja's other institutions such as Jinja College and St. Gonza Primary School. The church is dedicated to St. Joseph but his statue had to be removed and buried nearby after its head was shot at by soldiers who assumed that it was a person during the 1986 liberation war. The church became a cathedral after Jinja became a diocese in 1966.



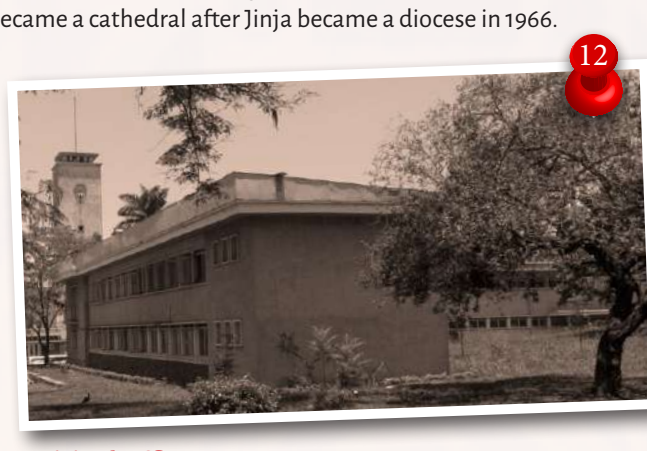
**Shri Dharmasthala Manjunatheshwara (SDM) Temple (1926)**  
This distinctive temple acts as an important religious and community hub for Jinja's Hindus. The temple grounds contain a statue of Mahatma Gandhi whose sacred ashes were immersed in the River Nile at Jinja in 1948.



**District Offices (1920s)**  
The building is significant as one of the oldest continuously-functioning district offices in Uganda. Despite being built in classical style, it is on a somewhat modest scale, something not usually associated with classical architecture.



**Historic Main Street**  
This is a rare surviving example of a historic trading street, made up of "dukas" (shops) originally built by Jinja's Asian community in the 1910s-1940s. This large concentration of historical buildings in central Jinja gives the city its distinctive character, and makes it popular with tourists.



**Municipal Offices (1958)**  
Designed by Cobb, Powell and Freeman in the Tropical Modernist style, these offices mark Jinja's transition from a township to a municipality. The building has council chambers, a ceremonial main hall and offices for the Jinja Mayor, Town Clerk and other officials.



The Cross-Cultural Foundation of Uganda



EUROPEAN UNION

This map has been created to bring Jinja's history to life as you walk down the street.

It has been designed by the Cross-Cultural Foundation of Uganda, with the support of the European Union, as part of the European Union Year of Cultural Heritage 2018.

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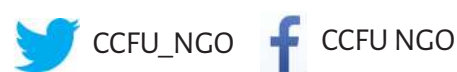
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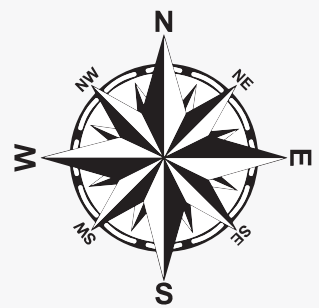
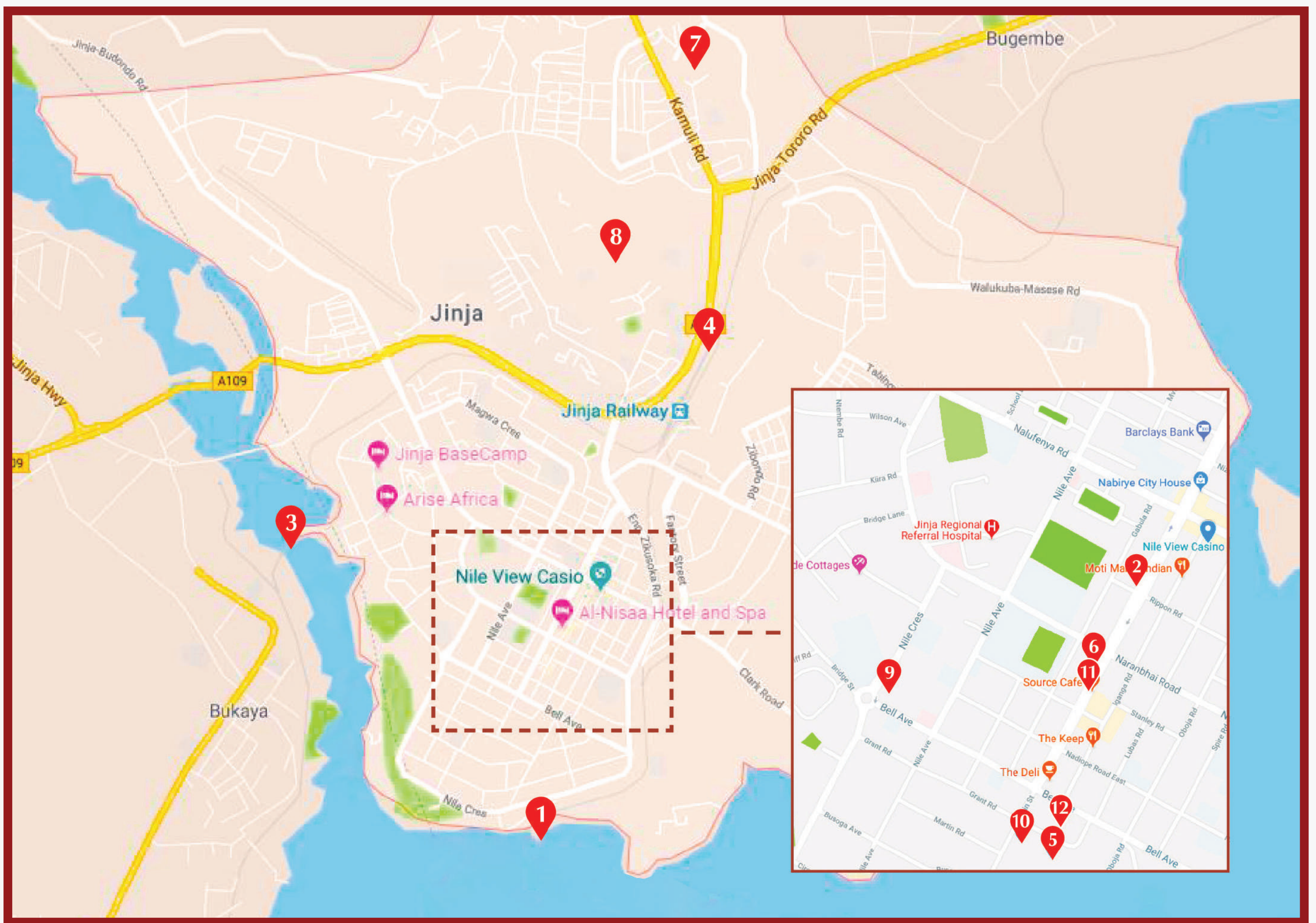
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# JINJA'S HISTORICAL BUILDINGS AND SITES



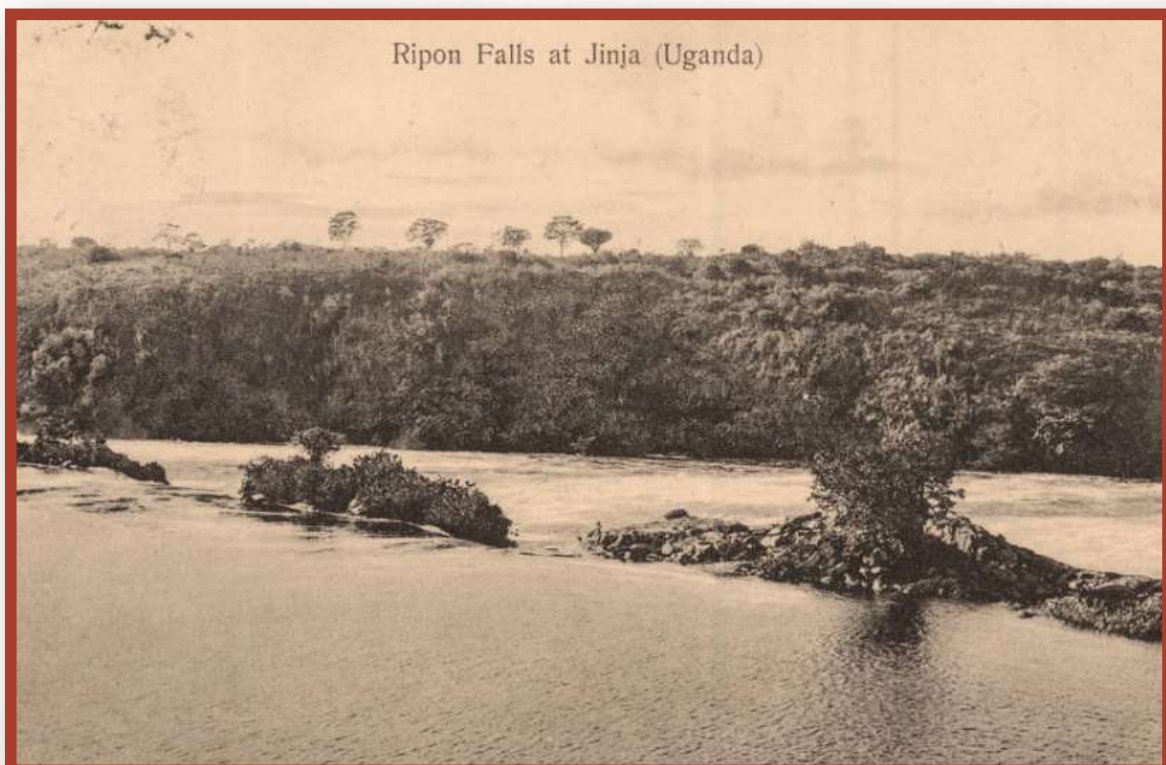
# A Journey Through Jinja's History



## KEY

- Historical Buildings and Sites
- Vegetation/Gardens
- Main Roads
- Major Highways

## Jinja - Uganda's Heritage Town



Ripon Falls at Jinja (Uganda)

Well before the advent of the colonial period, Jinja was a fishing village that benefited from being located on long-distance trade routes. The origin of the name "Jinja" probably comes from the word "rock" in the language of the Basoga and the Baganda who live on either side of the River Nile in the area, referring to the fact that the river could be crossed easily in this location thanks to the large rocks near the Ripon Falls (now flooded by the construction of the Owen Falls dam). It is also said that the central hill (site of the District Commissioner's residence in colonial times), acquired the name Jinja because of the rocky outcrop that can still be seen today. It was believed that the spirit of the hill could be appeased by sacrificing goats and chicken there.

Jinja gained recognition as "the Source of the Nile" after John H. Speke's visit in 1858, but the town's development is intimately linked to the arrival of the Uganda Railway in the (now-Kenyan) port of Kisumu on Lake Victoria in 1901, just a short boat journey from Jinja, which became the gateway to Uganda. By the turn of the century, Jinja Town had been established and port facilities opened to facilitate colonial exports, especially cotton. Jinja soon became a medium-sized trading centre. In 1910 another railway line was built from Jinja northwards, helping to consolidate Jinja's hinterland as a cotton-growing and ginning area. The significance of Jinja as a transportation hub was further enhanced when a direct road and rail link between Mombasa and Kampala was created, thanks to the erection of Jinja's Nile Bridge in 1926.

The town had initially been planned in 1906 by the colonial government, with clear racial segregation. Asian and non-African businesses were allowed to construct premises along certain streets, but Africans were prohibited from settling in several areas. As Jinja expanded, new plans were necessary: the town was re-planned in 1948 by Ernst May, the German architect and urban planner. Estates were built for the ruling elite outside the centre of the city, which came to be dominated by the Asian business class, as Africans were resettled further away.

In 1954, the construction of the Owen Falls Dam submerged the Ripon Falls and most of the rocks that gave Jinja its name. The advent of hydro-electricity transformed Jinja into Uganda's main industrial town. Factories chose Jinja as their base: Nile Breweries has, for instance, been drawing its water from the source of the Nile for the past fifty years. The town developed further, with a large centre dominated by Asian-inspired architecture and often grand managers' residences in the "white" or "senior" quarters of the town. In 1972, however, the Asian community was expelled by Idi Amin. There followed a period of stagnation that lasted until the 1990s, as Kampala developed its own industrial sector. These events explain the presence of many dilapidated Asian-style buildings in the town. Since the early 2000s, the economy of Jinja has picked up, with a population now estimated at 100,000. As a result, the town's built heritage has come under pressure from "developers" and Jinja is at risk of losing out on becoming a major attraction as Uganda's heritage town.