

EAST AFR. PROT

C O  
3211  
REC'D  
REC'D 17 JAN 17

3211 16/17

to the concluding portion  
of the telegram has not yet  
been received. <sup>It probably relates to the funds of leave to</sup>  
Capt. G. M. Porcelli,  
2nd Batt. R.A.M. and Duke of Cornwall's  
Light Infantry (has not yet reported  
his arrival from East Africa

B. J. BRAD

Govs. Ref. 499  
owing

1916

18 December

Last previous Paper.

DAMAGE TO ROADS BY MILITARY TRAFFIC

Submits memo. by Director of Public Works and  
recommends expere to amount stated from balances as  
a charge against Prot. share of War Expere.

Mr. Read.

I think the Governor may very properly be permitted to meet this expenditure of £12,218 from balances, and provisionally, at any rate, to regard it as part of the Protectorate share of war expenditure. I say "provisionally" because I think that this item and any similar items of expenditure should be kept carefully in mind so that they may, if necessary, be used when the War Office begin to squeeze us, as they will sooner or later, about the rates charged to the military on the Uganda Railway, and otherwise to do their best to put upon the Protectorate as large a share as they can of the military expenditure. It may be very useful when that time comes to show that in certain respects the Protectorate has been involved by the military operations in expenditure which it would otherwise have avoided and for which it has not received credit in the joint account.

Mr. 82. 25/12/16  
John de G. 26/12/16

Last subsequent Paper.

Gov 6339

I would say something in this sense to the Governor  
in approving of his proposal.

2/23

at once.

H. J. B.

17/1/17

AFRICA PROTECTORATE

No 799

GOVERNMENT HOUSE,  
NAIROBI,  
BRITISH EAST AFRICA.

December 18th, 1916.

Sir,

I have the honour to transmit herewith a copy of a memorandum from the Director of Public Works regarding the damage done to the roads in the Protectorate by the military traffic to which they have been subjected.

Memorandum

2. This damage is both direct and indirect. Under the former category may be included that which is due to the enormous number of military motor cars and lorries, some of them very much heavier than was contemplated when the roads were constructed, which have traversed the thoroughfares especially in and around Nairobi and Mombasa; while indirect military activities include unusual traffic on country roads owing to the necessity for the transport of supplies for the troops from the outlying districts to railway stations and depots at times when under other conditions the roads would not have been used for heavy transport owing to weather conditions.

THE RIGHT HONOURABLE

WALTER LONG, P.O., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, S.W.

3. Another indirect factor is the paucity of staff which has prevented repairs from being carried out as expeditiously as is desirable.

4. I have the honour therefore to recommend that I be authorized to incur expenditure to the amount stated by the Director of Public Works from balances as a charge against the Protectorate Share of War Expenditure. This expenditure would in effect be in the nature of a contribution to the cost of the East African Campaign.

I have the honour to be,

Sir,

Your humble, obedient servant,

*J. G. G. G.*  
Staff approved by  
the GOVERNOR

INCLOSURE

In Date No. 799 of Dec. 16th 1916  
PUBLIC WORKS DEPARTMENT.

HEAD OFFICE,

NAIROBI 226

In reply please quote No. 495/51

and Date 4th December 1916.

The Hon'ble Chief Secretary,  
Nairobi.

DAMAGE TO ROADS BY MILITARY TRAFFIC.

Your No. 14870/6 of September 16 1916

I am now in a position to give a reply to Government's enquiry as to the extent of the damage to our roads on account of the heavy military traffic that they have been subjected to. It is not of course possible to assess this with any great degree of precision, but the principle upon which I instructed Executive Engineers to act in reporting on damage in their divisions was that any road which requires reconstruction now, and which they consider would not have required reconstruction, under the normal use to which we were accustomed in previous days, during the remainder of this year or the whole of next, might be regarded as one subjected to excessive damage by military traffic. In addition to these instances, there are the numerous cases of roads notably in Kaptepa Island, Nairobi and on the Uasin Gishu plateau, where heavy repairs have been carried on to reduce or repair damage as it occurred. This latter is the economical course to adopt, but in many instances it was not possible to do this on account of absence of staff on military operations and shortage of labour. The result was that damage extended in some localities to the extent of almost obliterating the road. A case in point is seen at some localities on the Uasin Gishu plateau where the freighting of foodstuffs, under urgent military orders, was attempted at a period of the year when the ground was in such too soft a condition to support heavy

Public Works Department  
 which had been effected  
 during wet weather to such an  
 extent that entire embankments almost disappeared.  
 The practice in pre-war days was of course an  
 almost complete suspension of freighting operations  
 while the road is in a very wet and heavy state.

2. Sums required to make good the damage by  
 military traffic are assessed as follows:-

**NAIVASHA PROVINCE.**

Londiani Eldoret road Rs. 8,000.00

Londiani Ravine road 5,000.00

**ERYIDIA PROVINCE.**

Mombasa Island roads. 25,000.00

**UKAMBA PROVINCE.**

Headwork as specified in attached schedule. 146,260.00

**TOTAL Rs. 183,260.00**

or, say, **£12,218.**

Incl. 1.

W. McGregor-Ross,  
 Director of Public Works.

# INCLOSURE

In Reply please quote No. 495/31  
PUBLIC WORKS DEPARTMENT.

HEAD OFFICE,

NAIROBI 226

In reply please quote No. 495/31

and Date 4th December 1916.

The Hon'ble Chief Secretary,  
Nairobi.

DAMAGE TO ROADS BY MILITARY TRAFFIC.  
Your No. 14879/6 of September 16 1916

I am now in a position to give a reply to Government's enquiry as to the extent of the damage to our roads on account of the heavy military traffic that they have been subjected to. It is not of course possible to assess this with any great degree of precision, but the principle upon which I instructed Executive Engineers to act in reporting on damage in their divisions was that any road which requires reconstruction now, and which they consider would not have required reconstruction, under the normal use to which we were accustomed in pre-war days, during the remainder of this year or the whole of next, might be regarded as one subjected to excessive damage by military traffic. In addition to these instances, there are the numerous cases of roads notably in Kaptepa Island, Nairobi and on the Uasin Gishu plateau, where heavy repairs have been carried on to reduce or repair damage as it occurred. This latter is the economical course to adopt, but in many instances it was not possible to do this on account of absence of staff on military operations and shortage of labour. The result was that damage extended in some localities to the extent of almost obliterating the road. A case in point is seen at some localities on the Uasin Gishu plateau where the freighting of foodstuffs, under urgent military measure, was attempted at a period of the year when the road was in such too soft a condition to support heavy

wheeled traffic at all. The damage then effected increased during subsequent wet weather to such an extent that entire embankments almost disappeared. The practice in pre-war days was of course an almost complete suspension of freighting operations while the road is in a very wet and heavy state.

2. Sums required to make good the damage by military traffic are assessed as follows:-

**RAIVASHA PROVINCE.**

Londiani Eldoret road	Rs. 5,000.00
Londiani Ravine road	6,000.00

**MEYIDIK PROVINCE.**

Mombasa Island roads.	25,000.00
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**UKAMBA PROVINCE.**

Roadwork as specified in attached schedule.	146,260.00
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TOTAL                      Rs. 183,260.00

or, say,    £12,218.

Incl. 1.

W. McGregor Ross,  
Director of Public Works.



Public Works Department  
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 during subsequent wet weather to such an  
 extent that entire embankments almost disappeared.  
 The practice in pre-war days was of course an  
 almost complete suspension of freighting operations  
 while the road is in a very wet and heavy state.

2. Sums required to make good the damage by  
 military traffic are assessed as follows:-

**NAIVASHA PROVINCE.**

Londiani Eldoret road	Rs. 5,200.00
Londiani Ravine road	6,000.00

**SEYIDIK PROVINCE.**

Mombasa Island roads.	25,000.00
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**UKAMBA PROVINCE.**

Roadwork as specified in attached schedule.	146,260.00
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TOTAL	Rs. 183,260.00
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or, say, £12,218.

Incl. 1.

W. McGregor Rose,  
 Director of Public Works.

Gov. EAP

227

3211/16-17

25 Jan 1917

Sir

I have the honor to acknowledge

DRAFT.

EAP  
No 82  
Gov. Belfield  
MINUTE.

- Mr. Jewell 22/1/17
- Mr. Bottumley 23/1/17
- Mr.
- Mr. G. G. G.
- Mr. Lambert.
- Mr. Read.
- Mr. G. Fiddes.
- Mr. Steel-Masland.
- Mr. D. D. D.

recd. of your despatch No 799 of the  
18th of Dec., enclosing a memorandum  
and to inform you that I  
approve of your proposal to meet  
the Director of Public Works, require  
from balance the sum of £12,218  
required to make good  
the damage done to the road in the

Protestants by the military traffic,  
and of the amount  
to which they have been subjected,  
being included in  
and to inform you that I approve

of your proposal to incur expense  
on this account to the amount of  
£12,218 from balance, and a charge  
against the Protestant share of

## War Expenditure

2. I think that it will  
be desirable to make a careful note of this and  
be as well to keep this item and

any similar items of expenditure

carefully in mind in anticipation

of any representations that may

be made by the W.O. at a later

date with regard to the rates

charged to the military authorities

and other expenses of military expenditure

the Uganda Railway. It

ought then to be of advantage to

make a statement to show that in

these respects the Protectorate

is involved by the

of operations in expenditure

which it would otherwise have

been avoided and for

it has not received

credit in the joint account.