



**EAST AFR. PROT**  
17699

17699  
REC  
15 V 16

Cranworth  
Ld.

*Railway Extension*

1914

13 May

Last previous Paper

15194

Confirms proposals made at meeting of  
mail to Co for railway extension to  
Hyere & enquires what terms would  
be acceptable to Parliament.

Now SPC order to go on lines of  
minutes on  $\frac{C}{15194}$

at once  
A. J. H.  
15/5/14

For file  
To Lord Cranworth 25 May 14  
From and by Sir G. S. ...

...  
15/5/14

May 13th. 1914.

H. J. Read Esq., C.M.G.



GRUNDISBURGH HALL

17899

REC'D  
MAY 14 1914WOODBRIDGE,  
SUFFOLK.

The Colonial Office,

British East Africa Department,

Downing St.

LONDON.

Dear Mr. Read,

I thank you for your letter of May the 5th. The position in which I came to you at the Colonial Office was this:

There is as you know a considerable demand for the extension of the Mombasa Railway past Fort Hall and along western Kenya. Such a railway would tap a large area of native cultivation, the forest on Kenia and a very large number of farms now thrown open to the North West of the mountain. I have friends who believe that such a railway would be an undoubtedly paying proposition and who would be prepared to finance it if an arrangement suitable to both parties could be made with His Majesty's Government. I, therefore came to you to ask if there were any and if so what broad lines on which the Colonial Office were prepared to consider the building of railways without private enterprise. It is I think obvious that if such lines could in any way be indicated it would very much facilitate the drafting of a scheme. Thus it would appear to be an understood principle that the Government would only

GRUNDISBURGH HALL,  
WOODBRIDGE,  
SUFFOLK.

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allow the construction of a line on the understanding that they themselves eventually take it over. This is the main point which I should like if possible clearly laid down. A further point would be what are the views held with regard to the guaranteeing of interest.

I think that the subject might be crystallized into three enquiries:

1. Are His Majesty's Government desirous or willing that such a railway should be built.
2. What definite points and conditions with regard to such construction would be insisted on?
3. To what points and conditions would His Majesty Government be definitely opposed.

I think that you agreed with me that this was not an unreasonable thing to ask bearing in mind that a large sum of money is involved and that it would seem folly to get it definitely earmarked for any scheme on lines said to be opposed from the Colonial Office.

If this can be given me I would immediately lay down a definite scheme for the consideration of yourself and His Excellency the Governor.

Yours sincerely,

C/17699 Est

£



DRAFT

Est R. Capitalised

For to B. Bellford

25 May 1852

MINUTE

- Mr. [unclear] 20
- Mr. [unclear] 22
- Mr. [unclear]
- Mr. J. Anderson 22
- Lord [unclear]
- Mr. Harcourt

There is a man to be named to  
 you, for your convenience, a copy  
 of letters from last year with  
 relating to  
 the subject of railway  
 construction in the East  
 will send you to see an  
 extension to the North  
 I think you will be  
 a request that you will  
 furnish me with your  
 views on the subject

*Handwritten note:* Done by [unclear] 17699

2. ~~It would seem desirable~~ It would seem desirable  
that the Nairobi-Thika line  
should ~~possibly~~ be  
extended westwardly via  
Fort Hall to Meru & possibly  
to the Vass Nyiro River  
with a view to tapping  
the Keria Forest, facilitating  
the transport of labour from  
the Country adjoining Mt.  
Kenia, & above all,  
to improving communications  
with the Northern Frontier  
District, thus increasing  
trade facilities with  
Uganda & the world  
of administration generally.  
Of such an extension,  
the section to Fort Hall  
should, I think, be in  
the <sup>hands</sup> of the Government;  
if therefore an extension  
were

has seemed  
to me that  
this is

could not  
were made by private  
enterprise, provision  
presumably has to be  
made for expropriation  
at any rate in respect  
of this section, and  
expropriation would not  
be a costly matter.

provision,  
1. At opening  
for the moment that the  
extension of the line  
is desirable, it should  
~~be~~ <sup>be</sup> ~~made~~ <sup>made</sup> ~~at~~ <sup>at</sup> ~~once~~ <sup>once</sup> ~~as~~ <sup>as</sup>  
soon as possible  
to its being put on  
hand, in the immediate  
future.

(a) In the event of  
Lord Cromer's seeking  
any financial support  
from the Govt. for his  
scheme, it is  
providing any conditions



which would result in  
 my charges falling  
 upon the revenue, the  
 scheme for the construction  
 of a railway from Nakuru  
 into the North Kavirondo  
 country would, ~~probably~~  
 be prejudicial, as as things  
 now are, I am of the  
 opinion that the Nakuru  
 extension is more ~~important~~  
 in the interests of the P.M.  
 than an extension of the  
 Thika line.

(6) ~~It would appear~~  
~~and I cannot but think~~  
~~that the P.M. is liable~~  
~~to be faced with many~~

I see no little  
 prospect of the  
 being found liable  
 to compensate for the  
 introduction of  
 indentured labour  
 into the P.M.

unequal distribution as  
 regards labour, & that  
 a large programme

of public works, which is to be  
 carried out ~~in the near~~  
 future of the increasing  
 demands of the settlers  
 for labour. For the  
~~purpose of~~ ~~encouraging~~  
 of this stage  
 in undertaking  
 which would absorb  
 a considerable per-  
 centage of the limited  
 labour supply  
 would, particularly con-  
 sidering the situation  
 it is already pursuing  
 course for serious  
 anxiety.

(7) In the present  
 conditions, it will be  
 feared that for the next  
 two

DRAFT

MINUTE

- Mr.
- Mr.
- Mr G. Pidge.
- Mr H. Just
- Mr J. Anderson
- Mr E. Evans
- Mr. Harcourt.

two or three years the  
Uganda Railway will be  
forced to the full extent  
of its carrying capacity  
in dealing with the  
material which it will  
be required to transport,  
and while there will be  
almost certainly be much  
congestion at Kibindini  
port, pending the  
completion of the new  
wharf, the relief from  
which will probably  
not be felt for another  
four years. It may be  
expected that the present  
traffic on the Railway  
will increase owing to

the actual expansion  
on the East Uganda,  
and that  
a line will also be  
the Inyanga Soda  
traffic which is due  
to begin in September  
next, so that the  
effect of adding yet  
further to the Railway  
traffic ~~might~~ <sup>would</sup> be to  
increase the difficulties  
of the Railway authorities.

I should be  
glad if you would  
take into consideration  
these objections which  
I have outlined above,  
when you reply to  
this note.

two or three years the

Uganda Railway will be  
taxed to the full extent  
of its carrying capacity  
in dealing with the  
material which it will  
be required to transport,  
and while there will be  
a <sup>great</sup> amount certainly be much  
congestion at the <sup>various</sup> ~~various~~ <sup>points</sup> ~~points~~  
along the  
construction of the new  
wharf, the relief from  
which will probably  
not be felt for another  
four years. It may be  
expected that the present  
traffic on the Railway  
will increase owing to

the

the actual expansion  
in the East Uganda,  
and the 112  
of them will also be  
the Inagudi Soda  
traffic which is due  
to begin in Sept/October  
next, so that the  
effect of adding yet  
further to the <sup>existing</sup> ~~existing~~ <sup>traffic</sup> ~~traffic~~  
traffic <sup>would</sup> ~~would~~ <sup>be to</sup> ~~be to~~  
~~increase~~ <sup>increase</sup> the difficulties  
of the Railway authorities

I should be  
glad if you would  
take into consideration  
these objections which  
I have outlined above,  
when you reply to  
the Dept.

THOMAS H. ...



Grimsburgh Hall  
Walsbridge,  
Suffolk.

Dear Mr. Read

I am sorry to trouble you  
but my friends are anxious to know  
the position at present with regard to  
the suggested Kenya Railway extension.  
They are of course in order that they may  
be ready with financial arrangements  
should it be right in stating that  
the Governor has been asked to

make a note to see to it quite  
clear to me from your last letter.

you int

Canvass

22  
C/ 17099 Cal

DRAFT.

Mr L. Cranworth

25 May 1914

Dear Mr Cranworth -

I am sorry not to have  
announced you with of the  
21<sup>st</sup> of May about the  
suggested Keria railway  
extension sooner, but  
the papers have been in  
circulation

The Gen. of the Cal  
has been asked to  
report on the subject -  
the despatch goes by  
tomorrow's mail

MINUTE

Mr. Allen 25/5/14

Mr. Read 25

- Mr G. Fiddis 25/5/14
- Mr H. Just
- Mr J. Anderson
- Lord Emmott
- Mr. Harcourt

Mr. Campbell with

but I think that perhaps

I ought to remind you of  
what I said in my letter  
of the 9<sup>th</sup> of May that  
this does not ~~imply~~ in any  
way imply that your  
proposal will be agreed  
to. In the circumstances,  
I would suggest that it would be  
better for <sup>you</sup> your friends to  
postpone making any  
financial arrangements  
until we can give you  
a definite statement  
whether or not the Govt  
will proceed with the  
matter

(C/13196)

Yours sincerely

