

EAST AFR. PROT

17731

7731  
REC'D  
14 MAY 14

Lloyd G. Int.

1914

Railway Extension  
hakou - Kaurondo

14 May

at previous Paper.

17030.

Submits objections to proposed survey arrangements, & urges that sectional progress be made, both as regards the surveys and construction.

Sir G. Zoller

Cpy to the fr<sup>st</sup> for com  
w conf. desps, with refs to  
previous corresp<sup>ts</sup>?

Mr. Church, who will be in charge of the  
Survey, has just arrived in this country  
& I have asked him to come to my office  
at 12 noon. I told him to go over  
to the C.A. to hurry up the selection of the  
Survey Engineers as far as possible.

14/5/14

at once  
L.S. 14.5.14

Subsequent Papers

all 20 Engrs  
19766  
18105  
1507/22675

1650-6

7731

REGD 4 VIA 14

Mr. Gentry

I enclose a letter on survey  
for I said that it should be sent  
via Gentry & Taylor by next mail  
to St. Thomas & may be returning  
by late

I have a talk with A. Hancock  
in days, and he promises to  
send his notes

Gentry

Doc No

427

1731

PRIVATE.

18, Wilton Crescent,

G. W.

14th May, 1916.

Dear Sir George Fiddes,

You may remember that at my last interview with you on the subject of the Kavirondo Railway, I referred at some length to the survey arrangements, and discussed with you the probable date of their completion. I then expressed to you some misgivings which I had in regard to those arrangements, and asked your permission to write to you more fully in regard to the matter.

If I understand the position correctly, these surveys will be begun in June or July next, and I further understand that the survey parties will not concentrate on one section, but commence the examination of two or three sections at the same time, with a view of reporting on the survey of the whole line before completing and reporting upon the survey of any one section.

If this course be adopted, I apprehend that the complete survey of the line will not be concluded for a year and a half, and that in consequence the final report on the whole survey will hardly be in your hands, or those of the Governor, until June or July 1916.

It is evident then, that on the basis of the survey, the line could scarcely be open for Kaviroondo traffic before 1920, for rapidity of Railway construction in British East Africa must be governed by a restricted labour supply, and it thus becomes important to consider what the industrial situation of the country will be if no more rapid steps can be taken.

The export of Cotton, for example, has increased in the last two years from 5 million lbs. in 1910 to no less than 11 1/2 million lbs. in 1912, and it is only fair to assume that this production will have assumed vastly more formidable proportions in two years' time, to say nothing of what it will have become in five years' time.

Much the same considerations might be urged with equal force in regard to the timber industry, which is already hard put to it to keep pace with the building, general, fuel and railway demands of the country itself. The congestion of this industry is not only bad for the building and other allied trades of the country, but also, as regards the Uganda Railway Administration itself, whose already congested traffic from the Coast was burdened last year with the haulage of £30,000 worth increase of timber imports from abroad.

In support of this statement, I may quote C.D. 7050-32 "The importation of timber increased from 2,933 cwts. valued at £34,264, also due to building operations, on extensive scales during the year. The imports would have been

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larger still had it not been for the verification of woods  
from the land survey.

I am anxious to avoid stating the case of urgency too high, as I fully recognise the force of the arguments that may be made against my alternative proposals: but inasmuch as I look forward without doubt to a very rapid increase both in the production of cotton and timber in the districts to be surveyed, I venture to think that if these proposed methods of survey be adhered to, the delays thus caused will be not only embarrassing to those particular industries, but what is more important, detrimental to the general progress and character of the trade of the country. If, however, it could be urged against these facts that the revenues either of the country or of the Uganda Railway would be eased by such a delay, I would hesitate to press forward any alternative suggestion, but as I shall hope to show later, I think that the contrary is the case.

I venture to submit then as an alternative to the present survey proposals, that sections of the country should be surveyed, both as regards the surveys and as regards construction: that the whole survey staff available should concentrate on the survey of the first section, and when that is surveyed and the contour ascertained, similar staff and construction of the first section should be given and building on that section should commence forthwith: that whilst construction of the first section is in progress, the surveys of the second section should proceed, and so on.

This method of procedure has several advantages.

(i) That completion of the Kevirondo district would be accelerated probably by at least 18 months or two years.

(ii) That labour difficulties would be greatly minimised not only by the sectional procedure, but by using the labour sooner, as each year's rally means a general increase in demand for labour in the country.

(iii) That there will be no risk of a loss in Railway working to the treasury over the whole line at the same time, for by the time the second section would have been built, the first would have been running for some time, and would be paying its way, the upward trucks carrying Railway material to the second section's constructional base, being filled with downward-laden timber and other traffic instead of returning empty.

I am not here attempting to urge all the considerations that exist in favour of sectional procedure, but I think they are numerous and will be evident to you.

I believe, however, in considering the question of delay, it is important to remember that the traffic position and trade demands of East Africa will not stand still between now and 1920. Provisions of further facilities for the districts in question are already urgent today, and what are trade streams in 1914 will have become swollen rivers by 1920, and it is necessary to be, if not ahead of, at any rate, abreast with the future demands on the matter of Railway transport.

I venture to hope that these considerations may be weighed carefully, and that some steps may be taken on the matter as soon as possible.

Yours truly,

George Lloyd

1657

L/17731-268

15/2/20



DRAFT. East Conf

Sir Sir H. Bellfield

(Conf)

15 May 1916

MINUTE. 16/5/16  
Mr. G. Piddes  
Mr. H. Just  
Mr. J. Anderson  
Mr. Emmott  
Mr. Harcourt

2/2/17030

17731

With ref to your tel No. 169  
of the 2nd of May & previous  
conferences on the subject  
of the proposed railway  
extension from Nakuru  
to the Main Githu  
plateau in the North  
Kisumu District  
Please etc. to transmit  
to you for your  
a copy of a letter from  
me

\* No. 17030  
† No. 17731



Mr George Lloyd, M.P.,  
criticising the proposed  
arrangements for the  
survey & construction of the  
line -

I shall be glad to  
receive your views on  
Mr Lloyd's letter at  
as early a date as  
possible.

Mr George Lloyd, m.p.,  
criticising the proposed  
arrangements for the  
survey & courts of the  
line.

I shall be glad to  
receive your views on  
Mr Lloyd's letter at  
as early a date as  
possible.

Yours  
S

Mr George Lloyd, m.p.,  
criticising the proposed  
arrangements for the  
family accounts of the  
line.

I shall be glad to  
receive your answer on  
Mr Lloyd's letter at  
as early a date as  
possible.