

1934.

Kenya.

No. 23326.

SUBJECT

C0533/452

Reconstruction of Roads essential to the  
Mining & Tea Industries.

Previous

See 23287/34.

Subsequent

38150/1/35.

C.S.  
C.O.F.  
Roads.  
Dated 11/10/34

Governor Byrom 627 (11/10/34) 6<sup>th</sup> Dec 34.

Submits two applications for assistance from the C.O.F. for the reconstruction of certain roads which are essential to the welfare of the Mining & Tea Industries & roads. that should the desired assistance not be granted C.A. may be authorised to sanction necessary advances.

The Governor enclosed two applications for loans from the Colonial Development Fund. The first is for an amount of £64,000, free of interest, for five years, thereafter at 4 per cent, repayable within 20 years, to provide for the reconstruction of roads in the mining areas.

The second application is for a loan of £35,000 on similar terms to provide for the construction of a road from Lumbwa on the Kenya-Uganda Railway to Kericho, the base of an important tea producing area.

The Executive Council recommended that, should either of the applications be refused, sanction to obtain the necessary advances from the Crown Agents, pending the raising of a loan, should be sought.

The Governor hopes, however, that the applications to the Colonial Advisory Development Committee will be supported. But if the applications fail, he trusts that the Secretary of State will see his way to authorise the Crown Agents to sanction advances to the necessary extent.

As recently as October we received representations from Major Ulick Alexander on behalf of the mining industries regarding the conditions of the roads in the mining area in Kenya.

2/12/34

Kenya. The proposals put forward then were for the reconstruction of the Kisumu-Kakamega Road, and of parts of the Butere-Piccadilly Circus Road, the Piccadilly Circus-Kapsabet Road, and the Kisumu-Kaimosi Road, at an estimated cost of £100,000. <sup>for permanent all-weather roads.</sup> It was explained to Major Alexander that it was out of the capacity of Kenya to provide that sum and that it was out of the question for Kenya to attempt to raise any further loans. A grant-in-aid from the Colonial Office was also out of the question.

The Governor, however, regards the development of the mining industry as of the greatest importance to the welfare of the Colony, particularly at the present time in view of the serious decline in prices obtainable for the staple agricultural products. He says that it is ~~not~~ <sup>now</sup> possible to state with certainty that the roads (mentioned below) which it is proposed to reconstruct are essential to the future development and progress of the industry. The Governor's proposals provide for:-

- (a) An all-weather road from Piccadilly Circus to Kisumu;
- (b) An all-weather road from Piccadilly Circus for a distance of 7 miles towards Butere;
- (c) Permanent bridges on the track from Lagorien to Muhoru Bay *in the Southern Mining Area*

As regards the road to connect the Kericho Tea Estates with the railway at Lamba, it will be remembered that special measures were necessary in February, 1933. The Governor reported that on account of the heavy rainfall,

averaging

averaging 76 inches, and the poor surfacing material available locally, the road had been impassable for several months at a time. These difficulties led to the abandonment of the Kericho branch railway scheme. An arrangement was come to in 1933 <sup>Tea</sup> under which the Companies undertook to improve and keep the road open until the 31st of December, 1933, in return for a payment from Government of £1,700. Government hoped that the Tea Companies would be able to make this an all-weather communication between Kericho and the railway, unfortunately this hope has not been realised.

There are some 12,000 acres under tea in the district, representing a capital of £1,350,000 and the estates employ some 9,000 natives and 50 Europeans. It is estimated that the estates will export along this road some 3,000 tons of tea and import foodstuffs, factory material and other sundries to a total of 10,000 tons during 1935.

The important questions are whether the C.D.A.C. will ~~grant~~ <sup>loan</sup> loans for this purpose free of interest for a period of five years. I should think it is very doubtful. And if the applications fail, whether the Crown Agents may be authorised to advance the money required. This would seem highly improbable in view of Kenya's present financial condition.

*C. Ross with  
24.12.34*  
*(It should be borne in mind that we have received an application for a free grant) of £20,000 to be loaned with the road factory repairs. There are also the railway's alternative proposals which envisage a loan for the C.D.A.C. (£200,000.) C.H.*

SIR JOHN CAMPBELL.

I think myself that this is essentially a case in which the C.D.F. may very properly be invoked. Roads in Kenya have been a burning question for a long time. It is alleged that the native areas are not sufficiently served by roads and that the Government has put most of its expenditure into roads in the European areas. Unfortunately, there is a good deal of truth in this, and construction of roads to serve mining companies or tea plantations won't go very far to rebut the charge, even though the mining areas are definitely in the native reserves, and the roads will remain and be available for native traffic long after the mines are worked out.

Kenya has got no money available for any kind of development work, and it would be impossible to carry out works of the size contemplated with the resources available to Kenya. A loan is, I think, out of the question at present, because Kenya cannot pay the interest on any loan of any size, and our whole policy is at present directed to getting Kenya's loan commitments down rather than to increasing them.

But these two roads come into the category of works essential for development. In the old days in the Gold Coast when there were no roads at all, vast expense was caused to mining companies whose properties lay only a few hundred yards from the railway lines, and ~~what~~ distant properties had to be extraordinarily rich before they could pay for the cost of transport over bush

bush tracks. In the Kavirondo area, where the mines are, soil is soft and deep alluvial, and the construction of a road is a matter of no little difficulty and expense. At the same time some kind of road that will stand up to heavy traffic is an essential requisite for extensive mining development, to which the Governor and the whole of Kenya looks forward with (perhaps unjustified) confidence.

Apart altogether from the mining question is the fact that the construction of a permanent all-weather road through the area shown in the second plan cannot fail to be of assistance to the general development of the region in question. In the second area, the southern one, it is considered that the existing track can be improved to a sufficient extent for the expenditure of some £4,000, while the Kakamega road is estimated to cost £60,000. As the Governor points out, the Kakamega road will, in addition to serving the mines, help in the development of the tea industry. I have myself grave doubts as to the future of the said tea industry, since at present it is riding on the back of the International Tea Restriction and were production outside Kenya to be increased it is quite likely that Kenya tea would cease to be a paying proposition. All the same, at the present time the tea industry is there and provides additional argument for the construction of the Kakamega Road.

I think then that there is a very good case from the pure development point of view for the provision of assistance to Kenya in the form which the Governor asks, which is not too grasping, as he does

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does not ask for a free grant or even for a grant free of interest, but a loan free of interest for some years and then to be extinguished by gradual payment. I think that the Committee have in the past viewed such applications with favour and this, to my mind, is a very good specimen.

*11.4.52*

The C.D.A. is likely, I think, to agree to this. Politically, it is obviously desirable that anything which can be done here should be done to help Kenya at this very difficult time for them. One need not enlarge on that.

The Treasury are not, I should say, likely to make difficulties. They I think are beginning to appreciate the real nature of the situation; they are I think perhaps rather worried at the consequences of their rigidly orthodox financial policy in relation to Kenya ( I was called up on the 'phone 'day by the Treasury and had a long talk as to this. I improved the opportunity--making it clear of course that the views expressed were my personal views only.)

and they are beginning to get anxious as to the possible repercussions of that on the Exchequer. They will I think be glad enough to help here.

2. On the merits, we must assume that this road policy has been carefully worked out. Behind all that there stand two major points, on which the C.D.A.C. will probably--I should think--ask for some assurance from the Dept: Is the gold industry likely to be quasi-permanent? So for the tea industry? And, if not, are these roads going to be worth while, and of permanent value to the country?

*The answers are perhaps that we cannot as yet say, with any certainty, that the gold industry is quasi-permanent; but there is reason to think that it may well be so. (The sum of the thing is I gather that the geologists differ as to this: one says "secondary enrichment" only; the other "permanent mining based on reefs which will probably get richer as you exploit".) As to tea, I am considerably more hopeful than Mr. Flood. Tea control--as rubber and tin control--will most probably become quasi-permanent. That seems to me in the sheer nature of things. If tea control be renewed, Kenya will get a fair deal; and with restriction hovering about 80% or so, they should do well enough. Meantime, they are parasitic--and should frame their policy on sound lines in view of that fact. They are reaping great advantages, and should use them wisely. I would, on my present information, be disposed to be quite optimistic as to the tea industry. As to the third question--that is for the Dept.: But there will doubtless be no difficulty in making out a thoroughly sound and convincing case that these roads will be of permanent value to Kenya.*

3. There is one minor point which may want clearing up. (The interest by the way will be  $3\frac{1}{2}\%$ --not 4%. We might tell Kenya that, if we have to cable as regards the other point.) The Govt. says he is asking for no free grant; he merely wants the payment of interest to be delayed for five years. The £ 64,000 application however asks for a loan "free of interest for five years". The £ 30,000 application is identical as to this point. Both say "no direct grant from the Fund is required". If they really mean a free grant of the interest for five years, they should say so; if they mean to pay the interest

for the first five years, at some time after the expiry of that period, they should say exactly how they propose to effect that. I see that construction will take 21 months and 14 months respectively from the date of provision of the funds. My advice would be to ask for interest-free loans, in both cases, for a period of three years:--that would cover construction and a not unreasonable "settling down" period. Interest 3½%--the usual rate now. We could get over an obvious difficulty by sending on to the C.D.A.C.--not the despatch and cables, but--a résumé of the despatch, which would be in effect the despatch, altered on this one point.

The 22nd: December, 1934.

*I think we should certainly put this off for the Commission to be made: should be drafted. On Sir J. Campbell, there being Uganda shows that good roads are an excellent means of development even in a highly native area, especially when they were a necessary dense population, as is certainly the case in the ...*

W.H. 24.12.34.

2. C.D.A.C. 14th Jan. 1935.

put by pending C.D.A.C.'s recdmn.  
C.A. Grossmith 16.1.35.  
B.U. to me on 29th Jan.

L.B. Freeston. 17.1.35.  
at once.

3. C.D.A.C. .... 5th Feb. 35.

Recdms. loans of £64,000 and £35,000 for the reconstruction of roads in the gold mining and tea planting areas, and expresses hope that the two industries concerned will make some special contribn. towards the cost of the roads.

To Treasury.

4. Treasury. .... 14th Feb. 35.

Sanction loans of £64,000 and £35,000 from the C.U.F. for the construction of roads in the mining and tea-growing areas.

Draft tel. to Kenya here with  
C.A. Grossmith  
19.2.35.  
(Receipt for despatch)

6 Tel to Gov Kenya No 45 - 19th February

7 To Kenya, 158 (w/c 2,304)

26 Feb 1935

also brought to table copy of 7 recdms. J.M.

*But the proposal was followed construction then immediately. I think we must do all for 5 years, full back on 3.*

W.H.

*22/12/34*

*Dr. for commission*

*6/2*

*suppl. 6.2*

*9.3*

*6/2/35*

*Also take note copy of 1934*

28320/24

C.O.

Mr. *Jessup* 23/7/35

Mr. *Freeman* 25

Mr. *Hord* 25 fs

Mr. *Parlison*

Sir *G. Tomlinson*

Sir *C. Bottomley*

Sir *J. Saundburgh*

Permt U.S. of S

Parly U.S. of S

Secretary of State



*Henry*

Sir,

I have etc to refer to your  
Despatch No 627 of the 6<sup>th</sup>  
of December in which you  
forwarded applications for  
loans from the Colonial  
Development Fund of  
£64,000 and £35,000 for  
road construction in the  
Mining and Tea areas  
of the Colony respectively,  
and to confirm my  
telegram No 45 of the  
19<sup>th</sup> of February which  
read as follows:—

**DRAFT**

*Kenya*

No 158

for

*CDAC 1661*  
*17/1/35* (H.A.)  
*for CDAC 1661* (H.A.)  
*To Planning* (H.A.)

(b) "Loans of £64,000 and  
£35,000 from Colonial Development  
Fund sanctioned. Terms  
free of interest and  
repayment for first five  
years, thereafter to  
bear interest at 3½ per  
cent and to be repaid  
within 20 years from  
date

FURTHER ACTION.

*Copy to Mr. Dept*  
*of Education*



date of advance by annuities  
covering principal and  
interest. Despatch follows.

2. I enclose, for your information,

copies of the memorandum  
submitted to the Colonial  
Development Advisory Committee  
and a copy of a letter from  
the Committee containing their  
recommendations. It will be  
noted that the Committee expressed  
the hope that, in view of the  
benefits which the gold and  
tea industries will derive  
from the new roads, the  
Government of Kenya will  
consider the possibility of  
the two industries concerned  
making directly or indirectly  
some special contribution towards  
the cost of these roads. In  
communicating this suggestion  
to you for your consideration,  
I would wish to refer to  
the letter to the Treasury  
dated the 9<sup>th</sup> of February,  
a copy of which is enclosed.

I have etc

(Sgd.) P. CUNLIFFE-LISTER



1297  
Mr. <sup>14/11</sup> ~~Green~~ <sup>19</sup> ~~at~~ <sup>at</sup>  
Mr. <sup>19</sup> ~~at~~ <sup>at</sup>

Mr. Parkinson.  
Sir G. Tomlinson.  
Sir C. Bottomley.  
Sir J. Shuckburgh  
Permt. U.S. of S.  
Parly. U.S. of S.  
Secretary of State.

DRAFT. Det.

for  
Nairobi.

FURTHER ACTION.

Review for  
signature

No. 45

19/4/55 H.M.  
You despatch (No. 62)  
of 6<sup>th</sup> December. Loans  
of £64,000 and £35,000  
from Colonial Development  
Fund sanctioned. Terms  
free of interest and  
repayment for first  
five years thereafter  
to be interest at  
3½ per cent and to  
be repaid within  
20 years from date  
of advance by the  
Committee covering  
principal and interest.  
Despatch follows.  
See.

Any reply to this letter should be addressed to—

THE SECRETARY,

TREASURY,

WHITEHALL, LONDON, S W 1

and the following number quoted

S.34609/0228.



TREASURY CHAMBERS.

14 February, 1935.

Sir,

I have laid before the Lords Commissioners of His Majesty's Treasury Mr. Flood's letter of the 9th February, 1935 (23326/34), signifying Sir Philip Cunliffe-Lister's concurrence in the recommendation of the Colonial Development Advisory Committee, conveyed in the Secretary's letter of the 5th instant (C.D.A.C.1680) that loans amounting to £99,000 should be made from the Colonial Development Fund to the Government of Kenya, to be applied to the construction of roads in the mining and tea-growing areas of that Colony, viz:- £64,000 for roads in the mining area and £35,000 for a road essential to the development of the Colony's tea industry, each instalment of the loans to be free of interest and repayment for the first five years thereafter to bear interest at 3½ per cent per annum and to be repaid within 20 years from the date of advance by the method

The Under Secretary of State,  
Colonial Office.

method of equated annuities covering principal and interest.

I am now to request you to inform the Secretary of State that My Lords sanction loans of £64,000 and £35,000 respectively from the Colonial Development Fund in accordance with the recommendation of the Committee. They note the Committee's suggestion that the two industries concerned should make, directly or indirectly, some special contribution towards the cost of these roads, will be communicated to the Governor of the Colony for consideration.

A copy of this letter has been sent to the Secretary of the Colonial Development Advisory Committee and to the Crown Agents for the Colonies.

I am,

Sir,

Your obedient Servant,

*B. V. Nair*

C. O.

2326/37

Kenya

Mr. ~~Frederick~~ 6/2  
Mr. ~~Flood~~ 6/3  
Mr.

Mr. Parkinson  
Sir G. Tomlinson  
Sir C. Bottomley  
Sir J. Stubbington  
Permt. U.S. of S  
Parly. U.S. of S  
Secretary of State

3

Sir

W. refer to the letter of the 6<sup>th</sup> of February from the Col. Sec. Adv. Com. (C.S.A.C. 1680). I am so to request that the L.S. of the T<sub>1</sub> may be moved to signify their approval of the loan, in accordance with the Committee's recommendation of £99,000 to the Govt. of Kenya, to be applied to the construction of roads in the mining and tea-growing areas of that Colony.

DRAFT.

RECEIVED  
D. 8

The Secy  
T<sub>1</sub>

(D) Kenya 2/4/37

FURTHER ACTION.

C. O. 1/2/37

C.O.

23316/37

Mr. ~~Freda~~ 6/2  
Mr. Flood 6/3  
Mr.

Kenya

~~S~~

Mr. Parkinson

Sir G. Tomlinson

Sir C. Bottomley

Sir J. Shackleton

Parly. U.S. of S

Parly. U.S. of S

Secretary of State

Sir

RECEIVED  
D 8

DRAFT.

The Secy  
Tg.

in reply to the letter of  
the 6<sup>th</sup> of February from the  
C.R. Dev. Adv. Ctn (C.D.A.C.  
1680). - I am so to request  
that the L.C. of the Tg  
may be moved to signify  
their approval of the loan,  
in accordance with the  
Committee's recommendation  
of £99,000 to the Govt.  
of Kenya, to be applied  
to the construction of roads  
in the mining and  
tea-growing areas of that  
Colony.

(D. P. & Kenya)

FURTHER ACTION.

C.P. E. M. S. D. H.

2. The Ctee express the hope that the Govt of Kenya will consider the possibility that the two industries concerned should make, directly or indirectly, some special contribution towards the cost of these roads. The direct revenue to be derived from these industries in 1935 is estimated at £5000 (Tea Excise Duty) and £25000 (Mining Fees & Royalties) respectively. In addition, it is anticipated that £57000 will accrue <sup>to Govt</sup> from the Petrol Tax, and £5000 from motor vehicle licences. The service of the loan will call for equalised annual payments of (£8000) approximately in the years 1941-1955. It will be seen that an increase of during the next five years of 20% in the receipts from tea excise & mining fees & royalties, and of 2½% in the proceeds of taxation of motor transport, will more than cover the service of the loan; and such increases of the order named are, in the Supts.'s opinion,

C. O.

Mr.

Mr.

Mr.

Mr. Parkinson

Sir G. Tomlinson

Sir C. Bottomley

Sir J. Shuckburgh

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State

DRAFT.

FURTHER ACTION.

well within the bounds of probability.

3. As at present advised,

Sr P.C.H. is inclined to regard the imposition of special taxation as unnecessary, as well as economically unsound and administratively unpracticable. He will, however, communicate the Committee's suggestion to the Governor of the Colony for consideration.

Communications on this subject should be addressed to:

The Secretary

Telephone: WITNESSE 3951



RECEIVED  
COLONIAL DEVELOPMENT ADVISORY COMMITTEE

MINISTRY OF TRADE

DEWING STREET,

S.W.1

C.D.A.C. 1680.

5th February, 1935.

Sir,

I am directed by the Colonial Development Advisory Committee to request you to inform Secretary Sir Philip Cunliffe-Lister that, at their 75th meeting on the 30th of January, they had before them an application from the Government of Kenya for two loans from the Colonial Development Fund - £64,000 for roads in the mining area and £35,000 for a road essential to the development of the Colony's tea industry. (C.D.A.C. 1661).

2. The Committee were informed that the roads are of vital importance to two of the Colony's most promising industries; but they were assured that roads of the kind proposed would, in any circumstances, be of permanent value to the Colony. In these circumstances, the Committee recommend loans of £64,000 and £35,000 for the purposes desired. They recommend that each instalment of the loans should be free of interest and repayment for the first

The Under Secretary of State,  
Colonial Office.

*Copy to Kenya (9)*

first five years, thereafter bear interest at 3½ per cent. per annum and be repaid within 20 years from the date of advance by the method of equated annuities covering principal and interest.

3. Having regard however to the benefits which the gold and tea industries will derive from the roads, the Committee express the hope that the Government of Kenya will consider the possibility of the two industries concerned making directly or indirectly some special contribution towards the cost of the roads.

4. A similar letter is being sent to the Treasury.

Yours faithfully,

Sir,

Your obedient servant,



Secretary to the Committee.



*(11-55)*

C.D.A.C. 1661.

COLONIAL DEVELOPMENT ADVISORY COMMITTEE.

Kenya: Road Construction.

I circulate, for the consideration of the Committee, an application from the Government of Kenya for two loans from the Colonial Development Fund:

- (a) £64,000 for roads in the mining areas;
- (b) £35,000 for a road essential to the development of the Colony's tea industry.

A Colonial Office memorandum is also attached and the usual Financial Summaries prefixed.

L.S. Smith.

Acting Secretary to the Committee.

*copy to Kenya (7)*

Colonial Office,

14th January, 1955.

FINANCIAL SUMMARY.

1. Dependency: Kenya.
2. Description of scheme. Construction of roads essential to the welfare of the Mining Industry.
3. Date of commencement. Detailed estimates will be prepared when the provision of funds is approved and construction will follow immediately after.
4. Period of scheme. 21 months from the date of provision of funds.
5. Total cost. £64,000.
6. Allocation of cost. Local £50,000.  
U.K. £14,000.
7. Assistance desired. Loan of £64,000.
8. Suggested terms of loan. Free of interest for a period of five years with interest at 5% per cent. thereafter; repayments to be made by annuities starting in the sixth year from the date of issue and terminating in the twentieth year.
9. Probable yearly amounts required.

1934/35	£2,000
1935/36	£30,000
1936/37	£32,000

FINANCIAL SUMMARY.

- 1. Dependency: Kenya.
- 2. Description of scheme. Construction of a road essential to the welfare of the Tea Industry.
- 3. Date of commencement. Detailed estimates will be prepared when the provision of funds is approved and construction will follow immediately after.
- 4. Period of scheme. 14 months from the date of provision of funds.
- 5. Total cost. £55,000.
- 6. Allocation of cost. Local: £27,500.  
U.K. £27,500.
- 7. Assistance desired. loan of £35,000.
- 8. Suggested terms of loan. Free of interest for a period of five years with interest at 5½ per cent. thereafter; repayments to be made by annuities starting in the sixth year from the date of issue and terminating in the twentieth year.
- 9. Probable yearly amounts required.

1934/35	£2,000
1935/36	£35,000
1936/37	£ Nil

AIR MAIL

KENYA  
No. 627.

Government House,

Nairobi,

KENYA.

6th December, 1954.

Sir,

I have the honour to submit my application for assistance from the Colonial Development Fund to enable the reconstruction of certain roads which are essential to the welfare of the Mining and Tea Industries to be undertaken without delay.

2. As you are aware considerable areas in the mining areas have presented a problem which has exercised my personal attention ever since it became apparent that a substantial new industry with great future possibilities had been established in the Colony. (initial letter). However, owing to the difficulty of determining in what directions the industry was most likely to develop, it has been impossible to frame any programme of road construction without running a grave risk that expenditure might be dissipated on roads which might subsequently be proved to be of little importance.

The time has now arrived when it is possible to state with certainty that the roads which are to be reconstructed and which are in the centre of the mining greatest activity, as will be seen from the list of roads hereto, are essential to the future development of the mining industry.

3. The problem of communications in the mining areas was considered by the Central Roads and Traffic Board on the 22nd October, when the board unanimously recommended that a loan should be raised to meet the cost of

THE RIGHT HONOURABLE  
MAJOR SIR PHILIP CUNLIFFE-LISTER, P.C., G.S.M., M.C., M.P.,  
SECRETARY OF STATE FOR THE COLONIES, - 2 -  
DOWNING STREET, LONDON, S.W.1.

- (a) constructing an all-weather road capable of carrying heavy traffic between Kisumu and Piccadilly Circus in the Kakamega District;
- (b) making up the first 7 miles of the Piccadilly Circus Butere road to the same standard as in (a), and
- (c) providing permanent bridges on the track from Lolgorien to Muhoru Bay in the Southern mining area.

4. I subsequently referred these recommendations to my Executive Council, who on the 16th November, advised as follows:-

"(a) that an application should be made to the Colonial Development Advisory Committee for a loan of £84,000, if possible, free of interest for the first few years for the purpose of constructing:-

- (1) an all-weather road from Piccadilly Circus to Kisumu:
- (2) an all-weather road from Piccadilly Circus for a distance of 7 miles towards Butere:
- (3) Permanent bridges on the track from Lolgorien to Muhoru Bay:
- (4) That an application should at the same time be made for a loan of £55,000 on similar terms for the purpose of constructing an all-weather road from Lumbwa to Kericho, and
- (5) that should either of the applications be refused, sanction to obtain the necessary advances from the Crown Agents pending the raising of a loan should be sought."

5. As may be seen from the enclosed questionnaire the first application is for a loan of £84,000 repayable within twenty years, free of interest for the first five years. Of this sum, £80,000 is required to reconstruct the Kisumu-Piccadilly Circus road and the first 7 miles from Piccadilly Circus to Butere. Both these roads are in Kakamega district and provide the only means of communication

(a) constructing an all-weather road capable of carrying heavy traffic between Kakamega and Piccadilly Circus in the Kakamega District;

(b) making up the first 7 miles of the Piccadilly Circus Butere road to the same standard as in (a), and

(c) providing permanent bridges on the track from Lolgorien to Muboru Bay in the Southern Mining Area.

4. I independently related these recommendations to the Executive Council, who on the 18th November, advised as follows:-

(a) that an application should be made to the Colonial Development Advisory Committee for a loan of £24,000, if possible, free of interest for the first five years for the purpose of construction:-

(1) an all-weather road from Piccadilly Circus to Kakamega;

(2) an all-weather road from Piccadilly Circus for a distance of 7 miles towards Butere;

(3) permanent bridges on the track from Lolgorien to Muboru Bay;

(4) that an application should at the same time be made for a loan of £24,000 on similar terms for the purpose of constructing an all-weather road from Kakamega to Butere, and

(5) that should either of the applications be refused, attention be drawn to the necessity advanced from the Crown Agents pending the raising of a loan should be sought.

As may be seen from the enclosed questionnaire the first application is for a loan of £24,000 repayable within twenty years, free of interest for the first five years. Of this sum, £20,000 is required to reconstruct the Kakamega-Piccadilly Circus road and the first 7 miles from Piccadilly Circus to Butere. Both these roads are in Kakamega District and provide the only means of

communication

communication between the mines and the railway. The latest traffic census figures reveal the fact that even now the road between Kakamega and Piccadilly Circus carries an average of 245 vehicles per day, while on some days well over 500 vehicles have been recorded.

The balance of £4,000 is sought to provide adequate means of communication between the Lolgorien and Gori River Gold Mines in the Southern Mining Area and Lake Victoria Nyanza at Muboru Bay. In this area climatic and soil conditions are not unfavourable to road construction, and the work to be done consists of the widening and realignment of an existing track and the construction of substantial low-level bridges where required.

This work is urgently needed to enable machinery and other heavy goods to be brought to the mines. This is now a matter of extreme difficulty since the bridges on existing routes to this area are of temporary structure and unable to support heavy loads.

6. The problem in the Kakamega area is of a different nature. Owing to the unsuitable nature of the soil, the heavy rainfall and the amount of traffic which they are now required to carry, it has been found quite impossible to keep the roads in this area, which are earth roads without foundation, in good condition in all weather. During the last two years out of a total of £10,000 provided under Public Works Extraordinary for roads, the sum of £5,165 has been expended on these roads in addition to the usual

provision

provision for maintenance. The state of the roads has, however, not been improved. The patching of earth roads in such circumstances is to all intents and purposes a waste of money. In wet weather the heavy traffic speedily reduces the surface to a quagmire, and vehicles which on a well constructed road would be able to make the double journey between Kisumu and Piccadilly Circus without difficulty in a few hours, may take as much as two days for a single journey on the road in its present state. The position is rapidly becoming worse and the only practical solution of the difficulty is to undertake the complete reconstruction of the roads as early as possible.

7. I regard the development of the mining industry as of the greatest importance to the welfare of this Colony, particularly at the present time in view of the serious decline in prices obtainable for the staple agricultural products. Already the industry has provided employment and opened out a field for private enterprise when agricultural conditions were unfavourable and the overseas prices of produce low. During 1933 the industry gave employment to a monthly average of 400 to 500 Europeans, and 9,000 to 10,000 non-Europeans, the total wages paid being between £110,000 and £120,000. It is believed that the total expenditure in the Kakamega area, which the proposed roads are intended to serve, was in the vicinity of £300,000 for 1933.

8. It is unnecessary for me therefore to stress how disastrous it would be to the Colony's interests if the development and progress of the Mining industry were hindered by the lack of

reasonable facilities for transport and communication, and since this appears inevitable unless funds can be provided to undertake the reconstruction of the roads at an early date, I trust that you may find yourself able to give the strongest possible support to the application for assistance from the Colonial Development Fund by means of a loan of the necessary funds for this purpose.

9. The subject of the second application is for the grant of a loan of £55,000 on similar terms to reconstruct a road essential to the development of another of the Colony's most promising industries. This road connects the large colonial tea estates with the railway at Lugosa, and has been the subject of a previous despatch, No. 133 of the 23rd February, 1933 when your approval was sought for an arrangement by which the Kenya Tea Growers' Association undertake the work of repairing and maintaining this road, the sum of £1,700 being handed over to the Association by Government for this purpose.

It was hoped by this arrangement that the Tea Companies would be able with a larger staff than the Public Works Department could employ, to make this road an all-weather communication between Kericho and the railway. Unfortunately this hope has not been realised.

Unsuitable soil, heavy rainfall and the other factors which necessitate recourse to capital expenditure for the reconstruction of the roads in the Kakamega mining area, also operate in this

district



district, and it is now apparent that continued heavy expenditure on surface repairs is uneconomical and wasteful, and that nothing short of the laying down of a solid foundation will suffice to make this road passable in all weathers.

10. While the reconstruction of the road is primarily intended to remove the serious disability under which the tea industry is now operating, an all weather road is also urgently needed for general administrative purposes. It is the arterial road of the South Lumbwa District and the principal approach to the Sotik and Kericho Settled Areas. Coffee from the European plantations at Sotik and maize and other native produce from the Lumbwa Native Reserve pass over it and, in addition, it is the main route to the Southern Mining Area. The greatest volume of traffic is however in connection with the tea industry.

11. The Tea Industry in the Kericho district consists of nine separate estates, comprising some 12,000 acres under tea and representing a capital of approximately £1,550,000. These estates employ some 9,000 natives besides 50 Europeans and it is estimated that they will export along this road some 3,000 tons of tea and import foodstuffs, factory material, tea chests and other sundries to a total of 10,020 tons during 1935. When the estates reach maturity it is anticipated that a much greater volume of traffic will be borne on the road than at present. In the past the road has been impassable for as long as three weeks at a time, with the result that when it has been repaired or such as half a million tons of tea has been produced suddenly on a road already

badly cut up and in a dangerous condition. In the circumstances it is hardly surprising that repeated applications have been made to Government to provide more reasonable facilities for transport, and I trust therefore that in this case also the application will receive your approval and support.

12. The details of the proposals for reconstruction which will be undertaken when funds are available are contained in the enclosed questionnaire. It will be seen that of the sum of £30,000 applied for, it is estimated that an expenditure of £7,500 will be incurred in Great Britain.

13. In conclusion I desire to represent as strongly as possible that the early construction of the roads to which both applications relate, is material to the success of the Colony's efforts to recover a favourable balance of trade. The traffic which these roads will have to carry in connection with the development of these new industries will be so vastly in excess of the normal traffic carried in the ordinary course of trade and commerce, for which earth and murrum roads of the normal standard of construction throughout the Colony are reasonably adequate, that the expenditure necessary for their construction is quite beyond the resources of the Colony's recurrent revenue. It therefore becomes necessary to look to some other source for the provision of funds. This view is fully shared by my Executive Council and you will observe from the minutes quoted in paragraph 4 above that I have been

advised

advised, in the event of either of the applications being refused by the Colonial Development advisory Committee, to seek your sanction to obtain advances of the sums required from the Crown Agents in anticipation of the raising of a loan. I sincerely hope that the occasion will not arise and that with your support assistance from the Colonial Development Fund may be forthcoming.

I have etc.,

(Sgd.) J. Byrne.

BRIGADIER-GENERAL.

GOVERNOR.

Draft.

24

Handwritten notes:  
19/1/34  
W. ... ..  
Dr. Wood 11 ... ..  
S. J. Campbell  
S. C. Bostromley  
12.1.34  
L. S. Smith  
From Gov. 6/12/34  
with encls.  
(Last para. of  
despatch to be  
omitted.)

MEMORANDUM

In his despatch of the 6th, December/1934, the Governor of Kenya applies for two loans from the Colonial Development Fund to ~~enable the replacement~~ of the existing earth tracks in certain areas by all-weather roads. The areas concerned are those in which rapid development is anticipated in relation to gold mining and tea planting respectively.

The sums required are:-

- (a) £64,000 for roads in the mining areas.

The loan to be free of interest for a period of five years, with interest at 3% per cent. thereafter; repayments to be made by annuities starting in the sixth year from the date of issue, and terminating in the twentieth year.

- (b) £35,000 for a road essential to the development of the Colony's tea industry.

The loan to be on terms identical with those suggested in (a).

The Secretary of State agrees that it would be impossible to carry out works of the size contemplated with the resources at present available to Kenya. He is assured, however, that roads of the kind proposed will be of permanent value to the Colony, and that their construction is of vital importance to two of the Colony's most promising industries. He has, therefore, no hesitation in recommending the applications for the favourable consideration of the Colonial Development Advisory Committee.

(The 4% shewn in the answer to question 7 in both questionnaires to be amended to 3%).

Handwritten notes at bottom left:

Sup. *19/12*

FINANCIAL SUMMARY.

1. Dependency: Kenya.
2. Description of scheme: Construction of roads essential to the welfare of the Mining Industry.
3. Date of commencement: As soon as approved. .... months after approval.
4. Period of scheme: The provision of funds is approved and construction will follow immediately after. *Additional months from the date of provision of funds*
5. Total cost: £.....64,000.
6. Allocation of cost: Local: £50,000  
U.K. £14,000.  
OF Nearly all expenditure will be [Local] [In U.K.]
7. Assistance desired: Loan of £.....64,000  
Free grant of £.....
8. Suggested terms of loan: Free of interest for a period of 5 years with interest at 3% thereafter. Repayments to be made by annuities starting in the sixth year from the date of issue and terminating in the twentieth year.
9. Probable yearly amounts required:

1934/35	£.....2,000
1935/36	£.....30,000
1936/37	£.....32,000
Subsequently	£.....

NOTES.

Question 2. A very brief description only of the scheme is required.

Questions 3, 6 & 7 - delete words not required.

Question 8.

If a loan is not applied for, write "not applicable".

If application is being made for a loan state suggested period within which the loan should be repaid, suggested terms of repayment and whether application is made for a loan free of interest for any period.

In the absence of special considerations to the contrary the rate of interest usually recommended at present on loans from the Colonial Development Fund is 3%, and the method of repayment that of equated annual instalments covering principal and interest.

Question 9.

Assuming that the scheme is begun on the date given in Question 3 state the estimated sums which will be required from the Fund during each financial year (ending 31st March) during the currency of the scheme.

19/1/37  
A. H. J. Francis

FINANCIAL SUMMARY.

1. Dependency: Kenya
2. Description of scheme: Construction of roads essential to the welfare of the Mining Industry.
3. Date of commencement: AS SOON AS APPROVED.  
.....months after approval.  
on .....  
*Detailed estimates will be prepared when the provision of funds is approved and construction will follow immediately after.*
4. Period of scheme: ~~Several~~ months from the date of provision of funds.
5. Total cost: £.....64,000.
6. Allocation of cost: Local: £.....50,000  
U.K. £.....14,000.  
  
OF Nearly all expenditure will be [Local] [in U.K.]
7. Assistance desired: Loan of £.....64,000  
Free grant of £.....
8. Suggested terms of loan: Free of interest for a period of 5 years with interest at 3% thereafter; repayments to be made by annuities starting in the sixth year from the date of issue and terminating in the twentieth year.
9. Probable yearly amounts required:  
1934/35 £.....2,000  
1935/36 £.....90,000  
1936/37 £.....32,000  
Subsequently £.....

NOTES.

Question 2. A very brief description only of the scheme is required.

Questions 5, 6 & 7 - delete words not required.

Question 8.  
If a loan is not applied for, write "not applicable".

If application is being made for a loan state suggested period within which the loan should be repaid, suggested terms of repayment and whether application is made for a loan free of interest for any period.

In the absence of special considerations to the contrary the rate of interest usually recommended at present on loans from the Colonial Development Fund is 3 1/2%, and the method of repayment that of equated annual instalments covering principal and interest.

Question 9.  
Assuming that the scheme is begun on the date given in question 3 state the estimated sums which will be required from the Fund during each financial year (ending 31st March) during the currency of the scheme.

Draft  
Chambers 9/1/57

FINANCIAL SUMMARY.

1. Dependency: *Crags.*
2. Description of scheme. *Construction of a road essential to the welfare of the Tea Industry.*
3. Date of Commencement. *As soon as approved.*  
.....months after approval.  
*On.....*
4. Period of scheme. *Detailed estimates will be prepared when the provision of funds is approved & construction will follow immediately after.*  
*All 14 months from the date of provision of funds.*
5. Total cost. £.....  
*£5,000*
6. Allocation of cost. Local: £.....*27,500*  
U.K. £.....*2,000*
7. Assistance desired. *Nearly all expenditure will be [local] [in U.K.]*  
Loan of £.....*5,000*  
Grant of £.....
8. Suggested terms of loan. *Free of interest for a period of 5 years with interest at 5 1/2% thereafter; repayments to be made by annuities starting in the sixth year from the date of issue and terminating in the twentieth year.*
9. Probable yearly amounts required. 1954/56 £.....*2,000*  
1955/56 £.....*Nil*  
1956/57 £.....*Nil*  
Subsequently £.....

NOTES.

Question 2. A very brief description only of the scheme is required.  
Questions 5, 6 & 7 - delete words not required.

Question 8.  
 If a loan is not applied for, write "not applicable".

If application is being made for a loan state suggested period within which the loan should be repaid, suggested terms of repayment and whether application is made for a loan free of interest for any period.

In the absence of special considerations to the contrary the rate of interest usually recommended at present on loans from the Colonial Development Fund is 3 1/2%, and the method of repayment that of equated annual instalments covering principal and interest.

Question 9.  
 Assuming that the scheme is begun on the date given in question 3 state the estimated sums which will be required from the Fund during each financial year (ending 31st March) during the currency of the scheme.

*Draft*  
*Chambers*  
*9/1/36*

FINANCIAL SUMMARY.

1. Dependency: *Lease.*
2. Description of scheme. *Construction of a road essential to the welfare of the Tea Industry*
5. Date of commencement. As soon as approved.  
..... months after approval.  
on .....
4. Period of scheme. *14 months from the date of provision of funds.*  
*Detailed estimates will be prepared when the provision of funds is approved & construction will follow immediately after.*
5. Total cost. £..... *35,000*
6. Allocation of cost. Local: £... *27,500*  
U.K. £... *7,500*
7. Assistance desired. *Nearly all expenditure will be [local] [in U.K.]*  
Loan of £... *35,000*  
Free grant of £.....
8. Suggested terms of loan. *Brief interest for a period of 5 1/2 years with interest at 5 1/2% thereafter; repayments to be made by annuities starting in the sixth year from the date of issue and terminating in the twentieth year.*
9. Probable yearly amounts required.

1934/35	£.....	<i>2,000</i>
1935/36	£.....	<i>33,000</i>
1936/37	£.....	<i>Nil</i>
Subsequently	£.....	.....

NOTES.

Question 2. A very brief description only of the scheme is required.

Questions 3, 6 & 7 - delete words not required.

Question 8.

If a loan is not applied for, write "not applicable".

If application is being made for a loan state suggested period within which the loan should be repaid, suggested terms of repayment and whether application is made for a loan free of interest for any period.

In the absence of special considerations to the contrary the rate of interest usually recommended at present on loans from the Colonial Development Fund is 3%, and the method of repayment that of equated annual instalments covering principal and interest.

Question 9.

Assuming that the scheme is begun on the date given in question 3 state the estimated sums which will be required from the Fund during each financial year (ending 31st March) during the currency of the scheme.



AIR MAIL

KENYA

No. 677



GOVERNMENT HOUSE

Nairobi

KENYA

6TH DECEMBER, 1934.

RECEIVED

O. REGY

Sir,

I have the honour to submit two applications for assistance from the Colonial Development Fund to enable the reconstruction of certain roads which are essential to the welfare of the mining and sea Industries, to be undertaken without delay.

2. As you are aware communications in the mining Areas have presented a problem which has exercised my personal attention ever since it became apparent that a substantial new industry with great future possibilities had been established in the Colony. Until lately, however, owing to the difficulty of determining in what directions the industry was most likely to develop, it has been impossible to frame any programme of road construction without running a grave risk that expenditure might be dissipated on roads which might subsequently be proved to be of little importance.

The time has now arrived when it is possible to state with certainty that the roads which it is proposed to reconstruct and which are in the centre of the area of greatest activity, as will be seen from the plan annexed hereto, are essential to the future development and progress of the mining industry.

3. The problem of communications in the mining Areas was considered by the Central roads and traffic board on the 22nd October, when the board unanimously recommended that a loan should be raised to meet the cost of:-

(a) constructing ...

THE RIGHT HONOURABLE

MAJOR SIR PHILIP CUNLIFFE-LISTER, P.C., G.B.E., M.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, S. W. 1.

16/12/34 (7)

AIR MAIL

KENYA  
No. 627



GOVERNMENT HOUSE  
NAIROBI  
KENYA

6TH DECEMBER, 1934.

Sir,

REC'D  
O. REGY

I have the honour to submit two applications for assistance from the Colonial Development fund to enable the reconstruction of certain roads which are essential to the welfare of the mining and sea Industries, to be undertaken without delay.

1/2 passed 17

2. As you are aware communications in the mining Areas have presented a problem which has exercised my personal attention ever since it became apparent that a substantial new industry with great future possibilities had been established in the colony. Until lately, however, owing to the difficulty of determining in what directions the industry was most likely to develop, it has been impossible to frame any programme of road construction without running a grave risk that expenditure might be dissipated on roads which might subsequently be proved to be of little importance.

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MAJOR SIM PHILIP CUNLIFFE-LISTER, P.C., G.B.E., M.C., M.P.,  
SECRETARY OF STATE FOR THE COLONIES,  
DOWNING STREET,  
LONDON, S. W. 1.

- (a) constructing an all-weather road capable of carrying heavy traffic between Kisumu and Piccadilly Circus in the Kakamega District;
- (b) making up the first 7 miles of the Piccadilly Circus Butere road to the same standard as in (a), and
- (c) providing permanent bridges on the track from Lolgorien to Muhuru Bay in the Southern Mining Area.

4. I subsequently referred these recommendations to my Executive Council, who on the 16th November, advised as follows:-

- \*(a) that an application should be made to the Colonial Development Advisory Committee for a loan of £64,000, if possible, free of interest for the first few years for the purpose of constructing:-
  - (1) An all-weather road from Piccadilly Circus to Kisumu;
  - (2) An all-weather road from Piccadilly Circus for a distance of 7 miles towards Butere;
  - (3) Permanent bridges on the track from Lolgorien to Muhuru Bay;
  - (4) that an application should at the same time be made for a loan of £35,000 on similar terms for the purpose of constructing an all-weather road from Lumbwa to Kericho, and
  - (5) that should either of the applications be refused, sanction to obtain the necessary advances from the Crown Agents pending the raising of a loan should be sought.

5. As may be seen from the enclosed Questionnaire the first application is for a loan of £64,000 repayable within twenty years, free of interest for the first five years. Of this sum, £60,000 is required to reconstruct the Kisumu-Piccadilly Circus road and the first 7 miles from Piccadilly Circus to Butere. Both these roads are in Kakamega district and provide the only means of communication...

communication between the mines and the railway. The latest traffic census figures reveal the fact that even now the road between Kakamega and Piccadilly Circus carries an average of 245 vehicles per day, while on some days well over 300 vehicles have been recorded.

The balance of £4,000 is sought to provide adequate means of communication between the Lolgorien and Gori River Gold Mines in the Southern Mining Area and Lake Victoria Nyanza at Muhoru Bay. In this area climatic and soil conditions are not unfavourable to road construction, and the work to be done consists of the widening and realignment of an existing track and the construction of substantial low-level bridges where required.

This work is urgently needed to enable machinery and other heavy goods to be brought to the mines. This is now a matter of extreme difficulty since the bridges on existing routes to this area are of temporary structure and unable to support heavy loads.

6. The problem in the Kakamega Area is of a different nature. Owing to the unsuitable nature of the soil, the heavy rainfall and the amount of traffic which they are now required to carry, it has been found quite impossible to keep the roads in this area, which are earth roads without foundation, in good condition in all weather. During the last two years out of a total of £10,000 provided under Public Works Extraordinary for roads, the sum of £5,165 has been expended on these roads in addition to the usual provision ...

4.

provision for maintenance. The state of the roads has, however, not been improved. The patching of earth roads in such circumstances is to all intents and purposes a waste of money. In wet weather the heavy traffic speedily reduces the surface to a quagmire, and vehicles which on a well constructed road would be able to make the double journey between Kisumu and Piccadilly Circus without difficulty in a few hours, may take as much as two days for a single journey on the road in its present state. The position is rapidly becoming worse and the only practical solution of the difficulty is to undertake the complete reconstruction of the roads as early as possible.

7. I regard the development of the mining industry as of the greatest importance to the welfare of this Colony, particularly at the present time in view of the serious decline in prices obtainable for the staple agricultural products. Already the industry has provided employment and opened out a field for private enterprise when agricultural conditions were unfavourable and the overseas prices of produce low. During 1933 the industry gave employment to a monthly average of 400 to 500 Europeans, and 9,000 to 10,000 non-Europeans, the total wages paid being between £110,000 and £120,000. It is believed that the total expenditure in the Kakamega area, which the proposed roads are intended to serve, was in the vicinity of £300,000 for 1933.

8. It is unnecessary for me therefore to stress how disastrous it would be to the Colony's interests if the development and progress of the Mining industry were hindered by the lack of reasonable...

4.

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8. It is unnecessary for me therefore to stress how disastrous it would be to the Colony's interests if the development and progress of the Mining industry were hindered by the lack of reasonable...

reasonable facilities for transport and communication, and since this appears inevitable unless funds can be provided to undertake the reconstruction of the roads at an early date, I trust that you may find yourself able to give the strongest possible support to the application for assistance from the Colonial Development Fund by means of a loan of the necessary funds for this purpose.

N.C. 1  
3104/55

9. The subject of the second application is for the grant of a loan of £35,000 on similar terms to reconstruct a road essential to the development of another of the Colony's most promising industries. This road connects the large Kericho tea estates with the railway at Lumbwa, and has been the subject of a previous despatch, No. 133 of the 23rd February, 1933 when your approval was sought to an arrangement by which the Kenya Tea Growers' Association undertook the work of repairing and maintaining this road; the sum of £1,700 being handed over to the Association by Government for this purpose.

It was hoped by this arrangement that the tea Companies would be able with a larger staff than the Public Works Department could employ, to make this road an all-weather communication between Kericho and the railway. Unfortunately this hope has not been realised.

Unsuitable soil, heavy rainfall and the other factors which necessitate recourse to capital expenditure for the reconstruction of the roads in the Kakamega Mining Area, also operate in this

district ...

district, and it is now apparent that continued heavy expenditure on surface repairs is uneconomical and wasteful, and that nothing short of the laying down of a solid foundation will suffice to make this road passable in all weathers.

10. While the reconstruction of the road is primarily intended to remove the serious disability under which the tea industry is now operating, an all weather road is also urgently needed for general administrative purposes. It is the arterial road of the South Lumbwa District and the principal approach to the Sotik and Kericho Settled Areas. Coffee from the European plantations at Sotik and maize and other native produce from the Lumbwa Native Reserve pass over it and, in addition, it is the main route to the Southern Mining Area. The greatest volume of traffic is however in connection with the tea industry.

11. The Tea Industry in the Kericho district consists of nine separate estates, comprising some 12,000 acres under tea and representing a capital of approximately £1,350,000. These estates employ some 9,000 natives besides 50 Europeans and it is estimated that they will export along this road some 3,000 tons of tea and import foodstuffs, factory material, tea chests and other sundries to a total of 10,020 tons during 1935. When the cuttings reach maturity it is anticipated that a much greater volume of traffic will be borne on the road than at present. In the past the road has been impassable for as long as three weeks at a time, with the result that when it has been reopened as much as half a million lbs. of tea has been released suddenly on a road already

badly ...



7.

badly cut up and in a dangerous condition. In the circumstances it is hardly surprising that repeated applications have been made to Government to provide more reasonable facilities for transport, and I trust therefore that in this case also the application will receive your approval and support.

12. The details of the proposals for reconstruction which will be undertaken when funds are available are contained in the enclosed Questionnaire. It will be seen that of the sum of £35,000 applied for, it is estimated that an expenditure of £7,500 will be incurred in Great Britain.

13. In conclusion I desire to represent as strongly as possible that the early construction of the roads to which both applications relate, is material to the success of the Colony's efforts to recover a favourable balance of trade. The traffic which these roads will have to carry in connection with the development of these new industries will be so vastly in excess of the normal traffic carried in the ordinary course of trade and commerce, for which earth and murrum roads of the normal standard of construction throughout the Colony are reasonably adequate, that the expenditure necessary for their construction is quite beyond the resources of the Colony's recurrent revenue. It therefore becomes necessary to look to some other source for the provision of funds. This view is fully shared by my Executive Council and you will observe from the Minutes quoted in paragraph 4 above that I have been advised, in the event of either of the applications being refused by the Colonial Development Advisory Committee, to seek your sanction to obtain advances of ...

of the sums required from the Crown Agents in anticipation of the raising of a loan. I sincerely hope that the occasion will not arise and that with your support assistance from the Colonial Development Fund may be forthcoming.

14. In view of the fact that the industries in whose interests these applications are made will when fully developed prove very remunerative to Government in Royalties, Excise Duty and in many forms of indirect revenue, I have not thought it right to ask for a free grant or for a grant free of interest. What I am asking for is a loan at a moderate rate of interest and for repayment of interest to be delayed for a period of 5 years, by which time the profits realized by Government from the industries should more than balance the interest and sinking fund on the loans. Should, however, assistance of the nature desired be not forthcoming, I trust that having regard to the importance of assisting the development of the mining and tea industries, which, as I have already indicated, hold out prospects of being amongst the Colony's most valuable assets, you will see your way to authorize the Crown Agents to sanction advances to the necessary extent.

I have the honour to be,

Sir,

Your most obedient, humble servant,



BRIGADIER-GENERAL.  
GOVERNOR.

(1) Description of scheme, stating its objects and advantages, together with any plans or specification that may be available.

A. The construction of roads to provide essential communication between mining areas and their bases as follows:-

KAKAMEGA AREA.

1. Piccadilly Circus to Kisumu. £50,000.
2. Piccadilly Circus towards Butere. £10,000.

LOLGORIEN AREA.

3. Lolgorien to Muhoru Bay. £4,000.

The construction of a road to provide essential all-weather communication between the rapidly developing mining area centred upon the point known as Piccadilly Circus and Kisumu, 31 miles distant, the existing track to which is entirely inadequate for the traffic using it. And also the construction of the road from the same point for seven miles towards Butere (20 miles distant) the railhead of the Yala branch railway line.

The present lack of safe all-weather communication and the delays caused by the effect of bad weather on the existing tracks are retarding development and disorganizing mining activities whereas the rapid development of this area is all important to the Colony which will benefit directly and indirectly from the mineral resources of the district.

For the development of the No. 6 area and Lolgorien centred upon Oum, a new pier is being built at Muhoru Bay by the Kenya & Uganda Railways and Harbour and the present scheme provides for the construction in concrete of bridges on the road connecting the new pier at Muhoru with Lolgorien at the extreme east of the area concerned.

Development of the mining resources is being held up on account of the lack of roads.

Maps and preliminary specifications are attached.

(2) Estimated total cost.

£64,000.

(3) Earliest estimated date of commencement.

Detailed estimates will be prepared when the provision of funds is approved and construction will follow immediately after.

(4) Approximate estimated date of completion.

18 months...

2.

A. 18 months from commencement or 21 months from date of provision of funds.

C. (5). Approximate estimate of allocation of cost between  
(a) Local expenditure.  
(b) Expenditure in Great Britain.

A.	(a)	£50,000.	£11,000.
	(b)	Bitumen, value in Great Britain	£ 2,300.
		Freight, etc., on last, say ...	£ 600.
		Plant, say.	£ 100.
		Steel, say.	.....
		<b>Total</b>	<b>£14,000.</b>

C. (6) What circumstances have prevented the work from being put in hand before?

A. Until mining developments in the areas became extensive, the earth tracks of the districts were able to cope with all traffic. It is no longer possible to maintain reasonable communication with the funds available and the Colony is not able to finance the present schemes from its own revenue or loan resources.

C. (7) Proposed method of financing capital expenditure contemplated. State what sum, if any, is included in respect of interest during the period of construction, not exceeding five years; the term of any loan; and the suggested method of repayment.

A. By direct loan from the Colonial Development Fund. No sum is included in respect of interest during the period of construction. The term of the loan asked for and the suggested method of repayment are:

3-7 A loan free of interest for five years, thereafter at 4%, repayable within 20 years; repayments to be made by annuities starting in the sixth year from the date of issue and terminating in the twentieth year.

C. (8) The advantages to be derived, and the additional yearly net revenue estimated to be earned as a result of the proposed expenditure.

A. The direct advantages of the scheme are the development of the mining industry, the consequent increase in output and royalties derived therefrom and the indirect benefit which the progress of the mining industry will confer upon the Colony generally.

C. (9) Have any local estimates, or reports, or other technical advice, been prepared in connection with the ...

3.

- A. Detailed estimates have not been prepared but preliminary estimates have been drawn up by the Public Works Department.
- Q. (10) In what form is assistance under the Act desired ?
- (i) In the case of a loan to be raised by a Colonial Government -
- (a) Is an advance of interest, in whole or in part, required;
- (b) Is a free grant of interest, in whole or in part, required;
- (ii) (a) Is a direct loan from the Fund required;
- (b) Is a direct grant from the Fund required;
- A. (i) Not applicable.
- (ii) (a) Yes.
- (b) No.
- Q. (11) In cases in which the scheme involves the grant of assistance by the Colony to private individuals or companies what is the security for advances ?
- A. Not applicable.
- Q. (12) If the application is recommended by the Committee without alteration and approved by the Treasury within two months from the date on which it is due to reach the Colonial Office, what amount do you estimate will be required from the Colonial Development Fund during
- (a) the current financial year ending 31st March next;
- (b) the financial year ending 31st March, 1936.
- (c) the financial year ending 31st March, 1937.
- A. (a) £2,000.
- (b) £30,000.
- (c) £32,000.
-

A. Detailed estimates have not been prepared but preliminary estimates have been drawn up by the Public Works Department.

Q. (10) In what form is assistance under the Act desired ?

- (i) In the case of a loan to be raised by a Colonial Government -
- (a) Is an advance of interest, in whole or in part, required;
- (b) Is a free grant of interest, in whole or in part, required;
- (ii) (a) Is a direct loan from the Fund required;
- (b) Is a direct grant from the Fund required;

A. (i) Not applicable.

- (ii) (a) Yes.  
(b) No.

Q. (11) In cases in which the scheme involves the grant of assistance by the Colony to private individuals or companies what is the security for advances ?

A. Not applicable.

Q. (12) If the application is recommended by the Committee without alteration and approved by the Treasury within two months from the date on which it is due to reach the Colonial Office, what amount do you estimate will be required from the Colonial Development Fund during

- (a) the current financial year ending 31st March next;
- (b) the financial year ending 31st March, 1936.
- (c) the financial year ending 31st March, 1937.

A. (a) £2,000.

(b) £30,000.

(c) £32,000.

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BRIDGE PRELIMINARY SPECIFICATIONS FOR CONSTRUCTION  
OF ROADS.

KISUMU - PICCADILLY CIRCUS.  
PICCADILLY CIRCUS-BUTERE.

**GENERAL.** 1. If the application for a grant from the Colonial Development Fund is approved, a survey will be made and detailed estimates prepared. These drawings are referred to they are those to be executed after the survey has been made.

2. For three miles out of Kisumu the existing road will have asphalt strips, in accordance with the Specification therefor, inset after regrading and reforming the surface to remove corrugations.

3. From three miles out of Kisumu and from Piccadilly Circus towards Butere, the general construction is an asphalt strip road in a water bound macadam road on a hand packed foundation 15 feet wide. On steep gradients and on curves of less than 500 feet radius, or where visibility is less than 400 feet, asphalt penetration macadam will replace the water bound macadam over the whole width of road. Where the sub-grade is suitable, the hand packed foundation will be omitted and the road made up of 8" consolidated macadam in which the asphalt strips will be inset.

4. Curves will be partly transitional and partly circular with a minimum radius of 300 feet where possible, and a maximum superelevation of 1" per foot of width.

**FORMATION.**

5. The formation will be 21 feet wide in cuttings and 25 feet wide on embankment and otherwise in accordance with the approved type sections and as described in the Public Works Department Standing General Specifications, Section III, Clauses 3 to 14 inclusive and 56.

**DRAINAGE.**

6. Culverts as shown on plans will be constructed in accordance with type drawings indicated thereon. Generally they will be of concrete pipe construction but such existing corrugated iron culverts, as are so indicated on the plans, will be lengthened to the full width required and completely surrounded with six inches of concrete.

7. Existing surface drains will be modified as indicated on the plans and sections in accordance with the modifications to the existing road.

**HAND PACKED  
FOUNDATIONS.**

8. Hand packed foundations will be 9" thick when consolidated and otherwise in accordance with Public Works Department Standing General Specification, Section III, Clauses 55, 56, 57, 58 and 62.

9. The ...

ASPHALT MACADAM  
(PENETRATION). 9.

The prepared foundation will be covered with 4 inches of approved stone, clean and free from dirt, broken to pass a 2 1/4" ring and be retained on a 1" ring, and the fragments shall be as cubical as possible. The layer will be rolled lightly until the stone commences to look when, the layer being dry throughout its entire depth, Spramex (penetration "100") will be poured thereon at the rate of 1 1/8 gallons per square yard, at 350° to 380° F, by means of hand pouring can. Immediately after the application of the grout and while it is still warm, the surface will be blinded with 1/4" to 1" keystone at the rate of 1 cubic yard per 50-60 square yards. The keystone will be of a quality which will not crush under the roller, and shall be quite dry and free from dust.

10. Immediately after the application of the keystone, the surface will be thoroughly consolidated by rolling with a roller of not less than 6 tons weight. Rolling will commence longitudinally at the sides and proceed towards the crown each successive trip overlapping. Diagonal and transverse rolling will be carried out when possible on the completion of the longitudinal rolling.

11. After complete consolidation has been effected excess chippings will be swept off and a seal coat of Spramex "100" applied at a temperature of 350° to 380° F. at the rate of 1 gallon to 2-3 square yards, as may be directed, according to the openness or denseness of the grouted surface. While the bitumen is still warm the surface will be blinded with clean, dry, hard stone 1/4" to 1/2" chippings, free from dust at the rate of 1 cubic yard to 80-100 square yards, the surface being then lightly rolled and back rolled the day following, this being done in the hottest part of the day.

ASPHALT STRIP  
CONSTRUCTION  
ON HAND PACKED  
FOUNDATION.

The sub-grade will be prepared and a layer of macadam spread exactly as for an asphalt macadam road up to a point where the surface is ready for grouting. Grouting will, however, be confined to two strips 2 feet wide equidistant from the centre line and with their centres at 4 feet 9 inches apart. The successive treatment to the strips with keystone will be exactly as specified for asphalt macadam but for the rest of the road chippings or chipping and selected binding material, as directed, will be rolled in as for the macadam specified in paragraph 14.

13. The seal coat as specified for asphalt macadam will be applied to the whole of the centre portion including the asphalt strips.

ASPHALT STRIP  
CONSTRUCTION  
WITHOUT HAND  
PACKED  
FOUNDATION.

14. The sub-grade will be prepared as for the hand packed foundation and will be spread with broken stone varying in size from 1/2" to 2" to a depth of 3 1/2". This will ...



ASPHALT MACADAM  
(PENETRATION). 9.

The prepared foundation is to be covered with 4 inches of approved stone, clean and broken to pass a 2 1/4" ring and be retained on a 1" ring, and the fragments shall be as cubical as possible. The layer will be rolled lightly until the stone commences to look when, the layer being dry throughout its entire depth, Sparamex (penetration "100") will be poured thereon at the rate of 1 1/8 gallons per square yard, at 350° to 380° F, by means of hand pouring. Immediately after the application of the coat and while it is still warm, the surface will be covered with 1/2" to 1" keystone at the rate of 1 cubic yard per 50-60 square yards. The keystone will be of a quality which will not crush under the roller, and shall be quite dry and free from dust.

10. Immediately after the application of the keystone, the surface will be thoroughly consolidated by rolling with a roller of not less than 6 tons weight. Rolling will commence longitudinally at the sides and proceed towards the crown each successive trip overlapping. Diagonal and transverse rolling will be carried out when possible on the completion of the longitudinal rolling.

11. After complete consolidation has been effected excess chippings will be swept off and a seal coat of Sparamex "100" applied at a temperature of 350° to 380° F. at the rate of 1 gallon to 2-3 square yards, as may be directed, according to the openness or denseness of the grouted surface. While the bitumen is still warm the surface will be bladed with clean, dry, hard stone 1/2" to 3/4" chippings, free from dust at the rate of 1 cubic yard to 80-100 square yards, the surface being then lightly rolled and back rolled the day following, this being done in the hottest part of the day.

ASPHALT STRIP  
CONSTRUCTION  
ON HAND PACKED  
FOUNDATION.

12. The sub-grade will be prepared as a layer of macadam spread exactly as for an asphalt macadam road up to a point where the surface is ready for grouting. Grouting will, however, be confined to 10 strips 2 feet wide equidistant from the centre line and with their centres at 4 feet 9 inches apart. The successive treatment to the strips with keystone will be exactly as specified for asphalt macadam but for the rest of the road chippings or chipping and selected binding material, as directed, will be rolled in as for the macadam specified in paragraph 14.

13. The seal coat as specified for asphalt macadam will be applied to the whole of the centre portion including the asphalt strips.

ASPHALT STRIP  
CONSTRUCTION  
WITHOUT HAND  
PACKED  
FOUNDATION.

14. The sub-grade will be prepared as for the hand packed foundation and will be spread with broken stone varying in size from 1/2" to 2" to a depth of 3 1/2". This will ...

3.

will be well rolled with a roller of not less than 8 tons weight until the stones shall have fitted themselves closely together without fracture. A binder of fine screenings of the same stone shall then be spread evenly over the course and brushed in dry, and rolling shall proceed until no more will go in. A second layer of similar thickness will be similarly rolled and blinded after which a third layer to bring the finished consolidated thickness to 8 inches will be laid. Rolling will be carried on until the whole is thoroughly compacted when blinding as before will be brushed in until no more will go in dry. Water will then be applied until the stones are saturated and the rolling continued whilst the blinding is formed into a grout by the action of the roller and brushing and until the grout has filled all the voids.

15. After the road has dried out, two trenches will be excavated 24 inches wide and 3 inches deep, such that their centre lines are four feet nine inches apart and equidistant from the centre line of the road, care being taken that the sides of the trenches are as true and square as possible.

16. Stone broken to pass a 2 $\frac{1}{2}$ " ring and be retained on a 1" ring will be laid in the trenches to the thickness required to finish to the true cross section of the road after consolidation. The layer is then lightly rolled to produce a compact and true surface and suitably sized stones are inserted by hand along the edges of the trenches and carefully wedged into place and compacted by rammer. Spramex "LCC" penetration is poured on the ballast at a temperature of 350° to 380° F., at the rate of 1 $\frac{1}{8}$  gallons per square yard. Immediately after grouting  $\frac{1}{2}$ " to  $\frac{3}{4}$ " keystone is spread at the rate of 1 cubic yard to 60 square yards, and the trenches rolled to complete consolidation with a 8 ton roller.

3.

will be well rolled with a roller of not less than 8 tons weight until the stones shall have fitted themselves closely together without fracture. A binder of fine screenings of the same stone shall then be spread evenly over the course and brushed in dry, and rolling shall proceed until no more will go in. A second layer of similar thickness will be similarly rolled and blinded after which a third layer to bring the finished consolidated thickness to 8 inches will be laid. Rolling will be carried on until the whole is thoroughly compacted when blinding as before will be brushed in until no more will go in dry. Water will then be applied until the stones are saturated and the rolling continued whilst the binding is formed into a grout by the action of the roller and brushing and until the grout has filled all the voids.

15. After the road has dried out, two trenches will be excavated 24 inches wide and 3 inches deep, such that their centre lines are four feet nine inches apart and equidistant from the centre line of the road, care being taken that the sides of the trenches are as true and square as possible.

16. Stone broken to pass a 2 1/2" ring and be retained on a 1" ring will be laid in the trenches to the thickness required to finish to the true cross section of the road after consolidation. The layer is then lightly rolled to produce a compact and true surface and suitably sized stones are inserted by hand along the edges of the trenches and carefully wedged into place and compacted by rammer. Spermex "100" penetration is poured on the balls at a temperature of 350° to 380° F., at the rate of 1 1/8 gallons per square yard. Immediately after grouting 1/2" to 3/4" keystone is spread at the rate of 1 cubic yard to 60 square yards, and the trenches rolled to complete consolidation with the roller.

BRIEF PRELIMINARY SPECIFICATION FOR THE CONSTRUCTION OF  
A ROAD FROM MUHORU BAY TO  
LOIGOREEN.

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A reconnaissance survey has been made and data obtained from which detailed drawings can be prepared for the various bridges required.

The work proposed consists of the clearing, grubbing and essential drainage to give dry weather communication between the bridges which will be generally of the low level type submersible in floods. They will be built with concrete piers and abutments, and with reinforced concrete slab decks to Public Works Department standard type drawings.

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COLONIAL DEVELOPMENT FUNDS.

- QUESTIONNAIRE.

- Q. (1) Description of scheme, stating its objects and advantages, together with any plan or specification that may be available.

A. The construction of a road from Lumbwa on the Kenya and Uganda Railway to Kericho, the base of an important tea producing area. This road was excluded from participation in the scheme for Feeder Road Construction financed from Loan Funds in 1928 as a branch railway to Kericho was contemplated at that time. The proposal for a branch railway was, however, not proceeded with, and the present scheme will provide essential all-weather communication, thereby preventing the disorganisation attendant upon the congestion of stocks of manufactured tea on the estates and shortage of food supplies for the large number of labourers employed in the district which occurs whenever the existing road becomes impassable during rains.

Preliminary specification attached.

- Q. (2) Estimated total cost.

A. £35,000.

- Q. (3) Earliest estimated date of commencement.

A. Detailed estimates will be prepared when the provision of funds is approved, and construction will follow immediately after.

- Q. (4) Approximate estimated date of completion.

A. 12 months from commencement or 14 months from date of provision of funds.

- Q. (5) Approximate estimate of allocation of cost between

(a) Local expenditure,

(b) Expenditure in Great Britain.

A. (a) £27,500

(b) Bitumen, value in Great Britain £20,000.

Freight, etc. on last, say £1,200.

Plant, say £300.

Total £27,500.

- Q. (6) What circumstances have prevented the work from being put in hand before?

A. Since the scheme for a branch railway was abandoned the Colony has not been able to finance any improved road construction from its own revenue or loan resources.

(7) Proposed ...

BRIDGE PRELIMINARY SPECIFICATIONS FOR CONSTRUCTION OF ROAD FROM LUMWA TO K. P. RICH.

**GENERAL.**

1. If the application for a grant from the Colonial Development Fund is approved, a survey will be made and detailed estimates prepared. Where drawings are referred to they are those to be executed after the survey has been made.
2. For four miles out of Lumwa the existing road will be regraded and reformed and a hand-packed stone foundation 15' wide and 9" thick, when consolidated, will be laid, on which will be formed an asphalt macadam wearing surface for the full width as hereinafter specified.
3. From four miles out of Lumwa the general construction will be an asphalt strip road in a water-bound macadam road on a hand-packed foundation 15 feet wide. On steep gradients and on curves of less than 500 feet radius, or where visibility is less than 400 feet, asphalt penetration macadam will replace the water-bound macadam over the whole width of road. Where the sub-grade is suitable, the hand-packed foundation will be omitted and the road made up of 8" consolidated macadam in which the asphalt strips will be inset.
4. Curves will be partly transitional and partly circular with a minimum radius of 300 feet where possible, and a maximum superelevation of 1" per foot of width.

**FORMATION.**

5. The formation will be 21 feet wide in cuttings and 25 feet wide on embankment and otherwise in accordance with the approved type sections and as described in the Public Works Department Standing General Specifications, Section III, Clauses 3 to 14 inclusive and 56.

**DRAINAGE.**

6. Culverts as shown on plans will be constructed in accordance with type drawings indicated thereon. Generally they will be of concrete pipe construction but such existing corrugated iron culverts, as are so indicated on the plans, will be lengthened to the full width required and completely surrounded with six inches of concrete.
7. Existing surface drains will be modified as indicated on the plans and sections in accordance with the modifications to the existing road.

**HAND-PACKED FOUNDATIONS.**

8. Hand-packed foundations will be 9" thick when consolidated and otherwise in accordance with Public Works Department Standing General Specification, Section III, Clauses 55, 56, 57, 58 and 62.

9. The ...

ASPHALT MACADAM  
(PENETRATION).

9. The prepared foundation will be spread with 4 inches of approved stone, clean and free from dust, broken to pass a 2 $\frac{1}{2}$ " ring and be retained on a 1" ring, and the fragments shall be as cubical as possible. The layer will be rolled lightly until the stone commences to lock when, the layer being dry throughout its entire depth, Spramex (penetration "100") will be poured thereon at the rate of 1 $\frac{1}{8}$  gallons per square yard, at 350° to 380° F. by means of hand pouring cans. Immediately after the application of the grout and while it is still warm, the surface will be blinded with  $\frac{3}{4}$ " to 1" keystone at the rate of 1 cubic yard per 50-60 square yards. The keystone will be of a quality which will not crush under the roller, and shall be quite dry and free from dust.

10. Immediately after the application of the keystone, the surface will be thoroughly consolidated by rolling with a roller of not less than 6 tons weight. Rolling will commence longitudinally at the sides and proceed towards the crown, each successive trip overlapping. Diagonal and transverse rolling will be carried out when possible on the completion of the longitudinal rolling.

11. After complete consolidation has been effected excess chippings will be swept off and a seal coat of Spramex "100" applied at a temperature of 350° to 380° F. at the rate of 1 gallon to 2-3 square yards, as may be directed, according to the openness or denseness of the grouted surface. While the bitumen is still warm the surface will be blinded with clean, dry, hard stone  $\frac{1}{2}$ " to  $\frac{3}{4}$ " chippings, free from dust at the rate of 1 cubic yard to 80-100 square yards, the surface being then lightly rolled and back rolled the day following, this being done in the hottest part of the day.

ASPHALT STRIP  
CONSTRUCTION  
ON HAND-PAKED  
FOUNDATION.

12. The sub-grade will be prepared and a layer of macadam spread exactly as for an asphalt macadam road up to the point where the surface is ready for grouting. Grouting will, however, be confined to two strips 2 feet wide equidistant from the centre line and with their centres at 4 feet 9 inches apart. The successive treatment to the strips with keystone will be exactly as specified for asphalt macadam, but for the rest of the road chippings or chipping and selected binding material, as directed, will be rolled in as for the macadam specified in paragraph 14.

13. The ...

3.

ASPHALT STRIP  
CONSTRUCTION  
WITHOUT HAND-  
PACKED  
FOUNDATION.

13. The seal coat as specified for asphalt macadam will be applied to the whole of the centre portion including the asphalt strips.

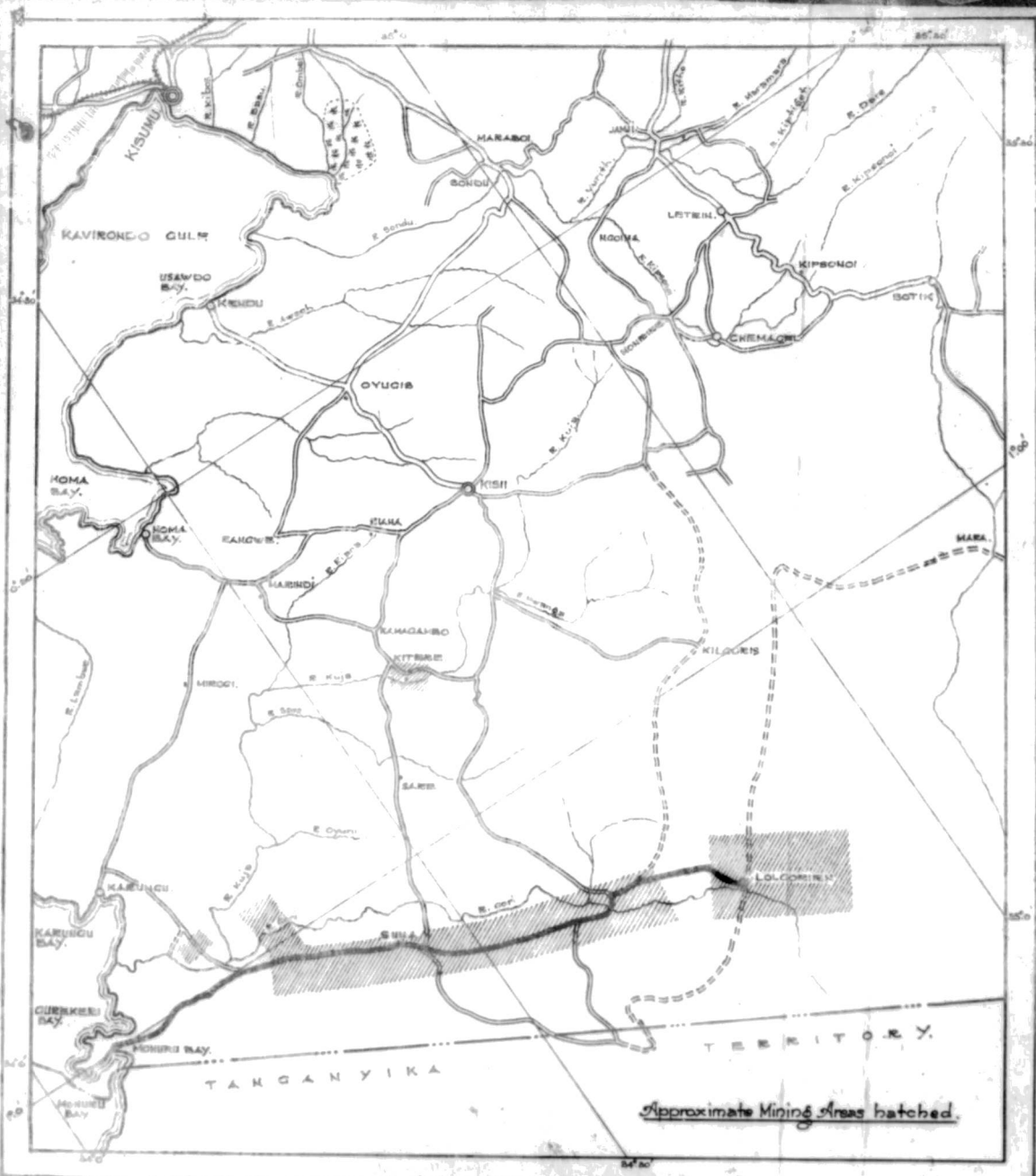
14. The sub-grade will be prepared as for the hand-packed foundation and will be spread with broken stone varying in gauge from 1" to 2" to a depth of 3 1/2". This will be well rolled with a roller of not less than 8 tons weight until the stones shall have fitted themselves closely together without fracture. A binder of fine screenings of the same stone shall then be spread evenly over the course and brushed in dry, and rolling shall proceed until no more will go in. A second layer of similar thickness will be similarly rolled and blinded after which a third layer to bring the finished consolidated thickness to 8 inches will be laid. Rolling will be carried on until the whole is thoroughly compacted when blinding as before will be brushed in until no more will go in dry. Water will then be applied until the stones are saturated and the rolling continued whilst the blinding is formed into a grout by the action of the roller and brushing and until the grout has filled all the voids.

15. After the road has dried out, two trenches will be excavated 24 inches wide and 3 inches deep, such that their centre lines are four feet nine inches apart and equidistant from the centre line of the road, care being taken that the sides of the trenches are as true and square as possible.

16. Stone broken to pass a 2 1/2" ring and be retained on a 1" ring will be laid in the trenches to the thickness required to finish to the true cross section of the road after consolidation. The layer is then lightly rolled to produce a compact and true surface and suitably sized stones are inserted by hand along the edges of the trenches and carefully wedged into place and compacted by rammer. Spramex "100" penetration is poured on the ballast at a temperature of 350° to 380° F. at the rate of 1 1/8 gallons per square yard. Immediately after grouting 1/2" to 3/4" keystone is spread at the rate of 1 cubic yard to 60 square yards, and the trenches rolled to complete consolidation with a 6 ton roller.

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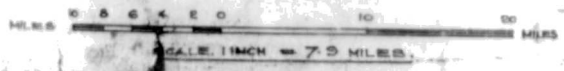




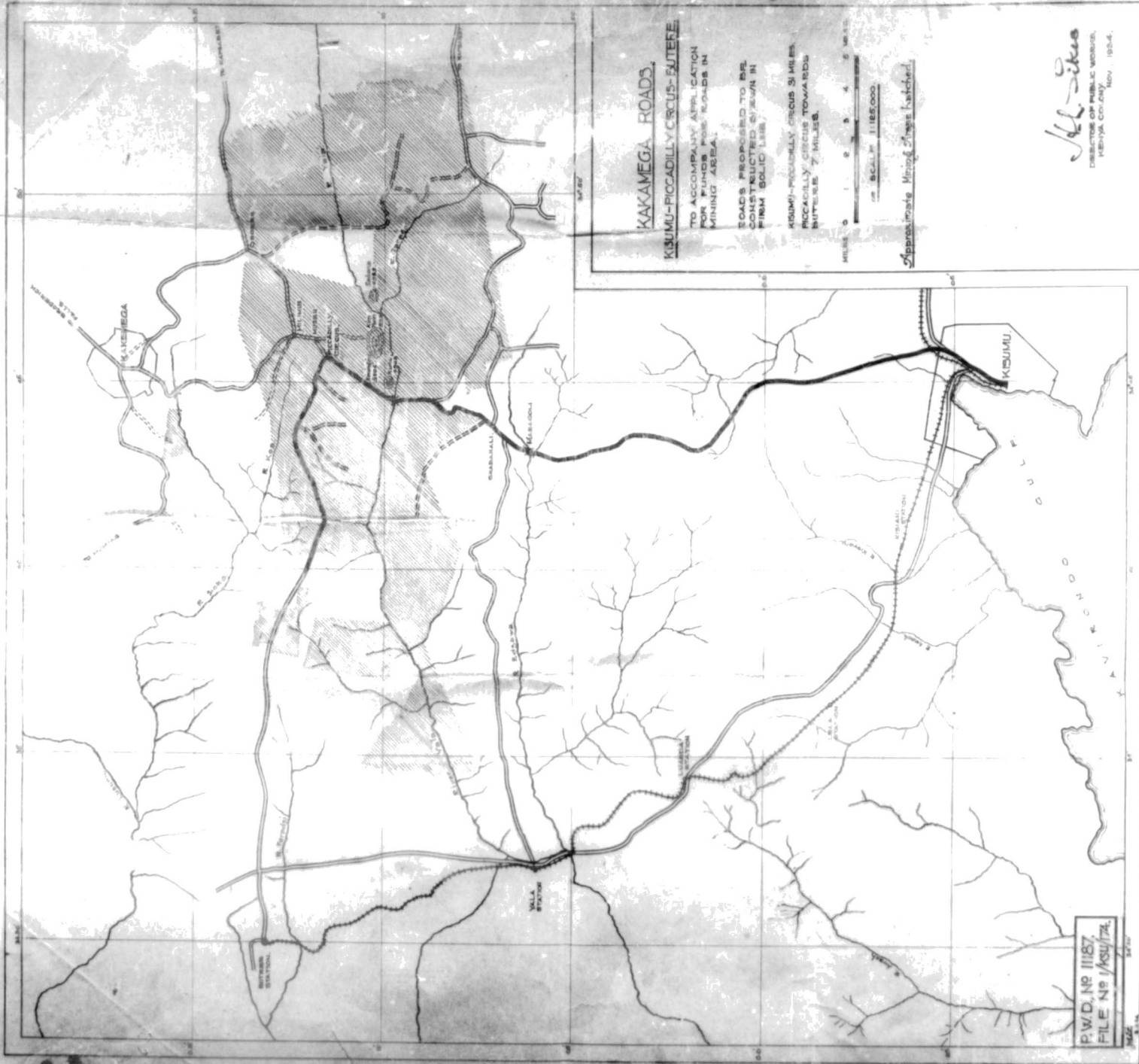
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FILE No	KSU/175

**MOHURU BAY-SUNA-LOLGORIEN ROAD.**

MAP TO ACCOMPANY APPLICATION FOR FUNDS FOR ROAD SHOWN IN FIRM SOLID LINE.



*J.H. Sikes*  
 DIRECTOR OF PUBLIC WORKS,  
 KENYA COLONY.  
 REV. 1934.



**KAKAMEGA ROADS.**

**KISUMU-PICCADILLY CIRCUS-EUTERE.**  
 TO ACCOMPANY APPLICATION  
 FOR UNDER-LEASE RIGHTS IN  
 MINING AREA.

ROADS PROPOSED TO BE  
 CONSTRUCTED SHOWN IN  
 THIN SOLID LINE.

KISUMU-PICCADILLY CIRCUS 31 MILES.  
 PICCADILLY CIRCUS TOWARDS  
 EUTERE 7 MILES.



Approximate Mining Areas Shaded

P.W.D. NO 11187.  
 FILE NO 1/KSU/74

*W. S. S. S.*  
 DIRECTOR OF PUBLIC WORKS,  
 HENYA COUNTY  
 Nov. 1934.