

1928

Kenya

No. 15041

SUBJECT

C O 533/376

Road Transport Services

Previous

see N 8377/27

N 1053/27

Subsequent

see N 1057/29

(see also N 1058/29)

! Goo Gugg, Feb 15 — 20 Jan 1928
State position with regard to new transport &
arrangements

Mr W. S. W. W.

Please see 10552/27 & our telegram
on it, & typed note attached to
10552/27

What Mr. J. J. says in his telegram
being connected
as to the S. K. R. / 1 as to the
scheme being held up pending
his opinion is quite sound

& the only thing about it is

that they have not yet in the
or mentioned it

in connection with 10552/27

We can now await the
result of the further local
discussion after Mr. J. J. has finished
his inspection of the various of
the various areas. In the
interim I have ~~not~~ ^{not} ~~mentioned~~
in regard to the Kenya E.O. (which
provide for the revised transport
arrangements) that the adoption of
the scheme ^{is} to be regarded as

under cover of not yet sealed

Egmont

21/1/28

Wait but bring up on 2/1/28

Noted return of nothing more copy up meantime

at once R.W.

23/1/28

2 I.G., K.A.R. -----9th Feb 1928
Forwarded copy of letter addressed to Gov Kenya on the subject of Transport in the Northern Frontier Province.

Typed note on the road history of this section is returned 20/5/28

The S.S. is a valuable contribution to the Government at home, and really goes to the root of the matter which the Propaganda of the Kenya Committee (to be in 1928/29) have done.

We shall now be prepared to hear further from Mr. Kenya for being up an S.S. animal for discussion

Egmont

14/3/28

at once

Bring up on Mr. Macleod's return

St. Paul 3/4/28

at once

No. 2
The War Office have asked for a copy of No. 2. May this be made please? I sent to me as I have another paper which they require. I shall send them both over together. The map attached to No. 2 could be cut and the original a card for return if to be returned when finished with.

St. Paul

15/4/28

C. J. P. G.

14/4/28

at once

Since writing above I have found a spare copy of No. 2 which I have sent to G.O.

Paul

St. Paul 20/4/28

at once

Discussed in a S.S. meeting 27/4/28

Bring up with 1900/20/25

Report in S.S. (at) on 1/6/28

Noted for further work 20/4/28

then

Egmont

1/6/28

at once

18/4

St. Paul

St. Paul

Mr. Mackay

According to The Times, Sir Edw. Brigg told the L.C. that the money paid by Missions in compensation for roads will be expended on roads in N.F.P. for which district H.F. proposes a grant future.

An grant future rather indicates white settlement, & about the only suitable district in the N.F.P. for such settlement is round Baisala which owing to its distance from the frontier is immune from raids.

I submit that some of the money should be spent, as I have suggested, on roads with a military value, improving communications generally, and a mechanical transport so as to enable the troops to afford better protection to the tribes.

If the money is all spent as in para 2 above it means that the compensation for loss suffered by tribes will be used to enable natives suffer a further loss by the alienation of land.

Hand 15.5.28 16.5.28

See minutes on file 15.5.28 (copy) 16.5.28

E. Mackay
17/5/28

10. You Tel. 23 May 1928 on 15019 of 28 K. (Copy attached)

Original Tel. 11
Recd on 15.5.28
R.F. 15.
Coolidge Tel. 11 (copy) 7 June 28
Observations on the report General's letter were forwarded in despatch Conf. of 23 May 28

See also on 13020/28. 11.7.28
Sir Edw. Brigg
Submitted reasons on memorandum by J. G. Kirk. Requests telegraphic sanction to proposed transfer of control to local authorities

Mr. Parkinson

5
The 23. discussed this with me, & I have subsequently spoken to you.

The Conf. is reviewed with a view to read as it ignores the ^{real} ~~actual~~ facts of the 23. & the 8th Feb. 28 that he is open to the transfer of transport from military control to the control of areas concerned only if the practical organization of the transport. The road construction which he commands is expected. This point he also brings out strongly in his inspection Report on the 3rd. 11.28. Enc. to Nol on 13020/28 upon which you have never sent his views as he received.

Ld. Mackay & Co. 11.7.28

accordingly drafted two American
telegram in reply

W. Maackig

19/6/28

all papers

19.6.28

W.C.S. 19.6.28

since

2017
cont.

to June 1928

Sp. Rad.
re de fon
draft (6)

6. Tel. to for

W.C.S.

W. Maackig

? how removed ~~copy~~ of B.C. 11
of 20/6/28 (N°6) which reply
has not yet been received.

for 15050/28 ~~that~~
change
when reply to be recd.

W.C.S. 1/6/28

See minutes on 15313/28 heard

1/6/28

See now our tel. to Range on No 2

in 15313/28K.

Wait

H.T. Ashworth

14/6/28

at price

W.C.S.

accordingly drafted two annexes
telegram in reply

Quachong

19/6/28

all Parkman

19.6.28

W.C.S. 19.6.28

since

2017

cons.

to June 1928

read
add on
reply (6)

Handwritten initials

M. Maechig

? how remind ~~Quachong~~ of 20/6/28 (N.C.) to which reply has not yet been received.

see 1538/28
when reply to be read

late
220 1/8/28

see minutes on 15313/28

1/8/28

see now our tel to Kenya on 20/6
in 15313/28K

wait

J.T. Ashworth

14/6/28

at once

Handwritten initials

1504/28 Kuzo

6.5

Coded 13 sent
12.45 pm to G. 28
G.P.

- Mr. Mackay } 15/6/28 J.M.D.
- Mr. Warkentin } 19.6.28
- Mr. Parkin } 19.6.28
- Mr. Bottomley } 19.6.28
- Mr. B. J. Harding.
- Sir J. Shyackburgh.
- Sir G. Grindale.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormaby-Gore.
- Lord Lovat.
- Mr. Amery.

to give
you 30/22 may Cont.

4/ discussed with
J. P. Kar who points

out most in the
absence of some

statements as proposed
in his letter 8th Feb

and by last report on

3rd Bab Kar as to
partial
re-organisation of transport

roads he cannot

express an opinion how
of transport
transfer to civil
for ~~and~~

as proposed in your letter

DRAFT Telegram code

See answer to Mr. B. J. Harding

for answer
to Mr. B. J. Harding

both
Mr. B. J. Harding
to see after draft

W^o satisfy military

requirements. o when

may I expect your views

do no in sea join

copy. 6 March 1956

13080/28
No. ^{inv.}
Kash
Kanso



GOVERNMENT HOUSE,
NAIROBI,
KENYA.

KENYA.

No. 41

CONFIDENTIAL

RECEIVED
14 JUN 1928
COL. OFFICE

23rd May, 1928.

Sir,

10352/27
10352/27
No. 5

With reference to your Confidential despatch of the 3rd of February regarding the Colony's Estimates, and to your telegram of January 18th, I have the honour to transmit for your information a copy of a memorandum by the Inspector General, dated February 8th, regarding the proposed amalgamation under civil control of the military and civilian transport services, together with a copy of a letter from the Director of Public Works in comment thereon.

2. You will observe from paragraph 6 of his memorandum that while the Inspector General advocates the principle of military control "where a military situation exists" he accepts the assurance of the civil authorities that no internal military situation exists in the Northern Frontier Province and that the external military situation is held to mean the possibility of raids from Abyssinian territory. He therefore considers military control to be necessary only beyond and between Mandera, Moyale and Marsabit. No mention is made of Turkana but it is presumed that Lodwar should be regarded at present as the northern limit for civil control of transport. I agree with this reservation and have accordingly requested the Officer Commanding, 3rd King's African Rifles, to inform me precisely as to his requirements in first-line transport in these areas and suggest that this matter may be con-

tel. to you 1928.
Ans.

THE RIGHT HONOURABLE

LT. COL. L. C. M. S. AMERY, P. C., M. P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNTON STREET, LONDON, S. W.

sidered/

sidered independently of the main issue.

3. It has been represented that the discipline in a civilian service would be inadequate. There is nothing however to hinder the expeditious transfer of control to the military authorities in any serious emergency while, under normal conditions, discipline will be secured by the transfer of the existing personnel to the Public Works Department and their enrolment in the Reserve under the King's African Rifles Reserve Forces Ordinance (Chapter 41 of the Revised Edition). I am informed that all the Mechanical Transport drivers have, in fact, agreed to re-engage, if required, upon these conditions.

4. As regards the organisation of supplies I consider it advisable to make supplementary provision for a special organisation to deal with supplies rather than to adopt the method recommended by the Committee upon Road Transport Services whereby each Department was to make its own independent arrangements. The nett cost of this organisation for the second half of this year would be approximately £780. This sum would provide the necessary clerical staff and all other charges and includes £125 in respect of the passage of the Supply Clerk who was formerly employed in the Supply and Transport Division and will be due to proceed on vacation leave.

5. It is clear that, with the modification to which I have agreed, the Inspector General is not opposed to the transfer of control to the Civil Authorities: and there appears to be no reason why the change which, as has previously been intimated, will produce considerable economies, should be delayed. I am advised that there

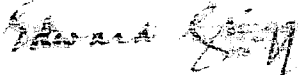
will be no great difficulty involved in the handing over, the details of which have been discussed by the Officer Commanding 3rd King's African Rifles, and the Director of Public Works. Transfer can be effected most conveniently as soon as the additional mechanical transport, which has now arrived, is in running order.

Pending your approval of the proposed change there is, however, necessarily some difficulty in the allocation of current expenditure owing to the fact that control is still with the Military while funds appear in Estimates under the Head of the Public Works Department. I shall, therefore, be grateful if you will convey your decision by cablegram.

I have the honour to be,

Sr

Your most obedient, humble Servant,



GOVERNOR.

C O P Y

Ref. No. S.T. 4.

Nairobi,
8th Feb. 1928

Your Excellency,

1. On December 29th I had the honour to address you, in my letter No. S.T. 1, on the subject of the proposed disbandment of the Supply and Transport Corps, King's African Rifles, and the transference of its duties to a Civil Department. On the following day Your Excellency granted me an interview when you decided to hold the matter in abeyance until I had visited the Northern Frontier Provinces.

2. I have now completed a tour and am able to render a report. In submitting my views to Your Excellency I wish to state that I am not in a position, as Inspector General, King's African Rifles, to recommend that Your Excellency should order the disbandment of a Unit of the K. A. Rifles - one which appears in the Army list. The views I express are, however, those which I would submit to the Secretary of State for the Colonies should he ask for them.

3. As a preface to my remarks, I venture to summarize the circumstances that have led to the present situation, in which all duties of Supply and Transport, for both Civil and Military in the N. F. P. and Turkana, are being carried out by the S. & T. Corps, K. A. Rifles.

The end of the Great War found the 5th Battalion the K.A. Rifles garrisoning and administering the N.F.P. with a K. A. Rifles, S. & T. Corps (the successor of a War time East African Supply Corps) functioning in all matters of Supply and Transport. In 1925 the Government of the Colony decided the situation allowed of the restoration of a Civil Administration. The 5th Battalion the K.A. Rifles was disbanded and detachments from the 3rd Bn. furnished garrisons for a reduced number of posts. Later, however, it was found necessary to re-occupy certain posts. In spite of the transference of the Administration, the S. & T. Corps, K.A. Rifles continued to deal with all such matters for both Civil and Military. The reasons no doubt were the still unsettled state in the Province, especially near the Frontiers, and the lack of communications with consequent difficulty of control, which latter reason, I understand, has caused the Provincial Commissioner to establish his Headquarters at Meru, outside the province and over 500 miles from the frontier post of Mandera. When Turkana, which is up a separate line of communication, was taken over from Uganda by Kenya Colony, the S. & T. Corps, K.A. Rifles, carried out similar duties in that area.

This was the position of affairs as regards

Supply/

Supply and Transport in the two districts when I arrived in the Colony on December 28th, but I found, when I proceeded to inspect the Headquarters of the S. & T. Corps K. A. Rifles, on the following morning that the Unit was to be abolished from January 1st - and as :-

(a) The question of such disbandment had not reached the Colonial Office before I left London on Oct, 14th.

(b) I learnt that no arrangements had been made to supply the Troops after December 31st. The proposed transfer dealt only with Transport and ignored the fact that the Unit to be abolished functioned in matters of Supply also. In this connection I found, during my tour, that the S. & T. Corps, K. A. Rifles, having been ordered to close down from Dec, 31st had made no arrangements for future supplies, consequently, the garrison at Meru was without certain rations, while other posts were drawing on their Obligatory Reserves.

(c) I learnt further that the new scheme for Transport was that, for the time being, the existing arrangements should carry on but the personnel should be under Civil instead of Military Orders. This ignored the fact that the personnel of the S. & T. Corps, K. A. Rifles, are enlisted soldiers of the K. A. Rifles and that they would have to be discharged and then re-engaged as civilians. If they declined to accept new conditions there would, anyway, temporarily, be no Transport. I took the action referred to in para. 1.

5.

As a first result of my tour, I wish to pay a tribute to the S. & T. Corps, K. A. Rifles. In difficult and trying circumstances it has carried out the duty of supplying and transporting for both Civil and Military in the N. P. P. and Turkana, along lines of communication exceeding 1600 miles. The personnel have had to face much criticism, but they have not failed in their task, which is proof of their efficiency and devotion to duty. From what I have seen and learnt I am confident that no other Unit or organization would have done better - or I doubt more economically. I would refer to one point as regards economy :-

In their spare time the Ox Transport Section personnel made a Maize Shamba at Siolo which resulted in a saving to the Government of some 2500 per annum. Unfortunately, this was abandoned as it competed with "private enterprise". I trust that if the time has come for the disbandment of the S. & T. Corps, K. A. Rifles, Your Excellency will consider the possibility of some recognition being accorded. I am emboldened to make this suggestion in view of the appreciative remarks Your Excellency made after your recent tour in which you visited Siolo.

In expressing my views on the matter at issue (i.e. the control of Transport in N.F.P. and Turkana) I would say I accept it as a principle that all transport, for both Civil and Military, should be a matter for the former up to where a "Military situation exists". I understand the Provincial Commissioner considers there is no "Internal Military Situation" in the N.F.P.; neither is one likely to develop. He should be the best judge. This would indicate, therefore, that control of transport should be transferred from the Military to the Civil up to such points, on or towards the frontier, where it may be considered an "External Military Situation" exists. These I take to be, from what I learnt during my tour, Mandera, Moyale and Marsabit.

I have not visited Turkana, but consider a similar point under present conditions would be Lodwar.

There are, however, I submit, other matters which have to be considered in arriving at a decision as to the control of transport.

- (a) The 'carry' is about 50% Civil and Military respectively.
- (b) The role of the Troops, their distribution and the great distances between the various posts of the garrison in the N.F.P.

The approx. distances are

Mara to Marsabit	190 miles	
" " to Moyale	290 "	
" " to Hajji	243 "	
Hajji to Moyale	145 "	(No water for a 100 mls. stretch)
" " to Mandera	259 "	(No water for a 120 mls. stretch)

Considering the strength of the posts - varying between one and three Platoons - such a wide distribution can only be justified by political necessity. From the Military point of view the value of several of the posts lies mainly, if not solely, in the "bluff" resulting from the presence and prestige of regular troops. The only redeeming feature in the maintenance of such posts and such a wide distribution would be the immediate availability of Mechanical Transport for concentration and mutual support.

From the Military point of view, a concentration of fewer troops, with Mechanical Transport and in Wireless communication with outstations, would be far more efficient. From the financial point of view it would be more economical.

(c) One of the chief duties of the garrisons, both in the N.F.P. and Turkana, is affording protection to our Tribes against raiders from Abyssinian Territory. I quote the case of the two Platoons at Marsabit as an example. One Platoon was out on such duty when I visited the post, and the other had lately returned.

The distance covered by a "routine" patrol is roughly 200 miles. The distance to be covered by a Patrol which was to move to Hottic area at request of the District Commissioner is 320 miles.

I would also represent that, if it is decided to extend such protection as we can give to Tribes living in the area North of the line Marsabit - M. Horr - L. Rudolph, the distances to be covered by patrols will be greatly increased.

I have discussed the matter of protection to our Tribes both with officers who have conducted patrols and with the District Commissioner of Marsabit and I am convinced that the only satisfactory solution of this difficult problem lies in improved communications and the use of Mechanical Transport.

To sum up :-

After full consideration I am of the opinion that, to rectify the disadvantages of the too wide distances of the garrison in the N.F.P. great distances to be covered without water and to enable the troops to deal with raiders, Mechanical Transport should be available, and that certain Military Roads should be made.

Such roads, which the troops could make themselves if given Mechanical Transport, should be :-

(a) A road from Marsabit to M. Horr (already in course of construction) and continued, with 'feathers' to near Lake Rudolph. Branches from this road into the area referred to in preceding para. would not present many difficulties should it be decided later to extend our protection in that locality.

(b) A road connecting Marsabit to Buna which would bring the post of Marsabit into closer touch with the posts of Moyala and Wajir.

(c) A road from Buna to the Wajir-Mandera road near Huddo Erri. There would then be a continuous road for Mechanical Transport from Mandera to Lake Rudolph.

The value of Mechanical Transport on such a road in conjunction with the existing roads from Mars, for concentrating troops in case of trouble with the Abyssinians and for dealing with raiders, would be of inestimable Military value.

9.

An increased amount of Mechanical Transport has been ordered from England, by the Government of the Colony, for use in the N.F.P. and Furkana, and simultaneously the Civil authorities are pressing for the transfer of the control of the Transport from the Military. While I appreciate their point of view and natural desire, I cannot too strongly recommend Your Excellency to give full weight to Military considerations when arriving at the final decision.

If it is possible to allot definitely a certain amount of Mechanical Transport to the Troops, then I adhere to the principle I have accepted in para 6. i.e., that the task of the supply and transport, up to the frontier, should be transferred to the Civil authorities: If, however, questions of economy prohibit such a course, then I hold the view that the Military, as represented by the S. & T. Corps, K. A. Rifles, must continue to function and control all transport.

10.

In event of your Excellency considering it possible to allot separate Mechanical Vehicles to the Garrison in the N.F.P. I consider the following is minimum which would suffice :-

Two for Malsabit
Two for Wejir

and that the Civil Dept. responsible for the bulk of the transport, should undertake to have two similar vehicles at Meru available for the Military at shortest notice. I attach an Estimate (Appendix "A") of the cost to be incurred. The recurring expenditure would, I think, be cancelled by a corresponding saving in the present transport votes.

11.

There are certain points which I wish to bring to Your Excellency's notice if it is decided to transfer control to the Civil authorities and disband the K. A. Rifles Unit -

- (a) Such transfer should take place after the new Mechanical vehicles are in commission so that the K.A.R. personnel will not be discharged until it is certain their services are no longer required.
- (b) Personnel of the K.A. Rifles should be granted gratuity for being prematurely discharged unless re-engaged in Civil employ.
- (c) The actual date of transfer should be settled between the O.C. Troops and the Civil Official responsible for the new system after all details have been settled, so as to ensure no break in continuity in S. & T.
- (d) The accommodation in Military lines, now used by personnel of the S. & T. Corps, K. A. Rifles, will not be available for Civilian personnel of a new system. It is not possible to have persons living in Military

quarters/

quarters who are not subject to Military discipline.

12. If, on the other hand, Your Excellency decides that the Military is to retain control, then it will be necessary to provide Captain Brick, the Officer Commanding S. & T. Corps, K.A. Rifles, with another officer. At present he is the only officer in the Corps and is responsible for all S. & T. in N.F.P. and Turkana.

13. I have made little reference to the situation in Turkana but the position there is simple. It does not, I think, affect the main question of the control of S. & T. by Civil or Military; the decision, from the Military point of view, should be made on the situation in the N.F.P.

When a road has been completed to Labor it will be, probably, found more economical and effective for patrolling to be done in Mechanical vehicles. Lieut. Col. Wilkinson, Commanding Troops, Kenya, is shortly inspecting in Turkana, and I am asking him to prepare a report.

14. In view of the uncertainty of the future and the pending replacing of the Animal by Mechanical Transport I have not made a very full inspection of the S. & T. Corps K. A. Rifles.

I have, however, seen much of its work including the depot at Siolo - the Mechanical shops at Keru, and seen an Ox Convey on the march. I am satisfied that the Corps is in a good state of efficiency and is ably commanded by Captain Brick.

I have the honour to be,
Your Excellency's most
obedient servant,

Colonel on the Staff
Inspector General, the King's African Rifles.

Copy to :- Secretary of State for the Colonies.
Hon. Officer Commanding Troops,
S.S. & T.O., K.A. Rifles.

APPENDIX "A"

CAPITAL

		£.
7	4 Thornycrofts @ £850 each	3,400
	Garages and Buildings say	<u>600</u>
		£ 4,000

RECURRENT

		£
2.	European Mechanics £420 x 18 to £540	840
6	Drivers @ Shs. 150/- p.m.	<u>300</u>
	Personal Emols.	£1,140
		£
	Rations	50
	Clothing	30
	Upkeep of vehicles say	1,000
	Local transport and travelling	250
	Contingencies	<u>200</u>
	Total other charges	1,630
	Personal Emols.	<u>1,140</u>
		£ 2,670

7 Thornycroft Type "A.S." fitted with pneumatic tyres. 38" x 7" S.E. & Mechanical tyre pump.

1730
20th February, 1928.

The Hon. the Colonial Secretary,
Nairobi.

SUPPLY AND TRANSPORT, NORTHERN FRONTIER
PROVINCE AND TURKANA.

Ref: Your No. S/A. dated 18-2-28.

Before commenting on the proposals in the Inspector General's letter S.T.4 dated 8-2-28, there are a couple of statements in that report and in his letter No. H.E.1 dated 29-12-27 to His Excellency to which I would like briefly to refer.

In his last quoted letter he observed in reference to the report of the Road Transport Services Committee:-

"I read, briefly, the proceedings of the Committee whose recommendation was based, I gathered, solely on questions of economy and ignored military requirements".

I do not find myself in agreement with the statement that the recommendations of the Committee ignored military requirements. Perusal of the report will show that this is not so. It would be correct to say that the recommendations of the Committee were based chiefly on questions of economy; for it was clearly established to the satisfaction of the Committee that,

19

although Supply and Transport was well operated and the Staff competent, the personnel was not fully employed and that under civil organisation, according to the method which was recommended, the cost to the Colony could be reduced. A further consideration which appeared to the Committee to be substantiated was that transport for the Civil Administration was subordinated to transport for military purposes to an undue extent.

3. In his first-quoted letter the Inspector General says "The proposed transfer dealt solely with Transport and ignored the fact that the Unit to be abolished functioned in matters of supply also". This is not quite the case. It is the case that the terms of reference of the Committee did not include detailed recommendations regarding the method of administering supplies as distinct from transport. Nevertheless, the Committee did consider this matter because it had a bearing on their terms of reference and referred to it on page 80 of their report of 27-6-27. The details naturally require to be worked out more fully, but it was not regarded as the business of the Committee to do that. The chief point was the necessity or otherwise of retaining the unallocated store kept by the Supply and Transport in Factories Road. At this store supplies were purchased from the contractors to the Central Tender Board, held as unallocated stores, issued on indent by the three departments concerned and charged against their votes. The activity was not a large one. There appear to be

about 14 articles dealt with and the tonnage despatched from Nairobi during the first half of 1927 was stated as 231 tons. It was only the Departments concerned and not the Supply and Transport (except in regard to Military supplies) and were in a position to know what the requirements were and submit orders accordingly. Major Decker stated that the Quartermaster, Sir K.A.R., could see to Military supplies. The Quartermaster, Police, would deal with Police supplies, and the Police Commissioner, Northern Province, with his district's supplies. There would, on this method of organization, be a Transport Officer who would organize them, the Central Tender Board contractors who would deliver the supplies, and he would despatch them to their destinations. In charge of the supplies for the K.A.R. units in Nairobi were mentioned. This unit was to retain its National transport at a cost of £4,000 per annum, which would come under the Quartermaster, and he would be responsible for collecting supplies from the Central Tender Board contractors for use in the K.A.R. lines (vide page 40 of the report). Major Gray had stated in evidence to the Committee, as recorded in the minutes of the fourth meeting of the Committee, that "it would simplify matters if supplies were placed under the Quartermaster and not under the Transport Officer".

4. Details of a scheme on these lines could have been worked out. It would have required special arrangements with the Central Tender Board contractors.

for the special packing of the goods required for transport. Checking of quantity delivered would naturally be done by the Transport Officer before he gave a receipt - as in the case of other stores which he has to deal with. The adoption of this method would have been a great economy. According to Major Vadler's figures the cost of supply work as distinct from transport work was £.8800 per annum. I have, however, advised you in my No. 1166 dated 2-2-33 that the unallocated stores should be retained, and a method for dealing with it is therein recommended. No radical alterations of system is possible, especially in view of the fact that the store is a large one - about 220 feet by 50 feet - and fully stocked up. The number of operations is great and the work held as a reserve of supplies is held in some form and a number of supplies in other. About half the supplies are for the K.A.R., Malaya. However, difficulties are, I am informed, sometimes arising with the contractors on account of short delivery and inferior quality, causing much troublesome work. It might be possible to abolish the unallocated stores at Malindi in future years, especially as Major Vadler appeared to be of the opinion that Keru could deal with all supply demands for the military in the Northern Frontier Province. This matter is referred to in para. 23 of the report. As far as military supplies were concerned, the position is clearly stated on page 20 of the report, and the D.S. & P.O.

was cognizant of it. If they failed to make provision in their Estimates accordingly, they have only themselves to blame.

5. Turning now to the Inspector General's letters of 8th February and 20th December, there seems to be misunderstanding as to what "taking over" by this Department actually signifies. The whole operation obviously could not be done on one particular date, say January 1st; nor would it be necessary to do so. Checking of stores, plant, etc., was a necessity and could not be done on one date. The actual handover of control was postponed until after my visit with Mr. Hill and Capt. Erick to Harar. This visit had first been arranged for a day in November, then in December, and was finally taken place on 21st December. It was necessary to do this as the fact that he was carrying on the duties of the Chief Accountant until he came under Mr. Hill's orders on a date to be arranged. As far as accounts were concerned, there was no absolute necessity for the Chief Accountant to be concerned until the end of January when it would become necessary to see that the vouchers for January were correctly allocated for inclusion in the S.W.A. Consolidated account.

6. The final organization, as far as the Northern Frontier Province was concerned, involved the residence of Capt. Erick at Harar to control transport and supplies in the Northern Frontier Province under the Transport Officer, Nairobi. This

presupposed a house for Capt. Brick and various build-
 ings for which provision had been made in the Estimates,
 also the existence of the new fleet of motor lorries.
 The provision of these requirements had been postponed
 and until provided it was obvious that the organiza-
 tion must function broadly as before. Capt. Brick as
 Assistant Transport Officer was, therefore, available
 at Nairobi during the time of handing over to the
 Transport Officer and the assumption of control by
 the Transport Officer could have been effected at any
 moment in respect of transport and, if necessary, in
 respect of Mat. M. supplies also. The despatch from
 Nairobi of supplies to Sogana and Kitale is a trivial
 activity in comparison with the ordinary activities
 of the Transport Officer, and the taking over would
 not have involved difficulty. From the first date
 the various officers concerned in Northern Frontier
 District and Kericho would have addressed their
 communications to the Transport Officer instead of to
 the S.N. & T.O. Arrangements had already been made
 between the Transport Officer and Capt. Brick. The
 actual checking of stores, tools and plant and the
 substitution of P.W.D. forces for S. & T. forces would
 have taken some time and could have been done as
 opportunity presented itself. It would have been
 sufficient to do it at any time before the quarterly
 return was made up. At my interview with Col. Walker
 on 23-12-55 Col. Walker urged that the hand over should
 be held in abeyance. This was approved by Government.

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and accordingly no action regarding it was taken. There was, in fact, no particular object in expediting the hand over. The chief reason for transference of control was the change from animal transport to mechanical transport and economies in personnel when this had been done. The landing has not arrived; the buildings had not been started; the Isiolo Depot had still to be initiated; the plot for the store at Naro Moru had not been selected; the sites for the buildings at Naro and Kitale were still under discussion; supplies for the Northern Frontier Province had to go to Saggia and thence to Isiolo on mules. The animal transport from Isiolo and the canal transport from Naro had still to be initiated. Doubts were expressed regarding Kitale as the future base for Farkas. Details of the new supply organization as far as Nairobi was concerned had not been worked out. Obviously all activities had to function in much the same way as before and there was no special advantage in this Department regarding control until matters were further advanced. Moreover, the Inspector General required Capt. Birch to accompany him on his tour.

I find myself completely at a loss to understand the reference by the Inspector General in P.S. paragraph 4 (b) to the garrison at Naro being without certain rations while other posts were drawing on their obligatory reserves. As I have already mentioned, the Supply and Transport was still functioning as before because action in respect of taking over had been

responded. The store at Kairabi was full. The store at Sagana was said to be full (inspection by Transport Officer). The store at Isiblo was well stocked (inspected by myself). The store at Merti was said to be full (Transport Officer on information from Capt. Ellis). The store at Naitik was well stocked when I visited it, and Capt. Clark, who accompanied me, made no observation regarding shortage of supplies although the quality of some of them was poor. Added to this, I may mention that when I visited Merti just before the Inspector General's visit, all mechanical transport vehicles were parked there and not a single one was in use at the moment for transporting supplies from Sagana to Merti. The cause of this must be looked for elsewhere.

8. The Inspector General refers in para. 7 of his R.I. dated 29-12-27 to a point raised by me regarding delay in the construction of the buildings at Kairabi and Merti and says that he represented that such buildings would be necessary whether the vehicles were under Military or Civil control. The point is lost sight of, however, that, as far as Merti is concerned, the sites of the buildings remain uncertain until that matter is decided, and consequently the buildings cannot be constructed. If the transport were to be under P.W.D. control, the buildings at Merti would be constructed on the P.W.D. plot. If under Military control, they would obviously be

constructed at the Military depot about 1 1/2 miles away. At Kitale the site would be the same, but construction is necessarily in abeyance until it is known with certainty whether Kitale is to be the base or not.

9. The reason for the recommendation by the Committee that transport on main lines of communication should be taken over by the F.W.D. was that it could be operated more cheaply for the reasons stated in the report. In his letter No.0398 dated 10th June, 1927, the Officer Commanding Troops had shown the cost of the Supply and Transport in 1927 as £2,22,523, and by re-organising on a mechanical transport basis he had shown savings of £2,550, bringing the figure to £19,973. From this had to be deducted the cost of supply activities as estimated by Major Podler, viz. £2,820 (including 27 of transport), and the cost of transport, upkeep of stores and animals, passports, scavenging, etc. in the N.I.A.R. Lines, Malindi, estimated by Major Podler at £2,050 (page 20 of report), giving the cost of transport to Northern Frontier Province and Turkana as £18,833. Major Podler adduced reasons in his Minority Report (610/27/3 dated 25-3-27) for further reduction of this amount by sum of £2,500 for passages, £2,520 for railage which he contended would bring the cost of the scheme submitted by the Officer Commanding Troops to £14,000, in comparison with the cost of the Committee's scheme - £12,800. I do not quite agree with Major Podler that the full

amounts which are mentioned should be deducted because the sum of £2,500 for passages allowed by the Officer Commanding Troops is too high for the average recurrent charge per annum on 5 officers (one first class and five second class). The figure of £2,500 provides for retrenchment of Animal Transport sub-panel (vide Appendix IV of the Report) and includes for supply personnel on the then existing staff basis. It bears relation to the 1928 Estimates only. The figure of £2,580 for railings includes railings for other contingents which would presumably have been covered from their own resources to the extent of about 50% of the total. I am prepared to say that the sum of £2,10,555 might possibly be reducible to £1,71,000 by these and other contingencies for some further cut in the Committee's figure of £2,12,500. Major Redier has submitted to the Committee a scheme costing £1,21,877 which the Committee could not accept. In his Minority Report Major Redier gave an estimate which shows a further reduction to £1,15,555, which is only £2,085 above the Committee's estimate. The difference in the £1,15,555 is Major Redier's opinion that the control of the transport to the Northern Frontier Province and Turkana is a whole time job for the controlling officer and that, in addition, he needs a whole time assistant for that work, both officers having their headquarters at Nairobi. I do not agree with that opinion if it were absorbed by the Government Transport Branch of

the Public Works Department, though it would be necessary if it remained a military unit. If it remained a military unit, it would presumably undertake supplies at Nairobi as well.

10. It is to be observed, however, that the reasoning in the above paragraph is partly fallacious because it assumes that the officers in charge of transport at Mera and Kitale are not concerned with supply work. On the contrary, their duties would include supply work in collaboration with the Administrative Officers and C.A.O.s at the stations served. The sum of £2,250 is the estimated cost of the supply part of the Supply and Transport, Animal, Nairobi and outstations. For a valid comparison of the cost of the Committee's scheme with that of the Officer Commanding troops it is only the portion of that sum which relates to Nairobi that should be deducted from the latter.

11. The commencement of the Committee's scheme on January 1st, 1938, was dependent on the lorries being available by that date and, if possible, the buildings for their operation. This could only have been done if financial provision had been made for expenditure in 1937 by Special Warrants covered by Supplementary Estimates. The change over would then have required 3 months in 1938; and provision was made in the Estimates for retention of the Animal Transport for that period. As the lorries have not yet come, nor the buildings started, and the rains are likely

to start in March or April, I think the change over to Mechanical Transport would not now be completely started out until some time in the latter half of this year even if it were possible immediately to decide that the Committee's scheme was to be proceeded with and all questions now outstanding were immediately settled. The action taken as a result of my tour to Harar and the Northern Frontier Province (as mentioned in the notes on my tour, a copy of which has been sent to you) has been suspended in so far as H.P. transport requirements are concerned as a result of the meeting of Government House.

18. The question now under consideration is whether Government Transport (either with or without military transport) in the Northern Frontier Province and Eastern (if this is to be separated from Bitala) should be transferred to the Public Works Department or not. The Inspector General appears to think that such transport should be under civil administration up to the points where a "military situation exists". I am not in a position to advise on this matter. I gather, however, that the Inspector General would prefer that the transport should remain in military hands. If it is decided that a military situation does not exist on the main routes to Barseel, Marsabit, Moyale and Mandera (through Wajir), decision seems to me to rest on the question of economy. On that question, I have no hesitation in

expressing the opinion that it would be more economical to operate the transport in the manner recommended by the Committee than by a military corps. I would regard the savings to be not less than £1,500 per annum (Northern Frontier Province and Turkana) if transport (and supply work outside Nairobi) is taken over, and £2,000 if all supply work in Nairobi in addition is taken over. I am not in any way desirous of taking over these activities as the activities of this Department are very great at present, and I would in fact, welcome a decision that it should remain in military hands. I merely observe that it would be more economical to transfer it to the Public Works Department. The effect would not be complete evidence until the year after the transfer took place.

13. I do not think the question of using mechanical vehicles for 1st line transport, as mentioned by the Inspector General in part 10 and Appendix A of his report, affects this question much. Such vehicles, personnel, etc., would obviously be under military organisation. Small depots would be required at Wajir and Marsabit where repairs could be executed and certain spares and stores kept. These could be under the main line transport organisation if desired.

14. With regard to the points raised by the Inspector General in 11 (a) and (b), I think all the present personnel of the Supply and Transport could be absorbed by the Public Works Department, partly to

comply with the Committee's scheme, as supplemented by the proposals in my No. 1156 dated 2-2-23, and partly in the general Public Works Department organisation, with the possible exception of the Animal Transport drivers. I understand that the Mechanical Transport drivers have all agreed to transfer and to become military reservists.

15. A point to be remembered in considering this matter is that the Department which controls the transport in the Northern Frontier Province and Turkmen should also control the construction and maintenance of roads in these areas. It would not be unusual for two Departments to be concerned in the matter of two such closely related activities in these remote areas. If the Supply Department were to continue to function for supply and transport in these areas, the roads as well. If Capt. Hines is stationed at Herat, this should be quite feasible. His proposals in this respect (if the Public Works Department were to take over transport) are set forth in outline in the notes on my tour in the Northern Frontier Province, a copy of which I enclose. As previously noted, action on these notes, in so far as the Northern Frontier Province is concerned, is suspended.

16. With regard to para. 7 of the Inspector General's report, there is no point which appears to require my comment. I would, however, mention that, in considering the question of accuracy, it should be

borne in mind that any new disposition of troops necessarily involves the construction of new buildings at one or more stations and the relinquishment of buildings at one or more others. Probably the latter could be occupied by the Civil Administration. For the former supplementary provision would be necessary.

17. I return the Inspector General's report as requested.

(Sd) H. L. SIKES.
DIRECTOR OF PUBLIC WORKS.

HLS/HR.

NOTES ON FOUR NYERI, MERU AND NORTHERN FRONTIER PROVINCES

FORT HALL - NYERI ROAD.

Well formed and drained earth road. Bridges at Miles 29 and 32 should be replaced this year. The two bridges on Fort Hall - Embu Road, for the renewal of which provision of £1,200 is provided in Items 25 and 26 of Head XXXI, are regarded by the Ag. Assistant Engineer as sufficiently stable to last this year. This sum should be switched in 1st Supplementary Estimates to the two bridges on Fort Hall - Nyeri Road.

Assistant Director for action.

The Colonial Secretary, through Treasurer, to be written to accordingly.

NYERI - NANYUKI ROAD.

The middle portion of this road where crossed eleven times by the railway and including the Naro Mochi and Bugurot river crossings requires repair. It is stated that if not done this year the bridges over Bugurot and Naro Mochi will have to be repaired. A European surveyor should be detailed by the Ag. Engineer to make the survey. The Ag. Assistant Engineer considers that £2,100 is required this year for first part of construction, including two bridges. This may have to be asked for in Supplementary Estimates if not available from Head XXXI, Item 23.

Assistant Director for action.

NANYUKI - MERU ROAD.

The alignment of a portion of this road where it rises to nearly 9000 feet above sea level is an exceptionally bad one; it is difficult to understand how it came to be selected by the officer in charge. It is considered by the Ag. Assistant Engineer - and I concur - that a much better

Road Engineer, for action.

and probably shorter alignment, about 20 miles long, could be obtained by keeping at lower levels. The European surveyor should make a location survey for this realignment. It is doubtful if it can be constructed, even in part, this year, but this road is of considerable importance in view of N.F.P. transport being switched to this road from the Fort Hall-Embu-Meru Road, and the fact that it now carries a fair amount of commercial traffic to rail-head at Naro Moru.

The portion of the road through the forest for the last 10 miles or so before Meru will not be affected by the above realignment, but portions of it can be improved. The road is extremely bad at present especially after rain as it is merely a narrow track through the forest. The forest requires cutting back to 60 feet on each side and the road improved as far as funds permit. Instructions were issued for work to start on cutting back of the forest at the Meru end - a portion which does not require realignment. The realignment of the remaining portion through the forest is the first thing in connection with the Nanyuki - Meru Road which the surveyor should do in order that work may proceed.

Assistant Engineer, Nyeri, for action. Taj Din now at Nyeri will do this at once.

Out of Head XXXI, Item 33, £.2500 should be provided for this road by deletion of the provision for the construction of the road from the Nyeri - Rumuruti Road to the Nyeri - Nanyuki Road (Gun Browne Road). I understand the balance carried forward to this year for Roads to Nyeri Railway Station, of which this is one, is only £.900, which is inadequate for the Gun Browne Road. No further specific provision has been made this year for Roads to Nyeri

Chief Accountant, for action.

Road Engineer, to note.

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Railway Station, and I consider that there are many more important roads to be constructed out of Head XXXI, Item 33. I also find much opposition in the Nyeri District to this road. The balance of £,900 should be used for improving the roads already constructed to Nyeri Station. The portion of road between Nyeri - Nanyuki Road and Nyeri Station is a suitable one for attention. It will never be much good in wet weather unless murramed.

Road
Engineer &
Assistant
Engineer,
Nyeri,
for action.

Road Engineer to look into this. The matter should perhaps be referred to Nyeri District Road Board by Assistant Engineer, Nyeri, for advice.

NARO MORU STATION.

Transport Officer to obtain allotment from the Kenya and Uganda Railway of a godown plot for a store for P.F.F. transport as early as possible. It will be best, I think, to transfer a portion of the Sagana s... to Naro Moru sufficient for a store 25' x 15' at that place. When site selected Transport Officer to take action. A petrol store, fulfilling the requirements of the Petroleum Regulations and Transport Rules, will also be required. Transport Officer to advise. Transport Officer also to enquire from Kenya and Uganda Railway whether Station Master can be employed as agent for clearing and to take charge of stores. If not, a clerk may be required and accommodation for him at Naro Moru.

Transport
Officer,
for action.

MERU.

A proposal to relinquish to the natives the north-eastern portion of the existing Meru township (boundary is a circle 1 mile radius from the flagstaff at the Government Offices) and to take a portion to the north-west in lieu

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has been proposed. The principle was approved by the Governor-in-Council on 20-1-28, and the survey is to be prepared at once by the District Surveyor Mr. McDonald. I asked the Ag. Director of Land Surveys to arrange for Mr. McDonald to give this work priority. A site for the P.W.D. Sub-Depot and N.F.P. buildings was selected and approved by the District Commissioner. It is essential that the buildings for the N.F.P. transport should be ready as early as possible. The new lorries are expected to be ready by March 1st. Some of the buildings are to be moved from the present Supply and Transport Depot, some from Isiolo, one from Sagana and two, or possibly three, are to be constructed by Young & Ayre on contract. Building should start at the earliest and would be started at once if it were not for the unfortunate delay regarding the boundary of the township.

Transport
Officer,
for action.

A P.W.D. Sub-Depot under a Staff Foreman is essential at Meru. £.250 out of Head XXXI, Item 16, to be allotted. A good Staff Foreman should be sent to Meru at once in lieu of Mr. Monohougy. He should be capable of bridge work, building work and accounts, as well as roads.

Chief
Accountant,
for action.

Assistant
Director,
for action.

N.F.P. ROADS.

Meru to Wajhir.

The level drops from about 5500 feet at Meru to about 3200 feet at mile 20, to about 1650 feet at Garba Tulla, Mile 86, to 900 feet at Muddo Gashi, 139 miles, to 700 feet at the Uaso Nyiro, (Lorian Swamp or Habbes Wein), 167 miles, and about the same at Wajhir, 243 miles.

The road is on clay soil overlying volcanic rock for

most of the way to mile 71 with occasional sandy patches where metamorphic rock comes to surface, especially between miles 23 and 27. Beyond mile 71 sandy soil with exposures of Kanter limestone at intervals (and of gneiss at Garba Tulla) is almost universal to Wajhir, except for 13 miles of silt at the Lorian Swamp.

From Meru to mile 14 the road is good except for marshy ground at four swamps where road requires raising. Between miles 27 and 56 (Kinna River) the road crosses a number of rivers carrying drainage from the Jombeni Range to the Tana. The bridges are mostly good but temporary in type. Some of the drifts are very bad and should be improved. The flat alluvial clay adjacent to the drainage lines is swampy in wet weather and the road requires raising and culverting. The road in the section between miles 27 and 71 is narrow, and it is the worst section of the road from Meru to Wajhir.

The section from mile 71 through Garba Tulla and Mukdo Gashi to mile 155 (13 miles from Uaso Nyiro) is good and passable with ease in wet weather, being on sandy loam.

From mile 155 to mile 167 (Uaso Nyiro at Habbas Weini) the road crosses a level plain formed of silt, being a westward extension of the Lorian. No fall in any direction on this plain was traceable with Abney level, but there is probably a slight fall to the Uaso Nyiro and also eastward. Water is, however, said to lie on it for considerable periods during the rains when it would appear that the Lorian Swamp spreads over this area. It is impassable at such periods. Part of the road has been raised on a bank slightly above the level of the plain.

The soil is a sandy silt. Rough mechanical analysis shows about 5% to be mud (less than .01 m.m.), 55% silt (.01 to .1 m.m.) or 40% sand (.1 to 1 m.m.). It carried on a causeway sufficiently high to preclude the upper layers from becoming supersaturated, a road of this material should remain rutless after it has become consolidated. Funds will not permit of this being done this year, and, in any case, investigation regarding drainage would be necessary.

The Tase Nyire was roughly gauged and found to be flowing at 30 cusecs. It is said to become dry during the dry season at the crossing. The bridge is of timber 32 ft. span, 12 ft. wide, consisting of three 33' beams 11 1/2" x 7" back strutted by two 8" x 4" raking struts. Decking 2" x 2". White ants have appeared in one of the bents.

The road is sandy with sufficiency of clay in it between Nalhas Main (mile 187) and mile 190, although unable to hold up traffic for short periods during rain owing to collection of water on flat ground.

From mile 235 to mile 243 (M. 191) will be very troublesome to traffic. It is generally likely, however, seriously to hold up traffic.

NERU TO ISIOLO - 25 miles.

This track is badly washed out in places and requires much track lay. It requires attention urgently being the main line of communication with Marsabit and several motor and mule caravans will operate.

WAJHIR.

The buildings at Wajhir were inspected in company with Capt. Curle. Wajhir depends for its water supply on wells

-7-

which are numerous, sunk in the lacustrine limestone. Water was standing at a level of about 20 feet below the surface in the walls. It is slightly saline but seems quite adequate in quantity. The type of construction adopted for the buildings at Wajhir is limestone rubble in anti-hill earth, 2 feet thick for the walls, and a sort of rough lime concrete carried on bush poles laid close together for the flat roofs. A ceiling of corrugated iron is sometimes provided. Windows are not provided, openings being left in the thick walls for lighting. The type of construction seems well adapted to the climatic conditions of Wajhir, but the stability of the walls would be improved by bond stones, especially at the corners. One building was collapsing and others showed signs of instability. Moreover, the walls are vertical as the plumb rule does not seem to have been much used during construction. As one would expect, the roofs are said not to be watertight. The cost of construction by this method seems very small and probably does not exceed a couple of shillings per square foot of floor area. If buildings of importance were to be constructed in the future it would probably be best to obtain a few small samples from the coast especially to deal with the flat roofs.

The rainfall at Wajhir from the records kept at the District Commissioner's office is as follows:-

1923 - 18.38", 1924 - 7.10", 1925 - 13.92", 1926 - 24.16",
 1927 - 7.33". An average for 5 years 14.18".

The store at Wajhir is very bad, and stores are destroyed by the leaky roof. A new one, estimated to cost Rs. 150, is essential and should be provided at once out of

Assistant
 Director
 for action.

Head XXXI, Item 5 or 44.

Assistant
Director
for inclusion
in demands
for Minor
Works.

The following buildings are also required at Wajhiri,
Office £.150, 2nd officer's house £.300, and air-raid lines
£.500.

A number of lorries appear to be used at present for
trading with Moyale and Kismayu and thence to Meru and Naro
Meru.

PUBLIC WORKS, MERU.

Capt. Brick
to act.

It is intended that Capt. Brick should be in charge of
the ordinary public works activities at Meru as well as
N.F.P. supply and transport activities. For his transport
and supply activities he will be responsible to the Govern-
ment Transport Officer and for his ordinary public works
activities to the Assistant Engineer, Meru, with whom he
will work in collaboration. N.F.P. transport and supply
work will have first call on his time, and the repair of
the roads used by such transport will be under his direct
more especially those roads leading out from Meru towards
the N.F.P. and within it. It is intended that he shall
have a lorry with a flying gang at his disposal for this
work. He will control, through a temporary foreman, the
improvement of the roads between Meru and Garba Tulla and
between Meru and Isiolo which are extremely bad at present.

A P.W.D. staff foreman will be stationed at the P.W.D.
Sub-Depot at Meru which will be opened out of Head XXXI,
Item 16. The duties of the staff foreman will include
work on Meru - Manyuki and Meru - Bahi Roads, together with
building and general P.W.D. work within the radius of the
Meru Sub-Depot, other than N.F.P. roads. Capt. Brick will

exercise general supervision over the staff foreman and his work. The N.F.P. Transport depot consisting of:-
Garage, Workshops, Store for Motor Transport spares, Store for petrol, Offices, Quarters for Assistant Transport Officer, Foreman Mechanic, 2 European Driver Mechanics, 2 Asian Mechanics, 1 Asian Clerk, Motor Transport Drivers, porters, sweepers, including cook-houses, latrines, etc., will be directly under Capt. Brick. R.Q.M.S. E.R. Sweetman is now listing the movable portions of buildings at Isiclo, and this material, together with that from certain buildings at the Supply and Transport Camp, Horn, will be used for constructing the N.F.P. Transport depot on the site adjoining the P.W.D. sub-Depot. Portions of the buildings at Isiclo can be moved if needed, others will have to remain until mechanical transport replaces the animal transport, and two buildings will not be moved at all.

The sums available at present for P.W.D. Repairs are £2,000 out of Head XXI, Item 25, and £1,500 - Head 25, Item 1. Of these sums, £1,000 out of the first mentioned item and £500 out of the second will be available to the Senior Commissioner, N.F.P., for expenditure on existing main roads and opening up new roads by District Commissioners in N.F.P. in collaboration with Capt. Brick. The remainder will be at the direct disposal of Capt. Brick for expenditure as previously mentioned.

Assistant
Director,
for nation,
through
Chief &
Accountant.

W. H. Sikes
DIRECTOR OF PUBLIC WORKS.
30th January, 1928.

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Telegram from the Governor of Kenya to the Secretary of
State for the Colonies.

Dated 9th June, 1928.

(Received Colonial Office 11.1 a.m. 9th June, 1928.)

No. 141. 9th June. Your telegram of 23rd May,
Expenditure of sum received from the Abyssinian Government.
My secret and confidential despatch No. 29 of 24th April
which need no longer be considered as such put proposal for
your approval for expending these sums on provision of water-
boring and veterinary facilities. As stated in my
speech detailed proposals are under consideration in regard
to special needs of the area concerned and will submit in
due course. Chief Native Commissioner advises impracticable
to distribute compensations in respect of raids which
extended over period of 3 years and recommends payment of
them to special account of Native Trust Fund ~~and~~ proportional
to losses sustained in the Northern Frontier Province and
Turkana. ~~Revises~~ this method of much greater advantage to the
people than payment of contributions to individuals. My
observations on Inspector General's letter referred to were
forwarded to you in my (despatch) confidential No. 41 of
22nd May. I am not at present advised inclined to agree
with his suggested use of compensations on work which should
more properly be financed out of general revenue.

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Telegram from the Secretary of State for the Colonies
to the Governor of Kenya.

Sent 2.10 p.m. 23rd May, 1923.

With reference to my telegram 8th May and
summary of your speech to Legislative Council as
reported in Times of May 15th, glad if you will report
in detail by despatch your proposals for expenditure of
sum received from Abyssinian Government. Presume it will
be devoted in first instance to compensation of sufferers
from raids. As regards my balance Inspector General
King's African Rifles urges that it should be utilized
towards putting into effect transport arrangements
Northern Frontier Province and Turkhana as recommended in
his letter to you of 8th February. When may I expect your
observations on that letter.

Nairobi,
8th Febr. 1928.

Your Excellency,

1. On December 29th I had the honour to address you, in my letter No. M.T. 1, on the subject of the proposed disbandment of the Supply & Transport Corps, King's African Rifles, and the transference of the duties to a Civil Department. On the following day Your Excellency granted an interview when you decided to hold the matter in abeyance until I had visited the Northern Frontier Provinces.

2. I have now completed a tour and am able to tender a report. In submitting my views to Your Excellency I wish to state that I am not in a position, as Inspector General, King's African Rifles, to recommend that Your Excellency should order the disbandment of a unit of the S. & T. Corps which appears in the Army List. My views I express are, however, those which I would submit to the Secretary of State for the Colonies should he ask for them.

3. As a preface to my remarks I venture to summarize the circumstances that have led to the present situation, in which all duties of Supply & Transport, for both Civil and Military, in the N.E.P. and Turkana, are being carried out by the S & T Corps, K.A.R. Rifles. One of the great factors in the 8th Battalion the K.A.R. Rifles participating in maintaining the N.E.P. with a General Staff Corps (the disbandment of a similar Staff African Supply Corps) functioning in all respects as a Supply & Transport. In 1918 the Government of the Colonies decided the situation created by the restoration of a Civil Administration. The 8th Battalion the K.A.R. Rifles was disbanded and detachments from the 2nd Line furnished garrisons for a season in a number of posts. Later however it was found necessary to re-occupy certain posts. In spite of the transference of the Administration, the S & T. Corps, K.A.R. Rifles continued to deal with all such matters for both Civil & Military. The reasons no doubt were the still unsettled state in the Provinces, especially near the Frontiers and the lack of communications with consequent difficulty of control; which latter reason, I understand, has caused the Provincial Commissioners to establish his Headquarters at Marsa, outside the Province and over 500 miles from the frontier part of Marsa. When Parkes, which is up a separate line of communication, was taken over from Uganda by Kenya Colony the S & T. Corps K.A.R. Rifles, carried out similar duties in that area.

4.

This was the position of affairs

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affairs

as regards Supply & Transport in the two districts when I arrived in the Colony on December 25th but I found, when I proceeded to inspect the Headquarters of the S & T. Corps, K.A. Rifles on the following morning, that the Unit was to be abolished from January 1st. - and as :-

- (a) The question of such disbandment had not reached the Colonial Office before I left London on Oct. 14th.
- (b) I learnt that no arrangements had been made to supply the Troops after December 31st. The proposed transfer dealt only with Transport and ignored the fact that the Unit to be abolished functioned in matters of supply also. In this connection I found, during my tour, that the S & T. Corps, K.A. Rifles, having been ordered to close down from Dec. 31st., had made no arrangements for future supplies; consequently the garrison at Heru was without certain rations while other posts were drawing on their obligatory reserves.
- (c) I learnt further that the new scheme for Transport was that, for the time being, the existing arrangements should carry on but the personnel should be under Civil instead of Military Orders. This ignored the fact that the personnel of the S & T. Corps, K.A. Rifles, are enlisted soldiers of the K.A. Rifles and that they would have to be discharged and then re-engaged as civilians. If they declined to accept new conditions, there would, any day temporarily, be no Transport.

I took the action referred to in para 1.

6.

As a first result of my tour I wish to pay a tribute to the S & T. Corps, K.A. Rifles. In difficult and trying circumstances it has carried out the duty of supplying and transporting for both Civil and Military in the N.E.P. & Turkana, along lines of communication exceeding 1500 Miles. The personnel have had to face much privation but they have not failed in their task, which is proof of their efficiency and devotion to duty. From what I have seen and learnt I am confident that no other Unit or organization could have done better - or, I doubt, more economically. I would refer to one point as regards economy -

In their spare time the O.K. Transport Section personnel made a Moins Shamba at Siolo which resulted in a saving to the Government of some £500 per annum. Unfortunately this was abandoned as it competed with private enterprise. I trust that if the time has come for the disbandment of the S & T. Corps, K.A. Rifles, Your Excellency will consider the possibility of some recognition being accorded. I am emboldened to make this suggestion in view of the appreciative remarks Your Excellency made after your recent tour in which you visited Siolo.

6. In expressing my views on the matter at issue (i.e. the control of Transport in H.F.P. & Turkana) I would say I accept it as a principle that all Transport, for both Civil & Military, should be a matter for the former up to where a "military situation exists". I understand the Provincial Commissioner considers there is no "Internal Military Situation" in the H.F.P. neither is one likely to develop. He should be the best judge. This would indicate therefore that control of Transport should be transferred from the Military to the Civil up to such points, on or towards the frontier, where it may be considered an "External Military Situation" exists. Those I take to be, from what I learnt during my tour, Mandera, Moyale and Marsabit.

I have not visited Turkana but consider a similar point under present conditions would be Lodwar.

7. There are however, I submit, other matters which have to be considered in arriving at a decision as to the control of Transport.

- (a) The 'carry' is about 50% Civil and Military respectively.
- (b) The rôle of the Troops, their distribution and the great distances between the various posts of the Garrison in the H.F.P.

The approximate distances are:-

Mara to Marsabit	- 190 Miles
" to Narra	- 290 "
" Taji	- 242 "
Haji Moyale	- 165 " (No water for a 100 Mile stretch)
" to Mandera	- 250 Miles (No water for a 120 Mile stretch)

Considering the strength of the posts - varying between one and three Platoons - such a wide distribution can only be justified by Political necessity. From the Military Point of view the value of several of the posts lies mainly, if not solely, in the 'bluff' resulting from the presence and prestige of regular Troops. The only redeeming feature in the maintenance of such posts and such a wide distribution would be the immediate availability of Mechanical Transport for concentration and mutual support.

From the Military point of view a concentration of fewer troops, with Mechanical Transport and in Wireless Communication with outstations, would be far more efficient. From the financial point of view it would be more economical.

(c) One of the chief duties of the Garrisons, both in the H.F.P. &

H.F.P. &

Turkana, is affording protection to our Tribes against raiders from Abyssinian Territory. I quote the case of the two Platoons at Marsabit as an example. One Platoon was out on such duty when I visited the post and the other had lately returned.

The distance covered by a 'routine' patrol is roughly 200 Miles. The distance to be covered by a patrol which was to move to Heitie area at request of the District Commissioner is 320 Miles.

I would also represent that, if it is decided to extend such protection as we can give to Tribes living in the area North of the line Marsabit - H. Horr - L. Rudolph, the distances to be covered by patrols will be greatly increased.

I have discussed the matter of protection to our Tribes both with officers who have conducted patrols and with the District Commissioner of Marsabit and I am convinced that the only satisfactory solution of this difficult problem lies in improved communications and the use of Mechanical Transport.

To sum up :-

9.

After full consideration I am of the opinion that, to rectify the disadvantages of the too wide distributions of the garrison in the H.F.P., great distances to be covered without water and to enable the troops to deal with raiders, Mechanical Transport should be available and that certain Military roads should be made.

Such roads, which the troops could make themselves use of given Mechanical Transport, should be :-

(a) A road from Marsabit to H. Horr (already commenced construction) and continued, with branches to near Lake Rudolph. Branches from this road into the area referred to in preceding para, would not present many difficulties, should it be decided later to extend our protection in that locality.

(b) A road connecting Marsabit to Burra which would bring the post of Marsabit into closer touch with the posts of Moyale and Wajir.

(c) A road from Burra to the Wajir-Mandera road near Huddo Erri. There would then be a continuous road for Mechanical Transport from Mandera to Lake Rudolph.

The value of Mechanical Transport on such a road, in conjunction with the existing roads from Mars, for concentrating troops in case of trouble with the Abyssinians and for dealing with raiders would be of incalculable Military value.

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9. An increased amount of Mechanical Transport has been ordered from England, by the Government of the Colony, for use in the N.F.P. and Turkinia and simultaneously the Civil Authorities are pressing for the transfer of the control of the transport from the Military. While I appreciate their point of view and natural desire, I cannot too strongly recommend Your Excellency to give full weight to Military considerations when arriving at the final decision.

If it is possible to allot definitely a certain amount of Mechanical Transport to the Troops then I adhere to the principle I have accepted in para 6, i.e. that the task of the Supply & Transport, up to the frontier, should be transferred to the Civil Authorities. If however questions of economy prohibit such a course then I hold the view that the Military, as represented by the S & T. Corps, K.A. Rifles, must continue to function and control all transport.

10. In event of Your Excellency considering it possible to allot separate Mechanical Vehicles to the Garrison in the N.F.P. I consider the following is minimum which would suffice:-

- Two for Margabit,
- Two for Kojir,

and that the Civil Dept., responsible for the bulk of the transport, should undertake to have the similar vehicles at least available for the Military at shortest notice.

I attach an Estimate (Appendix "A") the cost to be incurred. The recurring expenditure would, I think, be cancelled by a corresponding saving in the present transport votes.

11. There are certain points which I wish to bring to Your Excellency's notice if it is decided to transfer control to the Civil Authorities and disband the K.A. Rifles Unit -

(a) Such transfer should take place after the new Mechanical vehicles are in commission so that the K.A.R. personnel will not be discharged until it is certain their services are no longer required.

(b) Personnel of the K.A. Rifles should be granted gratuity for being prematurely discharged unless re-engaged in Civil employ.

(c) The actual date of transfer should be settled between the C.O. Troops and the Civil official responsible for the new system after all details have been settled, so as to ensure no break in continuity in S & T.

(d) The accommodation, in Military Lines, now used by personnel of the S & T. Corps, K.A. Rifles, will not be available for Civilian personnel of a new system. It is not possible to have persons being in Military quarters who are not subject to Military discipline.

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12. If, on the other hand, Your Excellency decides that the Military is to retain control then it will be necessary to provide Captain Brick, the Officer Commanding S & T. Corps, K.A.Sifios, with an other officer, at present he is the only officer in the Corps and is responsible for all S & T. in H.F.D. and Turkana.

13. I have made little reference to the situation in Turkana but the position there is simpler. It does not, I think, affect the main question of the control of S & T. by Civil or Military; the decision, from the Military point of view, should be made on the situation in the H.F.F.

When a road has been completed to Labur it will be, probably, be found more economical and effective for patrolling to be done in mechanical vehicles. Lieut. Col. Williamson, Commanding Troop Kenya is shortly inspecting in Turkana and I am asking him to prepare a report.

14. In view of the uncertainty of the future and the pending replacing of the Animal by Mechanical Transport I have not made a very full inspection of the S & T. Corps K.A.Sifios.

I have however seen much of its work - including the Depot at Siolo - the Mechanical shops at Lamu and seen an ox convoy on the march. I am satisfied that the Corps is in a good state of efficiency and is ably commanded by Captain Brick.

I have the honour to be,

Your Excellency's most

obedient servant,

A. Wallis

Colonel on the Staff
Inspector General, The King's African Rifles.

Copy to :- Secretary of State for the Colonies,
Hon. Officer Commanding Troops,
S.S & T.O., K.A.Sifios.

CAPITAL

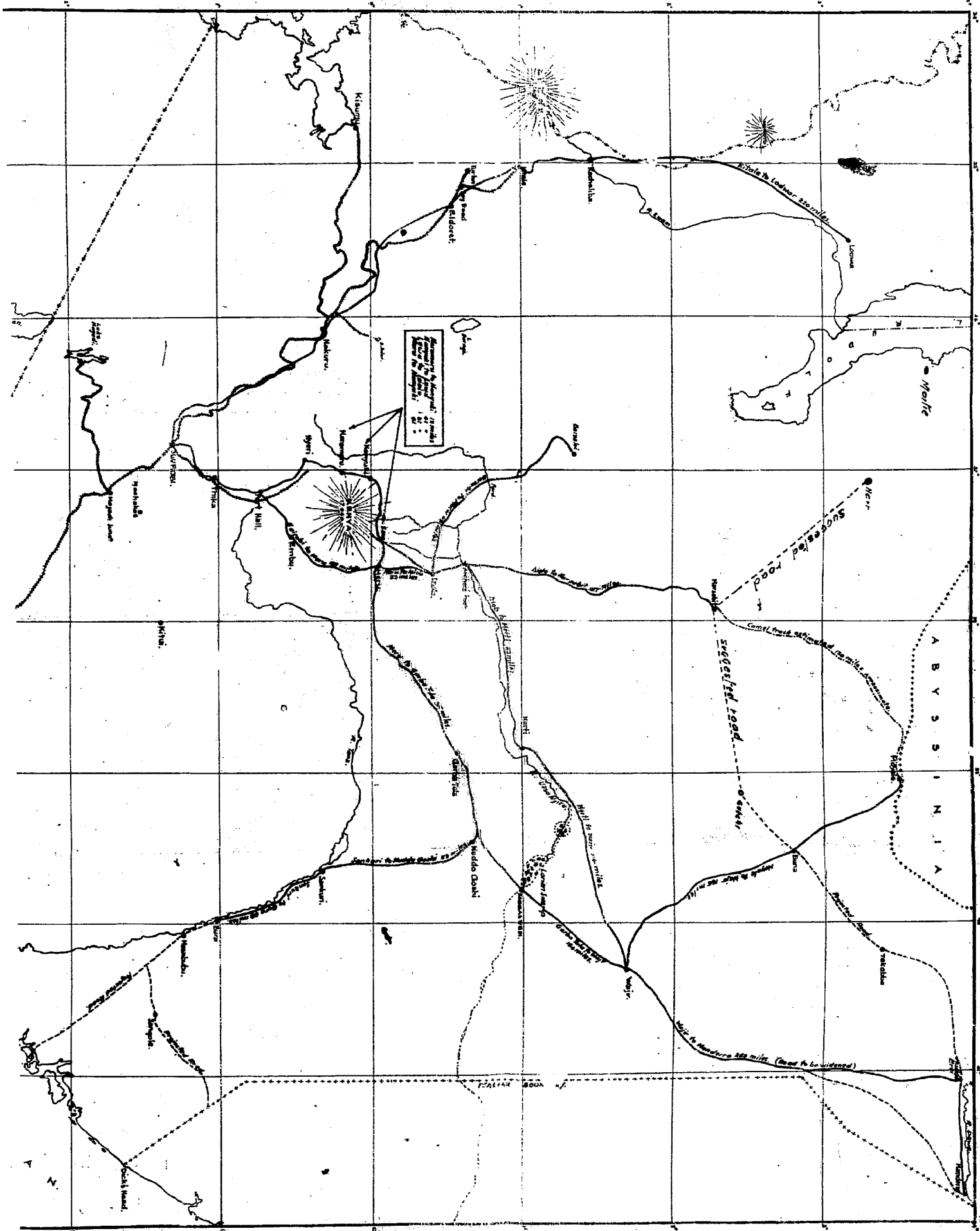
A. Theroports			
Garages & Buildings	£	2850	each
	any		
			£ 2400
			£ 600
			<u>£ 3000</u>

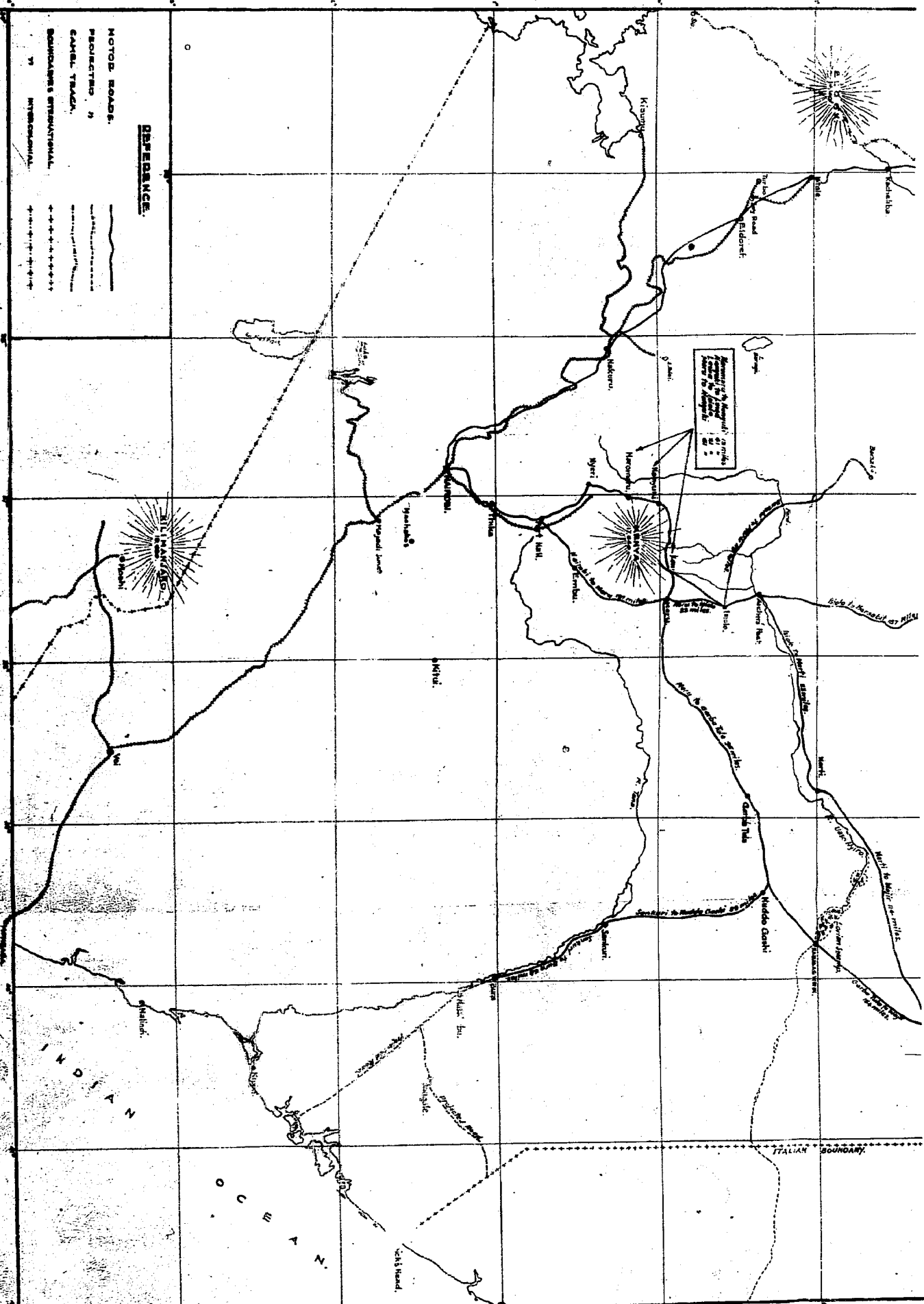
Recurrent

B. European Mechanics	£ 290 x 18 to £ 540		
C. Drivers & Hqs.	160/- p.m.		
			£ 240
			£ 300
		<u>Personal Emols.</u>	<u>£ 1140</u>

D. Rations			£ 50
E. Clothing			£ 30
F. Repair of vehicles	any		1000
G. Local Transport & Travelling			£ 200
H. Contingencies			£ 200
			<u>£ 1880</u>
		<u>Total Other</u>	<u>£ 1230</u>
		<u>Charges</u>	<u>£ 1140</u>
		<u>Personal Emols.</u>	<u>£ 1140</u>
			<u>£ 3670</u>

... fitted with pneumatic & mechanical tyre pump.





Distance to Nairobi: 0 miles
 Distance to Mombasa: 100 miles
 Distance to Kisumu: 150 miles
 Distance to Nakuru: 200 miles
 Distance to Nyeri: 250 miles

DIFFERENCE

- MOTOR ROADS:
 PROJECTED: ———
 CANAL TRACK: ———
 BOUNDARY'S STRATEGICAL: ———
 INTERNATIONAL: ———

MAP ACCOMPANYING REPORT OF
 ROAD SERVICES COMMITTEE



F
21 JAN 1928
COL. OFFICE

52
END

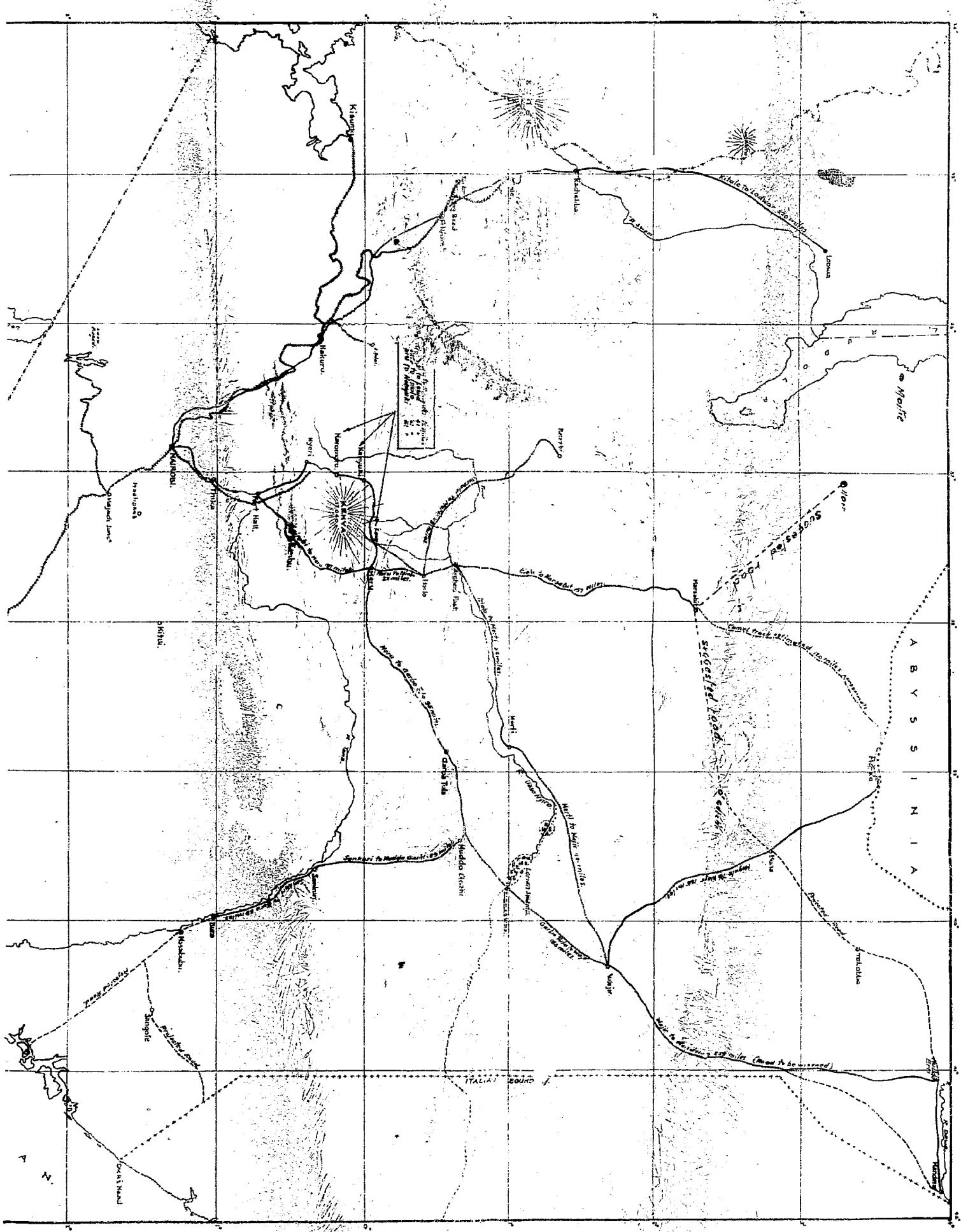
TELEGRAM from the Governor of Kenya to the Secretary
of State for the Colonies.

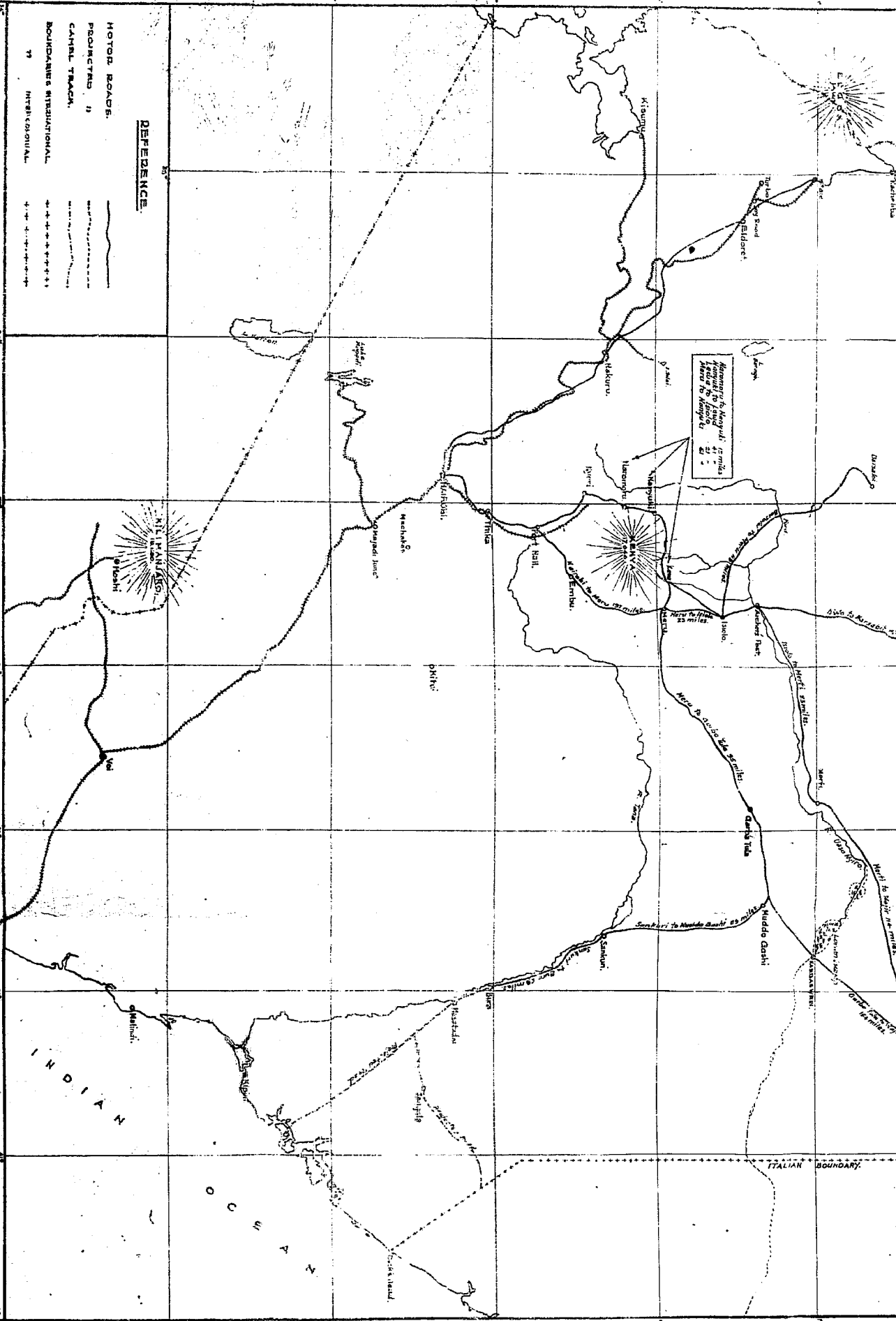
Dated 20th January.

(Received, Colonial Office, 3.0 p.m., 20th January, 1928).

5
No. 18.

10-2
10652
27
20th January. Your telegram of 18th January. Transport
arrangements discussed and reserved for final settlement
with Inspector General after his tour of Northern areas.
Mean-while to prevent risk of delay or dislocation of
supplies to those areas it was decided that necessary
to retain staff unchanged provisionally and to defer
transfer of control to Director of Public Works.





27 miles
 from
 Kudu Gashi
 to
 Kudu
 27 miles
 from
 Kudu
 to
 Kudu Gashi

REFERENCE.

- HOTEL ROADS:
- PROJECTED " :
- CANAL TRACK:
- BOUNDARIES INTERNATIONAL:
- " NATIONAL:

MAP ACCOMPANYING REPORT OF
ROAD SERVICES COMMITTEE.

Miles: 0 10 20 30 40 50 60 70 80 90 100 110 120
 Scale: 1:500,000

21 JAN 1928
COL. OFFICE

52
END

TELEGRAM from the Governor of Kenya to the Secretary
of State for the Colonies.

Dated 20th January.

(Received, Colonial Office, 3.0 p.m., 20th January, 1928).

⁵
No. 18.

1002
10662
27
20th January. Your telegram of 18th January. New transport
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with Inspector General after his tour of Northern areas.
Mean-while to prevent risk of delay or dislocation
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COL. OFFICE

52
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