

6
54

KENYA

X. 4793
7 JUN 1926

DATE
460 5th May 1926

346

THIKA NYERI RAILWAY EXTENSION.

This copy report of Committee appointed to recommend on site for terminus and seeks covering approval for further extension of 12 miles. Encloses copy report by the Actg. General Manager.

Paper
213
25

X (E. B.)
E. A. D.
Mr. Sturcken.
X (C. M. P.)
Room 3
Room 1

10/6
12/6
14/6
19/6
25/6

Paper
23/29

10/6

The "attraction" ("action") terminus
 would apparently have been near the
 western end of the N.S.D. Gallatin
 line in the Blue Mountains. It was
 supposed to be in the vicinity of
 terminus which with the proposed
 extension (apparently to just beyond
 "Cole's Furnace" on the ground plan
 in 929 ²⁴/₂₅), will cause the
~~terminus~~

The extension of the line along
 the mountain of Gallatin, there is an
 exposure of a vein of lead ore at
 quite a point in the proposed with bases
 10 3/4 of the extent in 817 ²⁴/₂₅, where
 it was said that a working mine
 would have been taken out at
 Humpreys Furnace, especially in the
 extension west of the 12 miles is very low
 a most common I think that it appeared
 to be through explosion and that they

to meet the

to a lower standard of grades, &c.

to appear and read copy of

report made in this respect

W. C. Johnson

12. 6. 18.

470
place



His Majesty's Eastern African Dependencies

WMH/LMR

TRADE & INFORMATION OFFICE

UGANDA.
ZANZIBAR

*Royal Minto Building,
Cockspur Street,
London, S.W.1.*

NYAGALAND
NORTHERN RHODESIA

9th May, 1928.

SECRETARY
324/28

Dear Mr. Allen,

With reference to your enquiry over the telephone this morning, the line from Nyeri to Narro Moru was opened for the public carriage of passengers, animals and goods on the 1st November, 1927 (vide Government notice No. 542 in the Gazette of November 1st, 1927)

Yours faithfully,

G. McHardy

Allen, Esq.,
Colonial Office,
Downing Street,
S.W.1.

Downing Street.

351

X.4793/26.

June, 1926.

Gentlemen,

With reference to your letter No.E.438/20 of the 19th of February, 1925, and previous correspondence, I am directed by Mr Secretary Amery to transmit to you, for your information and that of the Consulting Engineers, the accompanying copies of correspondence with the Governor of Kenya on the question of the selection of a site for the terminus of the proposed Thika-Nyeri Extension of the Kenya and Uganda Railway.

I am,

Gentlemen,

Your most obedient servant,

WILEY.

AGENTS

THE COLONIES.

18/6 ^{2nd} 800.
18/6 ~~18/6~~ $\frac{x4793}{\underline{\hspace{1cm}}}$

26 Kenya 352

~~1/10~~
23 June, 1926

Gentlemen,

With reference

to your letter No. E 438/20

AFT.

Agents

1925,

~~4/10/27~~
of the 19th. of July, 1925

~~18/6~~
Ches. cones, etc.

to Mr. to you, ~~to~~ you

your copy of the

Enclosed is a copy of the

acc

1923
73
2 Oct

copies of copies with the

Governor of Kenya on the

operation of the selection

of a site for the terminus

of the proposed Shika -

road project of the

Government of Kenya

Director

UNREPLY

583

22

June, 1920

373

Sir,

I have the honour to acknowledge the receipt of your despatch No. 406 of the 11th of May on the question of the selection of a site for the terminus of the proposed Mombasa-Nairobi extension of the Kenya and Uganda railway and to inform you that I approve of the action which you have taken in the matter.

I have the honour to be,

Sir,

Your most obedient,

W. H. B. M. G. S.

W. H. B. M. G. S.

W. H. B. M. G. S.

etc.

etc.

to.

number 18/6 - Ind. Sec.

X 4493

354

23 June, 1926.

REC'D JUN 23 1926

I have etc. to ack.

the rec. of your desp. to

460 of the 5th. of May on

the question of the

rejection of a note for

and the terms of the

proposed of the

AFT.

23 JUN 1926

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199



X. 4793

7 JUN 1926
GOVERNMENT HOUSE,
NAIROBI

355

KENYA

No. 460

KENYA

5th May, 1926.

Sir,

With reference to your telegram of the 9th March, 1925, and previous correspondence on the subject of the construction of the Thika to Nyeri Railway Extension, I have the honour to report that in November last owing to a divergence of views expressed by local residents it was considered necessary to appoint a Committee to recommend on the site for the terminus at Nyeri.

A copy of this Committee's Report with relative appendices is attached for your information.

2. The Committee recommended adherence to the original site selected by the Railway authorities and the Governor concurred with their views.

3. It will be observed that in paragraph 7 of their Report the Committee emphasized the fact that both sites under review were in an area infected with East Coast Fever and that consequently it would be impossible to make full use of either station. They further recommended therefore that the line should be extended twelve miles at a cost of approximately £30,000. Such an extension will provide for a railhead on the north side of the Rongai River situated in an area free from East Coast Fever and will allow of full use being made

of -

RIGHT HONOURABLE
SIR
TENANT COLONEL L. J. M. S. ANDERY, P.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, LONDON, S. W.,

6a
4793
Ab
Report.
Grandum:

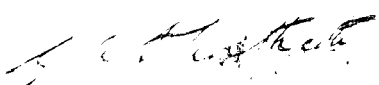
of this branch railway.

4. Upon receiving assurance that sufficient savings will be available from the original allotment of funds for the Nyeri Railway to provide for the extension recommended the Governor gave orders that the extension should be carried out and trusts that your covering approval will be accorded. I enclose a copy of a memorandum by the Acting General Manager, Kenya and Uganda Railway in this connection.

I have the honour to be,

Sir,

Your most obedient, humble servant,


GOVERNOR'S DEPUTY.

Nairobi,

28th January, 1926.

357

To:-

The Honourable,
The Colonial Secretary,
Colony and Protectorate of Kenya,

N a i r o b i .

SITE FOR NYERI STATION.Your No. S.B. 16187/32/4 of 28th Nov. 25.

We have to inform you that the Committee appointed by you in your Memorandum under reference, i.e.

The Senior Commissioner, Kikuyu, (Chairman)
The Director of Agriculture, and
The Chief Engineer, Uganda Railway,

met at Nyeri on the 20th January, 1926, to hear the evidence and views of all those interested in the siting of Nyeri Station. The Chairman had previously circulated all concerned and had asked the various Associations and organisations to send representatives to appear before the Committee.

The following gentlemen, representing the Associations and interests shown against their names, appeared before the

Committee:-

General Beynon	- Amboni Area
Major Gascoigne	Banyuki Farmers' Assn.
Colonel Danning	
Capt. Murray	Stock-breeders' Assn.
" Anstey	
" de la Poer	
x. Captain Vaughan	x. Member of Legislative Council for the District, Ngobit Farmers' Mt. Kenia Association.
Kenealy	
Captain-Evens,	
Captain Evans	Representing farming interests in the immediate neighbourhood of Nyeri.
Mr. Mackenzie Ashton	
Captain Eric Gooch	
Mr. J. L. Llewellyn,	(Asst. Resident Commissioner) Nyeri Township Committee.
(Asst. Resident Commissioner)	
Mr. Herd,	Native interests.
Mr. Champion (District Commr.)	

3. Written statements and a summary of their evidence are attached to this report as appendices.

4. At a Meeting of the Mount Kenya Association in October 1925, it appeared that the district as a whole were unanimous in selecting the more northerly of the two sites under discussion, i.e. that the site situated on Major Hughes' farm, close to the Nyeri-Nanyuki Road. The unanimity was further encouraged by the very high estimate originally prepared by the Public Works Department for the cost of the roads required to serve the more southerly site. This estimate was £11,000, but has since been reduced to £4,500 with a lower standard of construction. It also became evident that even if the northerly site were selected a road would have to be built to it to serve Nyeri interests, so that a very small saving, if any, would, in effect materialize under this head. Moreover, the proposed road system to serve the southern site will provide easier gradients than already exist on the main Nyeri-Nanyuki road which would serve the northern site.

5. These considerations lead an important section of the community to withdraw their original support to the selection of the northern site and to now definitely favour the southern site (see Appendices 5 and 9).

6. In support of this site also were the Nyeri Township (see Appendices 6 and 10) and the native and trade interests as represented by the District Commissioner (see Appendix 7). It is clear, therefore, that Nyeri Township and neighbourhood are strongly in favour of the southern site, which is also the better site for the native population and for the traffic in native produce.

7. Both the sites under discussion are an area infected with East Coast Fever, i.e. a "dirty" area. This is a real difficulty, and forms a serious handicap to the full use of either of these stations. In urging the adoption of the more

southern site, the representatives of the northern areas regarded the shortening of the distance of even two miles to railhead as of the utmost importance (see Appendix 11). The Committee feel that when the Legislative Council authorised the construction of a railway to the "neighbourhood" of Nyeri it was the intention of the Council that this railway should not only serve the township area itself, but also provide a suitable railhead for the area to the northwards. Owing to restrictions on the movement of stock to and from a "dirty" area, neither of the proposed sites fulfil this condition. A further extension of approximately 12 miles would be necessary, estimated to cost about £30,000. This would provide a railhead on the north side of the Rongai River on the route to Hanyuki, about two miles inside an area free of East Coast Fever, i.e. "clean" area. Such a railhead would meet immediate requirements and would, in the opinion of the Committee, better represent the intention of the Legislative Council in authorising the building of the Nyeri Railway. Such an extension would, moreover, form part of the future extension of this Railway towards Hanyuki, which it is considered will sooner or later become necessary. It will also stimulate immediately the development of the wheat-growing areas around Hanyuki.

8. It is understood that sufficient savings have been made in the original allotment of funds to the Nyeri Railway to provide this sum, if they are not already earmarked for other purposes.

9. Even if Government be unable to sanction this extension without further authority, the Committee feel that the seriousness of the position warrants the early introduction of any necessary legislation to enable this extension to be built. Even if an immediate extension of the railway to a railhead in a "clean" area may not be possible, the Committee feel that the site of the Station to serve the Nyeri township area

and native reserve should not be prejudiced thereby, and they unhesitatingly recommend the southern site, already proposed by the Railway Administration, as being the most suitable for Nyeru needs.

10. This site is situated in an area formerly allotted to the Forestry Department, but recently gazetted provisionally into the Native Reserve. Besides meeting Railway requirements for an engine depot, it will be necessary to lay out a small township to provide other trading sites and facilities to meet the future needs of the District. A suitable grazing site and outspan may also be necessary, but this will not be important if the proposed extension is sanctioned.

11. The roads shown in the Public Works Department plan attached would also be required. The Railway would undertake to do the clearing necessary on the road leading northward to the main Nyeri-Hanyuki road, on the condition that it could use for its own purposes all fuel recovered in the process.

12. Conclusion: The Committee, therefore, recommend:-

- (a) That the Southern site as selected by the Railway, should be adhered to; and
- (b) That Government should authorize as soon as possible an extension of the Nyeri Railway to a site on the North side of the Rongai River, within the "clean" area, involving an additional Railway expenditure of £30,000.

Sd. J. O. W. Hope.
Senior Commissioner, Kikuyu.
(Chairman)

Sd. Alex Holm.
Director of Agriculture, (Member)

Sd. G. D. Rhodes.
Chief Engineer, Uganda Railway, (Member).

General Boyson re-examines Amboni Area said:-

The present site is in the Native Reserve.

The alternative site is on Major Hughes farm which is very poor pastoral ground.

I feel certain that Major Hughes would sell at about 10 per acre. If station came on his land it will increase the value of his land, and he might not want any compensation.

Our produce is largely cattle, which we shall be sending to Nairobi by rail. Imported bulls and stock we want to get as near to the clean area as possible. It would be much better to get the line as near the clean area as possible.

Mr. Hoop pointed out that the proposed new site is still in native area.

General Boyson:

Again, we hope to make a big wheat area. The nearer the railway can get to the wheat area the better for us.

On the other hand the people who will have to go a little further are all coffee people, which is not a heavy product.

The natural approach for the Murruti people is a road between the Luiga and Amboni rivers.

Major Rhodes asked "If Government could be persuaded to extend the line a further ten miles into the clean area would that affect your proposed position for a station?"

General Boyson replied that his people would still vote for the station site to be the northern one. But the extension of another 10 miles would be a great advantage as regards clean area for cattle and shipment of produce from the Northern farms.

MEMORANDUM OF THE KENYA FARMERS ASSOCIATION.

Major Gascoigne.

Used the resolution passed by his meeting in regard to this question.

Mr. Holme asked: - "Supposing the station was in a dirty area - how would that affect the slaughtering of cattle in Nairobi?"

Major Gascoigne replied: "It is a very small part of the whole question of transport."

The development of the wheat growing in West Kenya area is what we consider important."

Major Sholea pointed out that the present sanction for the Railway was from Thika to the "neighbourhood of Nyeri" Special authority would have to be passed to extend the railway a further ten miles.

Major Gascoigne said that if the railway was carried on a further 10 miles the position of the Nyeri station is not a matter which would affect his association. Otherwise they would like the station as far North as it could be carried.

Captain Murray said from a Stock Breeder's point of view we wish to see the Station in a clean area, so that we shall not be in danger of being cut off from our markets. At any moment we may be cut off entirely through restriction enforced on the movement of stock on account of our breaks of disease. In the event of the railway reaching clean area we should have a depot at the end of the railway, instead of our present temporary depot at Haiyochu.

With a view to dairying we hope to introduce high quality animals.

At present it is a great risk walking then 120 miles from Haiyochu. If railway entered clean area this could be obviated.

Captain Anstey pointed out the great potentialities round the base of the mountain as a wheat growing country - this is a good reason for the prolongation of the line quite apart from the question of stock.

Captain Murray pointed out that rainfall is very important for wheat - and from personal experiment he thinks the rainfall and general conditions of North Kenya ideal for the growing of wheat, and probably barley.

The North Kenya area can never be developed unless the railway is carried on to Nanyuki.

Mr. Holm stated that it was not competent for the Committee to discuss the question of the extension to Nanyuki.

Captain Anstey said : unless we can get the railway to the Ngoni River then we would like the railroad to be on Major Hughes land.

Captain Murray said that the 2 miles in question is

Brought up the question of grazing land near
railhead, he said that the Ngobit farmers considered
this is an important point.

Major Hadden. pointed out that the railway cannot
acquire land for grazing purposes but Government may
do so.

Captain Kenealy said that the further North the railway
came the better would the grazing be.

Mr. Holm asked Captain Kenealy if he saw any strong
objection to the railway terminus being the present
proposed one.

Capt. Kenealy's objection was the question of construction
and up-keep of a new road.

He handed in a copy of the resolutions of the Ngobit
farmers and of Mount Kenya Association.

Captain Kenealy said that it would improve the outlook
greatly if the station was to be put on to Major Hughes'
farm.

Captain Evans.

A meeting was held on 20th December at Hyderabad which he headed in resolutions. He said:- We consider the railway is going on to Hanayuki. We consider our permanent interests should not be sacrificed to the temporary interest of people further North.

He thought the road expenditure would have to be incurred sooner or later wherever the station site would be.

He objected to that portion of land having been granted as Native Reserve - it used to be Forest Reserve, and should be alienated. He said that there are no established native huts in that area, and the natives did not seem to have occupied it.

Mr. Evans stated that when Commander Barry occupied the present Sultan's farm he lost almost all the cattle in that area from East Coast Fever.

Mr. Eric Cooch said he is putting in about 400 acres of wheat this year and his brother is putting in more. The further the station is North the better for the cartage of wheat. If the railway can be carried beyond the Bengal it will help the agricultural development of the Country enormously.

NYERI TOWNSHIP.REPRESENTED BY JEROME T. WRIGHT AND HORD.

Mr. Hord wanted to keep the Township where it was.

If railway goes any further it will tend to cut out Nyeri altogether.

He did not think any plots would be required if the present site were selected. There would probably have to be a native market at the railroad.

The original point selected for the station is the most suitable from the Township point of view.

Nyeri.

19th January 1926.

To The President of the Committee,
to decide site of Railway Terminus.

Sir,

Important business necessitates my going to Nairobi to-day and I therefore state in writing my reasons for wishing the site of the Railway Terminus to be changed from the present proposed site to one further north near the Amboni Bridge on the Hanyuki Road.

There are 3 main objections to the present site.

1. It is very difficult to approach from the south and west and will require construction of 2 bridges and a road of access estimated by the Executive Engineer, P. M. M. to cost £11,000. I think this a estimate too high but it will certainly cost several thousand pounds.

The site near the Amboni Bridge is close to road and road of access will cost very little.

2. When the railway is completed a very large area to the north will be put into wheat and cereal crops these crops will be the principal income to the railway and the nearer the terminus is to the big agricultural area the better. From the south the only produce will be a small acreage of coffee. Produce from the Native Reserve will be brought to station in the Reserve.

3. The present site in the native Reserve badly infected with East Coast fever. The proposed site is not as badly infected and is near the "clean" area. A large number of grade bullocks will be sent by train to Nairobi for slaughter and will probably get East Coast Fever if entrained in infected area. All settlers in the district, except 7 or 8 on the

on the Haringatu Ridge prefer the Northern site.

The change of site will only add 2 or 3 miles haulage to the Haringatu farmers.

The only advantage of the present site is that it is on Government ground though in Native Reserve.

The proposed site is on private ground but the land is not worth more than £3/- an acre at the outside and the owner would probably ask very small compensation as the value of his remaining land would be greatly enhanced by the prosperity of the Terminal.

H. Beynon

B.C.

NANYUKI ASSOCIATION

P.O. NANYUKI

17th January, 1926.

The Resident Commissioner,

Nyeri.

Rg-Nyeri Railway Station Site.

I have the honour to submit, herewith, copy of a resolution passed by the Committee of my Association with reference above matter, to request that it may be laid before the Commissioners. The Association that Railhead should be in clean area, or as near as the total funds voted will permit, and that Nyeri local side station should subsequently be constructed where most convenient to the majority of Nyeri district residents.

In view of the hopes for extension to Manyuki, the Association wishes to emphasize, that it does not ask for elaborate or permanent buildings at Railhead, and that a single goods clerk & godown would meet present requirements.

Failing the adoption of the above suggestion, we consider that Nyeri Side is without doubt, the most advantageous for the Manyuki district.

Further I have to notify you, that my Association has appointed Mr. A. Dening & Major L. Gascoigne D.S.O. as special delegates to attend before the Commissioners on the 20th Jan. & fully explain the district wishes and views.

I have the honour, to be, Sir,

Your obedient servant,

-----J.D. Chater-----

Hon. Sect. N.A.

Copies to,
Col. Dening.
Major Gascoigne.

NGORRI FARMERS' ASSOCIATION.

Handed in by the Honourable Capt. Vaughan Kenealey.

1. That the terminus should be sited nearer the Amboni Bridge.
2. In a clean open free of East Coast Fever.
3. Where there is grazing available in the vicinity.
4. The site more convenient to Lalkipia Farmers, i.e. nearer to them.

We strongly urge that effect may be given to the above, as this terminus should serve the majority, and not merely the few, in the vicinity of Nyori, who, in any case, will be very near railhead.

HANDED IN BY CAPT. EVANS & MR. MACKENZIE ASHTON.

Sometime ago with insufficient knowledge of the position and site the Mount Kenya Association passed a resolution that the Railway should be continued for two miles beyond the Nyeri Station site as planned by the Railway Engineers. I have recently talked to a number of the people who supported that, I find that on a closer knowledge of the facts they have changed their views, and are quite well satisfied to have the station sited as planned and I have no doubt at all that the resolution referred to would not be carried if put before the same meeting again.

People originally were influenced in their ideas by the fact that the P.W.D. estimated the cost of roads of access to the site at £.11,000 - This was to include murruming, which has I understand now been excluded from the estimate, which has been brought down to £.4500. Had this figure been mentioned in the first place there would have been far less support given to the suggestion of moving the station site, thereby saving the road expenditure. However if it were moved it must be realised that the total figure of 4500 £ would not be saved, as there would still be considerable road construction to be undertaken.

A meeting was held in Nyeri which passed a resolution that this meeting asked Mr. Ashton and myself to put their views before you - if we felt that this station was likely to be a permanent terminus for all time we might look rather differently at the question, but nobody in the district imagines that the railway is not, in a very few years going to be pushed on to Nanyuki and we feel very strongly that our permanent convenience should not be sacrificed for the temporary benefit of people who will cease to use that station when the extension takes place.

To Nyeri and people concerned round about an extension of two miles would mean an extra road distance of about 5 miles, and this would mean that all the native produce which now finds its market in Nyeri would find its way towards Karatina.

With a Station on the proposed site the bulk of the native production north of the Gura River would go to it, most of which now finds its way to the Mahuti dukas, and it would amount to a very large tonnage.

In the event of the station site being moved a halt would be necessary somewhere near the present station site and it would be very well to consider that the halt would deal with vastly more traffic than the terminal station itself would do, and it would not be long before that traffic required a station instead of a halt. I suggest that station 2 or 3 miles apart would be inconvenient from a railway point of view.

This halt would handle the vast majority of the coffee grown in the district and all the Nyeri Township stuff and native produce from the reserves N. and South of Nyeri township if they could get at it. To reach the halt a road would have to be constructed presumably by private enterprise and there would be friction and difficulty over the general public endeavouring to use it, and if constructed by the P.W.D. there will be no saving on the road estimate wherewith to accomplish this extra two miles of line.

A further important point is this. The present station site is on Govt. land and not only will cost them nothing but will produce revenue from the sale and rents of plots while

while if it is carried on the station will be on private land and the site will cost money and Government will not get the revenue.

At a meeting held at the White Rhino Hotel on Monday 28th December 1925 to discuss the proposed site of the Hyeri Station, the following resolution was unanimously agreed to:-

"That the Hyeri Station should be built on the originally surveyed site and that, in the event of surplus funds being available from the original allocation the railway be carried on to reach a clean area".

There were present:-

. W. Callander
B. A. Evans
Carbery & Trench
A. de la Tour Trench
G. Maxwell.
G. MacDougall.
W. G. Swanson.
A. G. Lyons
Sidmark.
A. Mackenzie Ashton
A. Herd.
H. H. Lyons.
C. L. Cunningham.
J. Kingston
J. A. Durie.

NATIVE RESERVE

Mr. A. H. Champion, D.O.: In his opinion the site nearest to the producing area was of course the better one for the natives, with land to the South and East and also the whole of the Chania valley system would be covered by this station. He had recently visited both these areas and found them both very closely cultivated by natives and bearing heavy crops.

In his opinion the presence of the Chania basin and even to the South perhaps as far as the Gura River would continue to change hands at Nyari and transport to Nyari Railway Station would be by Indian lorries etc for anyhow a very considerable time.

Six Indian shops and a market at the Railway site would deal with the native produce of the area to the East and South.

He was most anxious to keep the Forest area relinquished sometime ago in the Forest Dept. and recently handed over to the Native Reserve - "as a Forest in Native Reserve area" under control of the District Council. He would of course recommend to the members the granting of a Station area and furthermore a small Township area if circumstances showed it to be expedient, the whole perhaps to amount to approximately 300 acres. Provided fuel cutting was done systematically and under supervision he had no objection, as long as the stipulated Royalty be paid to the Local Native Fund. By systematically he meant the preservation of the better and more ant resisting timbers which were essential for bridges, camp and other Administrative buildings in the District.

He would protect the Forest under the Rules already published dealing with the Forest in Native Reserves

reserves and wherever possible re-forest, as much
of the timber was small and poor but of great use
to the Administration and the natives. 376

The question of grazing would be more difficult
but if he recollected correctly there were several glades
in the Forest quite close to and North of the Station
site. If cattle grazed off the Township he would
recommend the Native Council to charge fees.

If this Forest were declared merely open Crown
land in his opinion the best part of the forest would
be gone in 6 months or a year after the opening of the
Station.

Resolution passed at a General Meeting of the
Mount Kenya Association held on 18th
October, 1925.

Presented in by the Honourable Capt. Vaughan Kinsaley.

"That the present proposed site of the Terminus of the Thika Nyeri Railway is in a most unsuitable place, that the members of the Mt. Kenya Association request the Director of Railways to take the necessary steps to authorise the extension of the Railway so that the terminus site will be approximately two miles North of the present proposed site".

The proposer put forward the following reasons for the change:

1. The present site is on a ridge very difficult of approach from the South and East, to get to it from both these directions two roads each five miles long and two large permanent bridges would have to be constructed.
2. The site that we asked for is on level ground unlimited in extent, near the existing mainroad from Nyeri to Manyuki and easy of approach from all sides.
3. It is two miles nearer Manyuki and Laikipia and practically the same distance as the present site from Nyeri Township.
4. Several thousand pounds will be saved on the roads of access.
5. The extension of the railway will cost little as there are no obstacles to cross.
6. The exact site of the terminus is for the Railway authorities to decide on but there is plenty of suitable ground to decide on.

MOUNT KENYA ASSOCIATION.

F. A. MACHUNZE ASHTON.

SECRETARY.

J.H. ENGELBRECHT.

THE CORNER.

Nyeri, 18th January, 1923.

The Resident Commissioner,

H. I. B. H. I.

Dear Sir,

THE NYERI RAILWAY STATION SITE.

With reference to the meeting to be held in the Senior Commissioner's Office on Wednesday next, January 20th I am very sorry I shall be unable to attend, as I shall be away on that date.

The nearer to Nyeri the Station is, the better; there is no advantage to anyone in Nyeri to have the station 9 miles away, and eventually, as the line is extended, it will serve people further on.

Personally, I naturally wish the Station to be as close as possible to Nyeri. According to my returns for December, over 50 tons of goods were transported here by my trucks, and it will represent a heavy loss to Nyeri people if the station is far away, and taking the tonnage as the average per month.

I have my business in Nyeri, and I shall suffer serious loss if I am compelled to move further on and rebuild, especially as I have only recently completed my permanent buildings on my Nyeri plot.

Yours faithfully,

P.P.J.H. ENGELBRECHT.

HANDED IN BY A.R.U. (MR. LLEWELLYN) & MR. HERD
ON BEHALF OF NYERI TOWNSHIP COMMITTEE.

379

NYERI.

	IMPORT	VALUE.	EXPORTS	VALUE.
Herd	30 tons p.m.	120,000 p.a.	Nil	
Widmark	5 tons "			50,000 p.m.
Mr. A. L. U.	50 tons p.m.	480,000 p.a.	33 1/2 tons p.m.	50,000 p.m.
Parshi Keshauji	10 " p.m.	51,000 p.a.	5 " "	6000
H. ngelbrecht	54 ?		20 mail & Coffee.	
Lee & Sons	15 " "	5200 "	8 tons	9000
D. Patel	10 " "	50000 "	6 " "	7000
Deoji & Kassam	3 " "	6000 "	9 " "	10000
Sim	9 " "	47,000 "	4 " "	5000

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When the Railway arrives the imports and exports
it is expected will increase considerably.

Mr. Herd expects his to increase to 60 tons p.m.

and Mr. Widmark to 8 tons.

A conservative estimate would appear to be a 50 % increase
all round.

i.e. Imports 290 tons export 130 tons.

The exporters however, may be expected to increase in a greater
proportion than the imports, owing to the greater facilities.

To the settlers of the North Kenya District, undersigned, desire to express our opinion that the railhead of the Nyari Railway should be brought as far north of the River Amboni and into the clean area as possible.

To facilitate the importation of stock of all kinds, and the transport of stock raised here into Nairobi and other centres, it is essential that Railhead should be in the clean area.

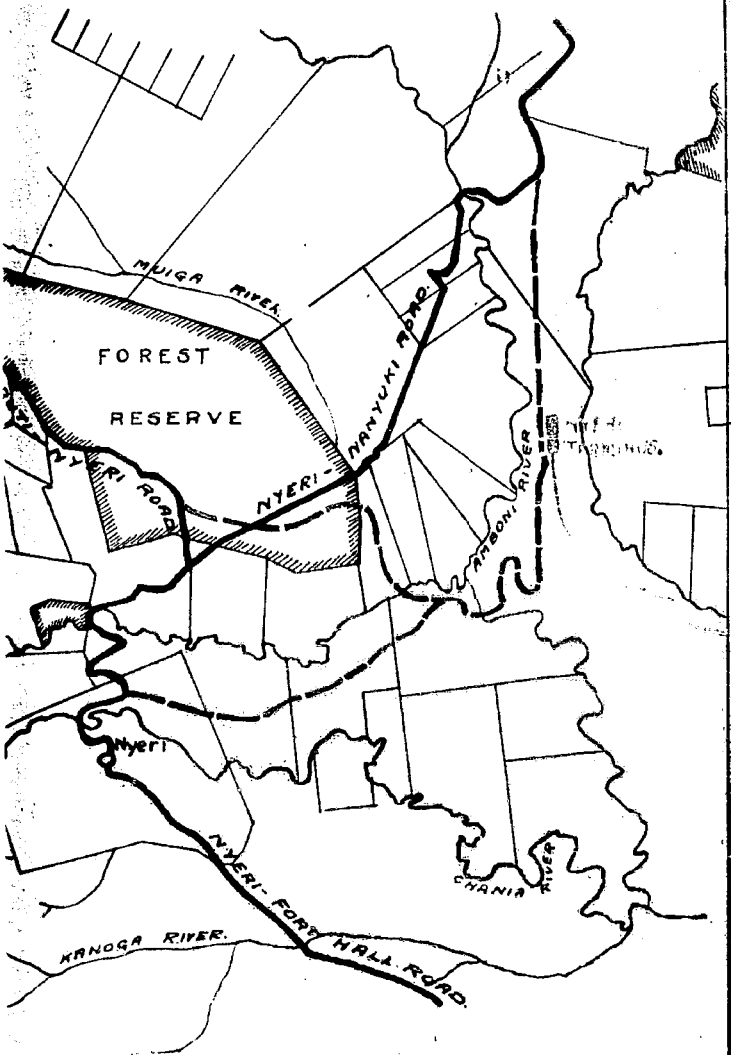
Every mile, the Railway can be brought north, would be of great value to producers, and give further encouragement to development.

We would urge, Sir, that the interests of the settlers of the more distant areas may be given the first consideration by H.M.'s Government in their decision as to Railhead.

Signatures:-

J. A. Vander Meulen.
 Logan Hook.
 J. L. Foye
 J. H. Hinkson
 L. H. Hinkson.
 A. Farminfor.
 J. P. Sherrard
 F. Swan.
 L. Swan.
 J. A. Weimans
 H. S. Weimans.
 A. Douglas for self and G. H. Pedler.
 T. C. Foye
 B. E. Heale.
 J. A. Appleby
 L. G. E. Howollin
 C. W. Carlon.
 W. H. Wilson.

Proposed Roads of Public Access to Nyeri Terminus -
Thika - Nyeri Railway -



Scale: 1:62,500.

REFERENCE -

Thika - Nyeri Railway shewn Red.
Existing Roads shewn White.
Proposed Roads shewn dotted Yellow.

UGANDA RAILWAY.

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General Manager's Office,

Nairobi,

1st March, 1926.

The Hon. The Ag. Colonial Secretary,

Colony and Protectorate of Kenya,

N a i r o b i .

SITE FOR NYERI STATION.

Ref. your No. S/B. 18187/32/11, of 15.2.26.

I have been going into the question of available funds and can now definitely advise you that, in accordance with paragraph 8 of the report of the Committee, sufficient savings will be available from the original allotment of funds for the Nyeri Railway to provide for the extension recommended.

2. In these circumstances it would not appear necessary to wait for a meeting of the Railway Council, which will not take place for some two months or more, as the building of the Nyeri Railway was undertaken entirely on the initiative of the Kenya Government and was not placed before the Railway Council at any time.

3. The allocation of the Loan funds from which this Railway is being built was dealt with by the Kenya Government before the question of branch line principles was introduced.

4. I feel, therefore, that if you agree with the arguments put forward in paragraph 7 of the Committee's Report, the actual site of the station should be regarded as a detail of a principle already agreed to. Moreover, it is advisable that an early decision should be given on the matter, so that the necessary arrangements for contracts etc. can be made without delay.

5. Work is now being carried out close to the

UGANDA RAILWAY.

382

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5. Work is now being carried out close to the

proposed -

proposed site of Nyeri Station, and the policy to be followed should be decided on as early as possible, in order to avoid doing work that would not otherwise be required.

6. In these circumstances I would be glad to know whether the Kenya Government feels it is in a position to give a decision on this matter.

Sd. G. D. Rhodes.

ACTING GENERAL MANAGER.
KENYA & UGANDA RAILWAY.