

1923

KENYA

C 3
25316

FROM
LORD KINNEAR.

DATE
19th MAY 1923.

24 MAY 23

FOR CIRCULATION :-

SUBJECT

Mr.

Mr.

Mr. B. B. 23/5

Asst. U.S. of S. *S. H. B. 23/5/23*

Keki
VOI-TAVETA RAILWAY.

Submits memo urging for reasons stated - commercial, political and economic - that the railway be allowed to remain.

Perm^a U.S. of S.

Part^r U.S. of S. 24 5-23

Secretary of State.

See also 25768
223

Previous Paper

C
25223

MINUTES

This is a private letter to the S. of S. As regards the Voi-Keki Railway, we have really nothing more to say. It is rather to discuss what the position would be if the minutes were terminated or if the Labour Party came into power and restored Tanganyika to Germany - (this could not be done without the assent of the League of Nations and also the U.S. of America).

I am not sure that Lord Kinnear expects a reply, but he wants the original letter from Lord Alton returned. I would suggest that in returning it the S. of S. should say that this is a case of financial force majeure to which it is necessary to submit.

C.S.
May 23/23

Subsequent Paper

S.S.
27682
J.Y.

W.L.B.
23-5-23
I think that Sir R. Anderson's attention should be drawn to what Lord Alton says?

To Sir R. Anderson's Comm. 17 June 23

condition of the
says about the conditions
of the S. Africa who had
to Kenya during the War.

H. J. D.

23/12/23

As proposed. At-due
100/24.5.23

I have written to Lord
Hindup acct & returned
Lord Cobham's letter.

100/10/23

100/10/23
H. J. D.

After some difficulty I
discussed this with Sir
R. Layard, who
said - at least. Search
for the proposed history
and I have this week
obtained the notes
with Capt. James (?) of
the S. W. C., & my
hopeful the result
of the history of the
S. W. C.



GRAND HOTEL DE VILLE
PARIS

May 19.

Hotel Ritz
Place Vendôme

31

1.

C. O.	Paris
25316	
RE	21 MAY 23

My dear Duke.

Voi-Tareta

RE
21 MAY 23

I had intended to wait a little longer before bothering you again re this Rly, but I understand from one of my colleagues (Sir Humphrey Leggett) that he is to go & see you next week & as it may save you time to consider as much of one case from one various points of view as two or less at the same time, I enclose you copy of a memo I drafted after receiving your letter & the Colonial Office view. I also send a letter from Lord Cobham, which



Hotel Paris
Place Vendôme 32
Paris

II

I have not had a copy taken I should
 be grateful to have back. In H Leggett
 I have seen my memo but I have not had
 to see any of the members of
 Kenya deputation. I have seen one
 two Kenya colonists home for a while
 I have reason to believe that Delamare
 his colleagues now home hope that
 he will remain. I have now
 an opportunity of reading P.C.
 Sumner's report in the II Volume
 may I add that I honestly
 do not believe that you will really
 lose any money by taking up this
 in paper for a year or two possibly
 rather doubt that.



TELEGRAPHIQUE
HOTEL PARIS

Hotel Ritz
Place Vendôme 32
Paris

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POSTE TÉLÉGRAPHIQUE
MIZOTEL-PARIS

Hotel Ritz 33
Place Vendôme
Paris

III
I mention in the matter having
bearing. These kind of thrust are
ways cropping up at intervals & knowing
thing of the "ins & outs" of this I suspect
Uganda is very anxious to get them
to & the Colonial Office has to balance
scales, these decisions very often very
difficult. Although I always should deplore
unnecessary increase of officials anywhere
am not sure that it might not be
fortunate to again consider the advisability
creating a High Commission for
Uganda Tanganyika. I confer to
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not object to my mentioning this.
I have been here now for a week & am



HERSE TÉLÉGRAPHIQUE
HITZOTEL PARIS

Hotel Ritz 33
Place Vendôme
Paris

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Hotel Ritz
Place Vendôme
Paris

34

GRAND TÉLÉGRAPHIQUE
HOTEL - PARIS

Returning London Tuesday

French are very confident & the last
week note to the Him has pleased them.
it is saturated with Yankees & there
is not a spare room anywhere.
Weather so far has been vile,
looks a little more hopeful
day.

Yours sincerely
Sindler



1888 TÉLÉGRAPHIQUE
RITZOTEL - PARIS

34
Hôtel Ritz
Place Vendôme
Paris

Returning London Monday.

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Yours sincerely
Hindlip

REMOVAL OF THE VOI-TAVETA-KANE RAILWAY.

While it ^{is} may be true that this Railway was hurriedly laid down for purely military purposes, and the Colonial Office statement is correct as regards its condition and probably substantially correct as regards the amount of money that will be required to be spent, I am not sure that the conclusions arrived at are correct or satisfactory

If this Line is abolished so far as I am aware the only over-land link between the Kenya Railway ^{is lost} and in fact the greater part of the Kenya Colony will be without any communication with Tanganyka Territory.

Moreover there used to be a good military road running through Voi to Taveta which I am led to believe is now over-grown and derelict. This I imagine will have to be repaired and rebuilt at I should imagine a very considerable cost.

I would point out that a very large sum of money I think approximately a million and a half, is being expended on the Harbour at Kilindini, which will make it practically a first class Port with wharfage etc.. The greater the volume of traffic that is attracted to Kilindini the better for the Port and the lightening of the Port dues etc..

There can be no comparison between the port of Kilindini and the Port of Tanga. The go-down accommodation

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not case - C.P.

at Kilindini will be far superior and at Tanga there are no wharves and everything has to be transported in Lighters, while the Harbour itself appearing a magnificent one, and I have been there myself on two occasions, is I believe subject to a considerable shifting of sand causing some difficulty to navigation.

I do not know what the position of the portion of the Tanga Railway nearest to Tanga is. It was I believe a concession granted by the German Government to private individuals.

A considerable portion farther up of the Tanga Railway - I fancy some 60 miles, traverses an arid country of no value. The Coffee Industry in the Moshi Districts is a growing one likely to attain fairly considerable dimensions. The Moshi Coffee Planters I believe are most anxious that they should be able to send their Coffee to Kilindini and certainly speaking for Buyers with whom I am associated we should infinitely prefer that our purchases of coffee etc. come to Kilindini rather than to Tanga, and I feel certain that unless a differentiation of rates were made which would cause the rate to Tanga to be considerably less than the rate to Kilindini that we should be able to pay a higher price for the Moshi Coffee to the Planters than if the Coffee came through Kilindini than if it was transported to Tanga. Farther the goods required by the Moshi

inhabitants both white and black would probably be better transported via Kilindini than via Tanga.

Also I believe there is a certain amount of trade ^{and Mochi} between Nairobi/which I presume would end with the closing down of the Voi-Taveta Line.

As to other private interests mentioned in the Colonial Office Statement, I fancy that there are some negotiations proceeding with an English Company or Individuals for concessions or purchases of land for the purpose of cultivation along the Voi-Taveta line.

I am not personally interested so far as I am aware directly or indirectly with these projects, but I understand that with the closing of the Voi-Taveta Railway these negotiations will be broken off, which at first sight would seem ^{point of view} unfortunate from the interest of development of the Kenya Colony.

Although not a question of practical politics at the moment the future of the mandated territory on Tanganyika surely should not be over-looked. What is the future of this territory and what is its present condition? I am credibly informed that the state of Tanga and Dar-es-salaam compares most unfavourably with the state of these two towns when in the occupation of the German. It was a fact, I do not know if it still is, that the native population of Tanganyika were in a discontented state owing to high taxation and

the after-math of war which they in their ignorance ascribed wholly to the departure of the German and the arrival of the British.

There has been, and I believe still is, considerable propaganda by the Colonial Society of Germany, a powerful body, in the United States and elsewhere pointing out the supposed difference between the German and British taxation etc.. Were the Labour Party, unless considerably diluted by persons of less extreme views to come into power is it too much to express considerable apprehension at the possibility of the ex German colonies being handed over once more to Germany! Personally I think that this would be an extremely likely event and it would be done on the plea of economy. In such an event the whole of the money of the British Taxpayer and not an inconsiderable amount would be handed over as a free gift to resuscitated Germany and should this happen and no Voi-Taveta Line be in existence it would be inconceivable that Germany would then allow the construction of any line or any traffic to be diverted from Germany Territory to Kilindini.

Finally I would refer to the Report of Colonel Hammond on the Railway Systems in Kenya Uganda and Tanganyika Territories. I have not been able to obtain the second volume of this Report although I have applied

for it through the Printed Paper Office of the House of Lords, but in the first Volume so far as I understand him Colonel Hammond is distinctly of the opinion that the Voi-Faveta Railway should be made good.

With all due respect I venture to submit these further considerations to your notice.

Handwritten:
May 6th 1923

EAST AFRICAN ESTATES LIMITED.

Carlton House,
Regent Street,
London S.W.1.
10th May, 1923.

The Rt. Honourable Lord Hindlip,
Doveridge Hall,
Derby.

Dear Lord Hindlip,

Thank you for your letter of the 6th May enclosing copies of a memorandum sent to you by the Colonial Office, and your proposed reply to it.

Your reply covers, I think, every possible point, and I have nothing to suggest in amendment of it. Of course from the point of view of yearly budgets, for some considerable time to come the contentions set forth in the C.O. memo. are undoubtedly correct, but it is equally certain that at some date in the future this line will have to be restored.

I am very glad you have made a point about the road running from Voi to Taveta and Moshi. I travelled along this road in a car in January 1922 when it was in a perfectly appalling state. In the wet weather it would certainly be impassable, especially as the wooden bridges over the two rivers have been burnt down. To enable us to get over, we got the District Commissioner to turn on gangs of natives to fill up the dry river beds with hundreds of bundles of reeds.

In connection with this road there is one point which occurs to me which you might think worth while to make use of. In the middle of the Serengeti Plain, some 12 miles

North

North East of Seliti Hill, there is a large cemetery of the dead soldiers who were killed in action. It lies close to the present railway, and when we saw it, it certainly was not in a good condition. Sir Owen Thomas and I meant, on our return to make a row about, but in view of the fact that a large number of the graves are filled with South Africans and that South Africa and Kenya were not then on the best of terms, we judged it best to let the matter rest. However, if this railway is pulled up, it will certainly mean that the cemetery will become derelict and destroyed by wild animals.

It may be that some effort will be made to bring in the bodies from this cemetery, and other smaller ones which lie along the line, to some central place on the main railway but that certainly would cost a considerable amount of money. Should the Government of Kenya not be inclined to take any action with regard to these cemeteries, I certainly think the attention of the Graves' Commission should be drawn to them. If South Africa knew the condition of these cemeteries, there would certainly be a howl of protest from them today.

Yours sincerely,
 (SGD.) CORHAM.

Downing Street,

1st June, 1923.

My Lord,

The Duke of Devonshire desires me to thank you for your letter of the 19th May, enclosing a Memorandum on the Val-Taveta-Kahle Railway, and for letting him see Lord Cobham's letter, which I am returning. The Duke fears that this is a case of financial force majeure to which it is necessary to submit.

Yours sincerely,

Right Honourable
Lord Bessborough

Downing Street,

1st June, 1923.

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Yours sincerely,

June 17th/23.

43

The Private Secretary
To His Grace The Duke of Devonshire,
Colonial Office,
Downing Street. LONDON.

Dear Sir,

On about the 17th or 18th May I sent from Paris by registered post a letter addressed to the Duke of Devonshire at the Colonial Office containing a memorandum on the VOI-TAVETA RAILWAY in the KENYA COLONY, and a letter from Viscount Cobham to me which I asked to have returned to me.

Would you be so kind as to find out if my letter ever reached the Secretary of State and if so could you let me have the letter from Lord Cobham back again, as I have not got a copy.

Yours very truly,

Kindly

TELEGRAMS DOVERIDGE.
TELEPHONE & TYPEWRITER.
1708, 1770, 1770, 1770.

DOVERIDGE HALL,
DERBY.

June 17th/25.

43

The Private Secretary
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Yours very truly,

Kindly

23rd June, 1923

My Lord,

I am sorry to have been so long answering your letter of the 17th June, but it has taken some time to trace your previous letter of the 19th May. Your letter with the memorandum on the Voi-Tavela Railway and the letter from Lord Cobham was received by the Secretary of State. The matter was fully considered and I attach a copy of a reply which I sent to you on the 1st June at the Duke's request. The letter from Lord Cobham was returned in my letter of the 1st June.

I am sorry to hear that you have not received my letter, but it was I think sent to the address in Paris from which you wrote, and may possibly have gone astray. We took the liberty of making a copy of Lord Cobham's letter and if the original has gone astray we shall therefore be able to send you a copy.

Yours sincerely,

W. C. W.

The Rt. Hon.
Lord Hindlip.

23rd June, 1923

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Yours sincerely,

WCH

The Rt. Hon.
Lord Hindlip.

GRAMS, DOVERIDGE
HOME, & LYDSTER
STATION, UTTONGETER.

DOVERIDGE HALL,

DERBY.

45

June 25th/23.

Dear Mr Hankinson,

I am much obliged for yours of the 23rd
June.

I am afraid your letter to me of the 1st June has never
turned up. I would be very much obliged if you
would be kind enough to send me a copy of Lord Cobham's
letter. I am very glad you copied it.

Yours truly,



W.C. Hankinson Esq.,

Colonial Office

Downing Street. S.W.I.

26th June, 1923

My Lord,

In reply to your letter of the 26th June,
I enclose a copy of Lord Cobham's letter. I am
sorry to learn that the original has not turned
up.

Yours sincerely,

W. C. H.

The Rt. Hon.
Lord Hindlip.

26th June, 1923

My Lord,

In reply to your letter of the 25th June,
I enclose a copy of Lord Cobham's letter. I am
sorry to learn that the original has not turned
up.

Yours sincerely,

T. C. H.

The Rt. Hon.
Lord Hindlip.

Downing Street,

17 July, 1923.

C. D.
R 14 JUL
D 16

Sx
Sir,

I am, etc., to request you to inform the Imperial War Graves Commission that semi-official representations have been made as to the position with regard to certain graves in Kenya in the neighbourhood of the Voi-Taveta Railway.

2. It is said that:-

"In the middle of the Serengeti Plain, some 12 miles North East of Seliti Hill, there is a large cemetery of the 'dead' soldiers who were killed in action. It lies close to the present railway, and when we saw it, it certainly was not in a good condition."
 "If this railway is pulled up, it will certainly mean that the cemetery will become derelict and destroyed by wild animals. It may be that some effort will be made to bring in the bodies from this cemetery, and other smaller ones which lie along the line, to some central place on the main railway, but that certainly would cost a considerable amount of money. Should the Government of Kenya not be inclined to take any action with regard to these cemeteries, I certainly think the attention of the Graves Commission should be drawn to them."

3. The Commission will be aware that

DRAFT.

Secretary
Imperial War Graves Commission.

MINUTE.

- Mr. Bettanley 13.7.23 f.
 Mr.
 Mr.
 Mr. Davis.
 Sir G. Grindle.
 Sir H. Bond.
 Sir J. Masterton Smith.
 Mr. Ormsby-Gore.
 Duke of Devonshire.

Mr. H. Robinson
to see the mins

the demolition of the railway has been approved and (it has been necessary for ^{himself} ~~to~~ ^{consider it necessary that he should} ~~enquire what the position will~~ ^{cover himself} be in regard to the graves in question.)

It is understood from a conversation with an official of the Commission, that much has already been done towards concentrating the bodies interred in this neighbourhood in cemeteries at Voi and Taveta.

4. His Grace will be glad to ^{learn} ~~be assured~~ that this work has been, or will be, completed, and that he is therefore in a position to state definitely that ~~the apprehensions with regard~~ ^{was} ~~to these graves~~ there is ~~no further~~ ground for the apprehensions felt with regard to these graves.

I am, etc.

(Signed) H. J. READ