

1925

E. AFRICA

KENYA

C.O.
52527
23 NOV 25

FROM
GOVERNOR GRIGG.

DATE
21st November 1925

FOR CIRCULATION -
Mr.
Mr. *Grigg*
-last of 18
to Strickley
Secretary of State.

436
RAILWAY DEVELOPMENT IN E.A.
(Tel from Govt Grigg and Cowers.) Refer to Item VI of Conference Agenda - Rly Communication. Defining areas in Kenya, Uganda, and N.T. wherein contemplated development may become competitive instead of complementary. Agreement vital to allocation of £10,000,000 loan. Suggest two large Railway Basins, ignoring inter-colonial problems, as basis for talks to other Provinces.

Previous Paper

MINUTES

Govt 51354 K
4 Dec 25
one tel to Govt Kenya 21/11/25
To go Temporarily

I do not feel able to...
and recommendations of...
connection between Mombasa &...
Is regarding Lake Victoria & the...
Tabora - Mombasa corridor, my...
deliberations regarding the...
expansion, having...
(a) He expected a traffic to be...
at my - Kisumu, so that the...
line would bring him more traffic.
(b) He anticipated heavy...
on the Uganda Railway as he...
would have...

Subsequent Paper

Govt 53118 2a

It is expected that he would work the
Kwana-Mukoba tracks more
thoroughly in conjunction with the lines
system than he has done and
would benefit the.

It may be changed, but would
be better because he has had to
increase his local electric services
and possibly to meet a heavy
demand for the Kwana-Mukoba
tracks. It is a line to the
Kwana-Mukoba tracks.

So far in the Governor Conference
is unimpaired, as is the Kwana-Mukoba
line. Tangier had the Kwana-Mukoba?

As regards the £10,000,000 loan for the
Kwana-Mukoba line, the
question is whether the £10,000,000
should be used on the Kwana-Mukoba
line or whether it should be used
for the Kwana-Mukoba line.

It is not clear if it has been suggested
that the Kwana-Mukoba line will be a useful
alternative route for Kwana-Mukoba
traffic, but having an alternative

at Kuluwa, I was little in fact
except J. Good Mobility
28 x 125

now in 53191, 53382 and TW (Cromley) for
notes attached to the latter paper.

In view of the undertaking given to the
Chambers of Commerce, Home of Commerce, etc. I presume
there is no need to discuss the question of
any work on the Kwana-Mukoba railway
at all. However, TW (Cromley) may have been
suggested by Sir Humphrey, together with memorandum
and copy prompt attention.

It is a line to the Kwana-Mukoba tracks, and his experience
of the Kwana-Mukoba line has led
to the fact that for Kwana-Mukoba line work
it is not a work that has proved to be
worthwhile. The Kwana-Mukoba line is a
line to the Kwana-Mukoba tracks, and his experience
of the Kwana-Mukoba line has led to the fact that for Kwana-Mukoba line work
it is not a work that has proved to be worthwhile.

There are two lines, one of which is a
line to the Kwana-Mukoba tracks, and his experience
of the Kwana-Mukoba line has led to the fact that for Kwana-Mukoba line work
it is not a work that has proved to be worthwhile. The Kwana-Mukoba line is a
line to the Kwana-Mukoba tracks, and his experience
of the Kwana-Mukoba line has led to the fact that for Kwana-Mukoba line work
it is not a work that has proved to be worthwhile.

In submit draft Kwana-Mukoba for

C. O.
52527

Telegram from the Governor of Kenya to the Secretary of State for the Colonies. Dated 21st November (Received Colonial Office 12.25 p.m. 22nd November, 1925)

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50197

21st November Your telegram of 20th November Agenda Governors Conference Item VI Railway communication. After full discussion with the General Manager Uganda Railway we consider that there is real danger that the contemplated development in the near future of the Uganda Tanganyika railway system may become competitive instead of complimentary. Areas where this danger seems to imperil are services on the Victoria Lake trade of Bukoba and Mwanza areas trade of Moshi and Arusha. The last named must gravely affect the proposed re-allocation of Tanga Railway. Sound agreement on these questions between Territories concerned is vital to the proper allocation of the proposed 10,000,000 Loan. We desire to urge that two big railway basins should be defined so as to prevent competition and waste of capital namely the Northern system based on Victoria Lake and Kilindini bounded on the South by the Southern boundary of Bukoba Mwanza Arusha Moshi Usambara and Tanga Districts and Secondly Southern system based on Lake Tanganyika Lake Nyasa and Dar-es-Salaam including trade of Southern Congo. We urgently desire (to) new reconnaissance of railway connection between Mwanza and Moshi-Arusha District believing that German Survey cannot be accepted as conclusive. We are very strongly of opinion that unless the question of railway development is considered independently of the present purely artificial and fortuitous intercolonial frontier we shall find ourselves committed to intercolonial controversy on railway rates and railway development similar to those which so greatly prejudiced

25327

1919 telegram from the Governor of Kenya to the Secretary of State for the Colonies, dated 10th October 1919. The original is in the possession of the Secretary of State for the Colonies.

The following is a copy of the telegram as received from the Secretary of State for the Colonies, dated 10th October 1919.

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produced and retarded development in South Africa. We are communicating copies of this telegram to the Governors of Tanganyika, Nyasaland and Northern Rhodesia.

The following is a copy of the telegram as received from the Secretary of State for the Colonies, dated 10th October 1919.

Govt of India
5-25-27/2

and Code sent

Dear Mr. [Name]

- (1) Govern
Nawab
- (2) Govern
Darul Uloom

(2) your telegram of 27 November
following telegram has been
sent to Governors of Kenya beyond

Copy sent by
M/s. [Name] 3052/2

(1) and (2) there can be no question
of delaying completion of Tabora
Nairobi line which is regarded
as most important ~~by~~
~~interest~~ here. Connection between

See
W.S. 11/11/26

the only way in which we could not
conclude necessarily for railway now
under consideration. In no case
for railway. But for goods rail
we should be able to see in unbroken
case of improper competition
should of course be kept at present
level. It is at present
subsidised see no advantage in leaving
railway losses, as it is preferable
to merely to arrange non-competitive
rates leaving trade to take the
natural course

(1) only} report to Governor of Uganda
(2) only} ends