

EAST AFR. PROT

110

3103

JAN 20

WORTHY, SIR EDWARD

1920

15th JANUARY

UASIN GISHU RAILWAY

Last previous Paper.

506 20

Returns Mr Ezechiel's memo. For reasons stated would not easily be put off originally surveyed route. If Treasury cannot help is convinced funds can be raised privately or from the public.

The official result of the discussion with Sir J. ... (Governor ...)

Handwritten notes in left margin

Text subsequent Paper

7627

E.A.P.

My Carleton Memorandum S.W.1

Nashua (Vishu) Railway

3103
REC'D 19 JAN 20

My dear

Boston

In answer to your letter of the 14th inst. the following are my comments on Mr. Bennett's Memorandum on the Nashua Railway. I claim the Memorandum received is reproduced. I think we must think largely in the matter of Empire Building - I assume that a great future is ahead for British East Africa and Uganda in the East African territories owned by the Empire and the development to be ordered in the future.

Reason that the Empire Bank line will eventually become the main road line. I should therefore not easily be put off by reports regarding the Empire Bank line. We are planning to plan a road line through the North East and North West of British East Africa. It also a very small amount of money shall we start up the road line because of the extra cost of the road line.

The proposed line is intended to be a through the Empire Bank line. It is proposed by the Empire Bank line. We must have the advantage of the Empire Bank line. It is intended to be a through the Empire Bank line. It is proposed by the Empire Bank line. We must have the advantage of the Empire Bank line.

If the road line is to be a through the Empire Bank line. It is intended to be a through the Empire Bank line. It is proposed by the Empire Bank line. We must have the advantage of the Empire Bank line.

that state, not only for its own interests, but for
the good of the Protectorate which we have to govern.

I am sorry I have no information as to the
expected distances by the Surveyors route for
Azhara, or for Manu, or for the Elvash,
but I believe the Surveyors route is correct.

I remember that the Surveyors route business
is not so simple as it may seem, and that
the alternative route of Manu, or of the Elvash, will
not bear a closer examination, and I have
concluded that the matter is best left
to the Surveyors.

Of course, I believe the Surveyors route is the
most direct route, and that it will be the
most convenient for the Surveyors, and for
the alternative route of Manu, or of the Elvash,
is not so simple as it may seem, and I have
concluded that the matter is best left
to the Surveyors.

Manu is a small village, and is situated
at the foot of the mountain, and is
situated about 10 miles from the
Surveyors route, and is a very
convenient place for the Surveyors,
and is a very good place for the
Surveyors to stop at, and is a very
good place for the Surveyors to stop at.

The Surveyors route is the most direct
route, and is the most convenient for
the Surveyors, and is a very good
place for the Surveyors to stop at,
and is a very good place for the
Surveyors to stop at, and is a very
good place for the Surveyors to stop at.

As the Surveyors route is the most direct
route, and is the most convenient for
the Surveyors, and is a very good
place for the Surveyors to stop at,
and is a very good place for the
Surveyors to stop at, and is a very
good place for the Surveyors to stop at.

N
3103/20
EAD

113

31
for
Ames 707
particulars
31 January
Clyde

DRAFT: Code 12

Governor

Receipts

MINUTE.

585 1/2
to

You will find page 101

1182 telegraph

20000 possible ~~amount~~

figures for ~~the~~ November

500 section for

each class in column

received ^{and} ~~the~~ ^{amount}

to the fact ^{amount} ~~the~~

formation ^{amount} ~~the~~

4649

June dispatch of 1889

Year before

Comparison

Table

- 1. Botany 31.1.20 for
- 1.
- 1.
- 1. Grille
- 1. Lambert
- 1. Hand
- 1. Pikes
- 1. Every
- 1. Matter

[Handwritten signature]

[Faint handwritten notes]