

*taken to  
tioned and  
at the  
1914*

The original proposal for a railway from Nakuru across the Uasin Gishu Plateau to *Mamas* (205 miles in all) is described in Mr. Ezechiel's memorandum just below. It was first modified, for the sake of reducing expenditure, by ending the line at Soy, on the western edge of the plateau (mile 140). The trace as far as this point, as surveyed in 1914-15, is shown by the black line on the plan annexed.

Last Autumn we were pressed to agree to a line starting from Mau on the Uganda Railway, on the summit of the *Mau Escarpment*, which would meet the 1914-15 trace <sup>at</sup> of the South Western edge of the Uasin Gishu Plateau. This route was to be accompanied by a <sup>line</sup> spur from Nakuru <sup>to the Molo (20 miles)</sup> River, and then possibly turning North East to feed the settled area on the Lower Molo.

A survey of the Mau route has led to the discovery of a third alternative, linking the black line at the place <sup>marked</sup> Esageri Station with the proposed *Mau* route, which is shown in red on the plan. This Chord line I have marked on the plan by a crossedpencilled line

*making necessary  
reconstruction, and  
to work better.*

Colonel Robertson, the Engineer who has been in charge of the survey, is a man of great experience and ability and we take it for granted that his proposal represents the best possible route to follow. The <sup>distance</sup> Soy is not materially different <sup>by</sup> from this route from the black trace of 1914-15.

In the Governor's telegram it is stated that the new line will cost no more than the *Nakuru/Mau* route and the *Molo River* spur together, allowing for the necessary reconstruction of the present line between Nakuru and Mau. We must, I think, wait until Colonel Robertson arrives before we can fully

understand how much reconstruction of the existing line <sup>would have</sup> ~~will~~ be required. It may be that reconstruction <sup>would</sup> ~~will~~ be a matter for the <sup>fairly</sup> ~~rather~~ remote future, and that until times are better we could get on without it. But I do not on that account suggest that the Mau route should after all be adopted. It seems certain that the first part of it from Mau would be difficult to construct and work, and we should no doubt do better to decide definitely in favour of the route now recommended by Colonel Robertson.

The Governor is very anxious that the line should be approved and work begun as soon as possible, and there can be no doubt that he is right in thinking that, with the present stagnation of industry in the country, the work which the line would bring both to the natives and Europeans would be of the greatest possible value. The position with regard to the contract is that we were on the point of giving the contract to Messrs. Norton Griffiths when it was found necessary to agree on an estimate of the cost which would form the basis of the contract, and for this the joint survey which has been completed was essential. We cannot, therefore, settle the contract with Messrs. Norton Griffiths until we know that they accept the estimate given in this telegram for the cost. It is not, indeed, necessary that we should accept this estimate as the basis of the contract, since it is definitely stated to be on the liberal side. I think this must certainly wait until Colonel Robertson arrives and we can put him and the Crown Agents in direct touch with the contractors in order that they may settle upon a price.

The

The draft of the contract is in C.A.57439/20. The general terms have been carefully considered and there seems no reason to vary them in any material respect. The change of route will require some change in the <sup>description</sup> ~~reconstruction~~ of the sections which is contained in the preamble to the contract, and it has to be decided for how many sections we contract forthwith. My own inclination is to contract for the whole, in the expectation that, before the whole is completed, we shall have got sufficient loan funds in addition to those which are <sup>immediately</sup> ~~materially~~ contemplated. It would have the worst possible effect on the Uasin Gishu settlers and on those in the Trans-Ngoid districts (which lies to the North of the pink area on the map) if they did not now know that their requirements were to be catered for. The settlement of the Uasin Gishu is a matter of twelve years <sup>ago</sup> ~~or~~ more, and the railway was from that point of view ~~so~~ <sup>urgently</sup> necessary before the War.

There is one point of detail in connection with the contract to which it is necessary to refer. At the informal discussion with the Imperial Shipping Committee on East African freights, which Mr. Battersee attended on the 24th May, the Chairman, Sir H. Mackinder, drew attention to what he considered our thoroughly bad habit of giving contracts without keeping any control of the freight rates to be charged on materials sent from this country. The contractor immediately goes to the Shipping Company and agrees with it on two rates of freights, one, actually to be charged to the contractor, and the ~~other~~ <sup>other</sup> to appear in the accounts to be rendered to

*I believe they will have come and shown that the matter is not really so bad as it is.*

*... long the ... any ... which might ...*

the

the Government, We do not know whether frauds of this kind are usual but if there is anything in it we should certainly try to safeguard ourselves. The terms of the Kilindini Harbour contract are already settled and we can do nothing, but this railway contract, while it puts the contractor in the position of merely spending the Government's money, does not, so far as I can see, give the Government any control over the shipping arrangements. See clauses 29 to 33. It is true that in this case the contractor has a direct incentive to make as large savings as possible on the basis estimate, since he is to receive 25% of such savings, but the temptation to corrupt practices which Sir H. Mackinder has alleged is not removed by this arrangement, since under the corrupt practice he will get the whole of any difference between the two rates of freights. The C.A., who were represented at the discussion, should be asked whether it is possible to protect the Government against anything of the kind.

*W.C.P. 2/11/21*

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

Dated 21st May.  
(Received Colonial Office 1.30 a.m. 24th May 1921). 25685 2

267. 21st May. My despatch 4th May No. 611 Uasingishid ~~with~~ <sup>the</sup> final report and recommendations received Robertson sailed "New" and will explain fully to you. After most careful surveys and consideration of alternative routes he advises adoption of line from Nakuru following old survey 1915 as far as about mile three four thence by Chord line further West avoids much of the very heavy work of the old survey rejoining old survey at Mile Nineteen. This chord line will cost less than old survey maintains maximum gradient of one and a half and serves more productive country than Mau Summit alternative. Mau Summit proposition entailed branch line to Mole Valley reconstruction of present line between Nairobi and Mau and would have cost about the same to Ravine Bridge now proposed from Nakuru will cost to same point. Estimated tonnage of increased traffic by present proposal exceeds Mau Summit scheme increases Government land values will cost less work bring larger earnings and be better for supply of wood. Original survey between miles fifty five and eighty proved thoroughly bad and too expensive Mau Summit scheme was better but the new proposal is best of all. Construction within 3 years with maintained labour supply of 10,000. Survey cost £24,510 liberal estimate of total cost ~~at~~ for proposed line £2,171,941 but probably less. With unanimous concurrence of self Executive Council recommend adoption of Robertson's and that as soon as Norton Griffiths signs contract for earth works may commence. Robertson agrees not need organization of labour ~~et caetera~~ for which I should have authority by telegram. Publication of fact that line work will be commenced soon will give great encouragement to Colony with prospect early employment to Europeans a sale of local produce ~~et caetera~~ and to natives many crying out for work and cannot find it. Should the ~~will not be sub~~ <sup>question</sup> Norton Griffiths re ~~has hung it~~

years slump in markets having such depressing effect that trust you will see your way to let me make early announcement that plans at last settled and I can get to work without delay. Colonel Hammond and General Manager Uganda Railway agree.

NORTHEY.

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# TELEGRAM

RECEIVED FROM CHIEF CABLE STATION ELECTRA HOUSE TELEGRAPHY DEPARTMENT  
REPLIES SHOULD BE ORDERED

*via cable*



Example PW 3.45 p.m.  
HL 11.05 a.m.



*1230*

DA 11 W NAIROBI 333 HC 23 GVT =

CHAPELRIEFS LN

21 May by air 4 May no. 611  
267. MARSHFISH UNBELIEF WHINNODAM

USING 1890 EXTENSION FINAL REPORT AND

~~REASTERING~~ RECEIVED. ROBERTSON SAILED NEVASA

~~and will~~ ~~explain fully~~ ~~to you~~ ~~3~~  
ALESTAKE EXANIMATED SURNOMINAL SILVEROOD

AFTER MOST CAREFUL SURVEYS AND ~~consultation of~~ CON-ENERIC

~~alternative~~ ACHAST ROUTES HE ADVISES ~~adoption of~~ AGLASSIBUS LINE

FROM NAKURU FOLLOWING OLD SURVEY 1915

Original

CO. 533 / 259  
PUBLIC RECORD OFFICE, LONDON

CONTINUATION SHEET NO. *2.*

E. T. Co., Ltd.

Name

*Chapelices Ln*

City, State

*Da H W*

FACEGATE ABOUT MILE THIRTYFOUR

THENCE BY CHORD LINE FURTHER WEST AVOIDS

MUCH OFFERTOR VERY

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AND SERVES MORE PRODUCTIVE COUNTRY THAN MAU

SUMMIT altimate AGHAST o SILVERGOD MAU SUMMIT prohibition PROLUBIUMENTAILED BRANCH line to LAVOLTA MOLO VALLEreconstruction of READINGPEN PRESENT LINE BETWEEN NAKURU ANDMAU AND would have TOUFFAT COST about the same ABALAMINTO TO

RAVINE BRIDGE AS LINE NOW PROPOSED

*Chaparral Lu*

*Da 111*

FROM NAKURU WILL COST TO SAME POINT  
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 TRAFFIC BY PRESENT PROPOSAL EXCEEDS MAU  
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 SNOWGAGE <sup>reply of</sup> <sup>wood fuel</sup> FRIGIDORUM <sup>o</sup> SILVERGOD ORIGINAL  
 SURVEY BETWEEN MILES FIFTYFIVE AND EIGHTY  
 PROSCRIBOR <sup>time to be</sup> THOROUGHLY BAD AND TOO  
 EXPENSIVE MAU SUMMIT SCHEME WAS <sup>better than</sup> BATTAGLIA  
 THAT <sup>more the</sup> BUNTLINESS NEW PROPOSAL IS <sup>best of</sup> BASTONEROS  
 ALL <sup>o</sup> SILVERGOD <sup>Construction</sup> CONTACTUAL <sup>would take</sup> SPYTEM <sup>3 years</sup> TRUNCHEON  
 WITH MAINTAINED LABOUR <sup>supply of</sup> SNOWGAGE <sup>10,000</sup> WINDSAIL

2025 PUBLIC RECORD OFFICE, LONDON

*Chapman*

*Do W.*

*\$21,510*

SILVERGOD SURVEY IAS COST PINCOPS PICOLINAUT

LIBERAL <sup>*Estimate*</sup> EMPHYSENT <sup>*total cost*</sup> CRISSAVERO FOR PROPOSED

LINE IS PINTTEA PINTANDO PINCHPENNI PIPONFOOT

PHILOLOGER BUT PROBABLY LESS SILVERGOD

WITH UNANIMOUS <sup>*consensus*</sup> COMBLER OFFENSIBLE <sup>*Franklin*</sup> ERISTABLE

RECOMMEND <sup>*selection of*</sup> ACLASSIBUS ROBERTSONS PROPOSAL

ALHOUSES <sup>*to make*</sup> SEWERAGE NORTON GRIFFITHS SIENS

CONTRACT <sup>*construction of*</sup> CONTACTUAL EARTH WORKS <sup>*construction of*</sup> CIANCIONE

SILVERGOD ROBERTSON AGREES NAVORINI AWAIT

OVERSHINT <sup>*agreement of*</sup> LABOUR <sup>*at cost*</sup> ENDMOST <sup>*to be*</sup> FLEDGED <sup>*balance*</sup> SEDCEMOOR

LINE FOUR AUTHORITY <sup>*to be*</sup> STAGEHOUSE SILVERGOD

PULPATOON <sup>*to be*</sup> FAGEASTE THAT LINE APPROVED AND

533

703

RECEIVED BY THE CHIEF OF BUREAU OF REVENUE AND CUSTOMS



*Chapelcross Lr*

*Da 11 11*

*all the Commodities*

*in a line*

*management*

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EMPLOYMENT TO EUROPEANS ON CONTRACTS

*success to*  
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*Plan*  
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Reference  
C.O. 533 / 250  
ALL INFORMATION CONTAINED  
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DATE 11/11/01 BY SP-10/ML/STP

*Chapelais*

E. F. Ld

*at cost*

EARLY ALIZITES PLANS at cost APHORIZING SETTLED

can get ALCOHOLIZE can get GEMITORIAL TO WORK without delay DECUITMUS

SILVERCROD COLONEL HAMMOND AND through MARTIABIT

at cost RACEMOTH AGRIF - NORIE

PUBLIC RECORD OFFICE					
1	2	3	4	5	6
Reference					
CO. 533 / 229					

Sw/25685 Masiga 270

sent 5-25 pm  
2013

Ind  
J.P.

Marshall Property A  
in full

25 May Your tel of 21 May

DRAFT. Code etc

Waringiker railway  
showers

Robertson states that  
manpleaser malthabit

about beach General  
sackment chophouse

Manager sent to Colonial

Secretary proposals for  
Contract  
alterations in draft Contract  
randlebar

They have not been received  
specimen Council

here or by C.A.  
retollee

When may they be  
expected

Roughley

Copy C.A. 27 May '25

25  
J.P.

- Mr. Boxer 25/5 '25
- Mr.
- Mr.
- Mr. Grindle.
- Sir H. Lambert.
- Sir H. Read.
- Sir G. Fiddes.
- Col. Amery.
- Mr. Churchill.

MINUTE.

Nairobi

25/5

25685 Kenya

27<sup>th</sup>

Ld. G

27 May 1921

Gentlemen,

DRAFT.

(21820)

With reference to the letter from this Dept. of the 13<sup>th</sup> of May, I am very glad to learn that you are in favour of the proposed extension of the railway to the coast and that of the (proceeding) Engineer the accompanying copy of

MINUTE.

- Mr. Ashmole 25/5
- Mr.
- Mr.
- Mr. Grindle.
- Sir H. Lambert,
- + Sir H. Read, 25
- Sir G. Fiddes,
- Col. Amery.
- Mr. Churchill.

telegraphic correspondence with the Governor of Kenya on the subject of the proposed extension of the railway

21 May (25685)  
22 May (-)

2. A further Committee will be sent to the coast in due course

SIR H. H. READ.