GOVERNOR NORTHEY	TEL 352
1920	
9th July	

Last previous Paper

Gov/34101

REVISION OF SALARIES AND CONDITIONS OF SERVICE

Anxious for decision on age of retirement. Essential for introduction of new scheme of administration that principles of ?compulsory retirement be approved

[Discussed with Mr Kennedy ref. of 13 to be prepared in 32631/20]

[illegible]

Next on being sent Paper

Gov/15014

retrenchment and economy [illegible] (esp. in [illegible]) –
provided that the compulsory
retirement is linked with
the [illegible] [illegible]
[illegible] for [illegible] [illegible]
part of officials who are
retired, except humbly if
they are arranged – & there
will be few & are the wealth
for these cases.

[illegible] I think we should
say

I do not wish compulsory
retirement of officials now
in [illegible] to be expected
without [illegible] in [illegible]
case & expect that
you will submit to me for
prior approval any
recommendations for further
retirements with full reports
etc. It should be clearly
understood that by accepting
[illegible] of pay officers
[illegible] liable to
compulsory retirement after

[illegible] of any
officer represents to accept
[illegible]
[illegible] could
[illegible] could
[illegible]
will hold improved salary
meanwhile. It is in no event
can special terms be
granted to an officer retired
on abolition of office

Secy 12/7/20 [illegible]
[illegible] no immediate cases of hardship
but [illegible]

[illegible] 18.7.20.

[illegible]

[illegible]
15/III/21

[illegible] in view
of real course
being proposed by
Wolpert Deed
14.7.20

TELEGRAM from [illegible] the East [illegible]
Protectorate to [illegible]
[illegible]
DATED [illegible]
(Received [illegible] 1924)

July 9th 352

Your telegram 13th June Anxious for decision on age of retirement. Essential that introduction of new scheme of administration that principles of (? compulsory retirement) be approved.

NORTHEY.

Yrs
28597

TELEGRAM 147

[redacted]

[redacted]

ST AFRICA PROTECTORATE
No. 128

GOVERNMENT HOUSE,
NAIROBI,
BRITISH EAST AFRICA.

July, 1920.

My Lord,

In accordance with the directions contained in Colonel Amery's despatch, Confidential, of the 16th of February last, I have the honour to transmit for the consideration of the Ministry of Pensions a copy of the proceedings of the Medical Board held at Nairobi on 24th June upon Captain F. Davies of the Military Labour Corps.

MO/6079

Proceedings of Medical Board.

I have the honour to be,
Your Lordship's
humble, obedient servant,

Edward Northey

GOVERNOR.

THE RIGHT HONOURABLE
VISCOUNT MILNER, P.C., G.C.B., G.C.M.G., &c., &c.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET,
LONDON, S.W.

INCLOSURE

In Despatch No. 118 of 19.7 Army Form A. 4 150

Confidential.

MEDICAL BOARD REPORT ON A DISABLED OFFICER

(Also to be used for Disabled N.C.O. and Men)

MEDICAL DEPARTMENT JUN 30 1920

Date June 24th, 1920

Place Nairobi, E.A.

Name and Rank Captain T. [illegible]

Unit [illegible]

Age [illegible] Total Service 8½ years War Service (a) abroad [illegible] (b) E.A.

Address P.O. Box 291 Nairobi, E.A.

STATEMENT OF CASE

Note.—In answering the following questions the Board will carefully discriminate between the officer's statements and evidence recorded in his medical documents. When possible, a statement by his medical attendant should be attached.

Disability Malaria.

Date of origin of disability 1912 & 1913 & 1914.

Place of origin of disability G.E.A.

Give concisely the essential facts bearing on the history of the disability (personal and family history, etc.):—

Note.—Board subsequent to the first should record here the progress of the case since the officer last appeared.

been 6 years in the tropics dist[illegible] heavy attacks of
ri[illegible] prior to the war (in 1912 - 13 - and 14.) Had Blackwater
[illegible] in 1914 prior to the war in Uganda (at Masindi). Had Malaria
[illegible]quently on Active service - did not go into hospital, till
[illegible]ber 1918 at Dar-es-Salaam (for six weeks) - transferred to
[illegible]t Sanatorium for further treatment. Boarded Jan. 1919 and in-
[illegible]lided to England. Blood negative for malaria (examined at L.
[illegible] Trop. Med.).

OPINION OF THE MEDICAL BOARD

Note.—(1) The Board will on no account inform the officer of its opinion on any of the following questions.

(2) Where the above answers should be filled in by the Board to enable the Minister of Pensions to decide [illegible]

(3) Expressions such as "[illegible]" are not to be used.

(4) When there is any doubt as to the disability [illegible]

Was the disability contracted (a) before entering the service? Yes.

(b) in the service? No.

Was it attributable to military service? No.

If so, to what specific military conditions is it attributed? N.A.

[illegible]

[illegible] Was it aggravated by military service? Yes.

If so, by what specific military conditions? Active service condition the[illegible] [illegible] probably on about certainty genuine fresh infection.

Is it attributable to, or aggravated by, the officer's own negligence or misconduct? If so, in what way, and to what extent? No.

(P.T.O.

14. What is the officer's present condition? He is anaemic and debilitated. Gums normal. Anus normal. Liver normal.

15. To what degree is the officer disabled at the present time? Under 20% (treat)
(Degrees of disablement should be expressed in the following percentages—100, 80, 70, 60, 50, 40, 30, under 20, or nil.)

16. Is the disability permanent? No.

17. If not permanent, how soon is re-examination recommended? Six months.

18. Is it necessary that the officer should be re-examined by the same Board? No.

19. What treatment is the officer receiving, and where, and from whom? Is being treated with quinine gr. V daily (at Nasik) vide

20. Is the officer in need of special medical treatment of any kind, and, if so, of what nature? No- Should take grs. i of quinine regularly for the next six months.

21. Does the officer require the constant attendance of another person? No.

22. Officers will be classified by the Medical Board under one of the following categories, the period of unfitness for the higher categories being stated. Examination of these categories [illegible] of A.C.I. 1677/1917. In case of nurses, omit B, and (i) and (ii) of E.

A.—Fit for general service. No. - Six months.

B.—Fit for service at home [illegible]

C.—Fit for home service:—

(a) Active duty with troops.

(b) Sedentary employment only. No.

D.—For admission to a command depot.

E.—Requiring indoor hospital treatment:—

(i) In an officers' military or auxiliary convalescent hospital. No.

(ii) In an officers' hospital.

F.—Permanently unfit for any further military service. No.

23. In the case of officers suffering from a [illegible] disablement [illegible] death units, has A.C.I. 1577/1917 been complied with?

H. Hearn

[illegible]

[illegible]

Govt/38047/20
Lenga

16 August 20

Secretary of State

Sir,

With reference to your letter No. 25 C.A. 65442/Lab. 44 of the 16th of Aug. I have the honour to enclose,

Copies of the Government of Lenga (Lab. 6 A.), forwarding the report of a Medical Board on the Cape Boys, Lab. 6 A. Mely Labour Corps.

2. I am to add that if any Cape Boys have [illegible] British [illegible] copies of the report of the Medical Board on the Cape Boys are enclosed, then we would be [illegible] they, the reports [illegible] such as [illegible] returned with your [illegible]

I have etc.,

Chas. Lucas

(Lab. 6 A.)

(25404/20)

(25014/20)

Chas d. Well

Jeffries

Cape Basic

Cape & Basic

Cape

Basic

(Signed) H. J. HEAD

the [illegible] route, [illegible]
upon completing my [illegible]
for the Main route (from [illegible]
[illegible]
[illegible]
Portion of Route.

Estimate.

			£
Mau to Nile Po	46 miles	@ £12000 =	552,000
Nile Po to Sey	68	@ £9000 =	612,000
		Contingencies	127,000
			£1240,000

showing miscalculation of £10,000 from the original total of £1250,000.

Nakuru to Sey	148 miles @ £15000 =	£2,175,000
Showing a deviation	36 miles	
[illegible]		£[illegible]

Mau
Nakuru to Lake Hollis (from 22977)

[illegible] 110 miles [illegible] £12,500 = £1500,000

[illegible]

[illegible] the [illegible] of the [illegible] £ [illegible] of £[illegible]
shows [illegible] to [illegible] [illegible] on the [illegible]
[illegible] 127, [illegible] miles from the Nile [illegible] the [illegible]
a [illegible] (66 miles) [illegible] [illegible] [illegible]
[illegible] and [illegible] [illegible] [illegible]
[illegible]

[illegible] on the [illegible] [illegible] and [illegible]
[illegible] in all [illegible] £[illegible]

It is obvious that the Governor
[illegible] that he can build a [illegible]
[illegible]
[illegible] considering

At the same time, one of his [illegible] – the
[illegible] [illegible] [illegible] – [illegible] [illegible]
[illegible] to [illegible] S[illegible] [illegible]
[illegible] that [illegible] could [illegible] [illegible] to
[illegible] [illegible] [illegible] built." i.e. the [illegible] [illegible]
[illegible] [illegible] [illegible] (of the [illegible] [illegible]
[illegible]) So long as the [illegible] is not
[illegible] at as [illegible] it [illegible]
[illegible] to [illegible] [illegible] [illegible] hill.

[illegible] says
[illegible] [illegible] [illegible]
[illegible]
[illegible]
[illegible]
[illegible] will be [illegible] for [illegible]

Fuel Major [illegible] says
[illegible] [illegible].
The fuel [illegible] is [illegible] [illegible] [illegible] [illegible]
[illegible] The [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] of [illegible] fuel for an [illegible]
[illegible]. The [illegible] [illegible] [illegible] [illegible] will be [illegible]
[illegible] and [illegible] of the [illegible]
[illegible]."

The Governor [illegible] [illegible] [illegible] [illegible] fuel,
[illegible] [illegible] the [illegible] of

[illegible]
[illegible]
proposed [illegible]
[illegible]

Mail route, the [illegible]
full question. [illegible] little [illegible]
[illegible] advantage [illegible]
[illegible] of the Wahumi route.

The important point is what are the
arrangements to be after they have [illegible]
to have [illegible] as far as "Mile 80"? I think
that this report [illegible] should be
[illegible] not been [illegible] [illegible]
consider it together with [illegible]

[illegible]

[illegible] 16.7.20

[illegible]
[illegible] that this is the
[illegible] we shall
[illegible] E. Northey's [illegible]
[illegible] copy to the

[illegible]
[illegible]
[illegible] of [illegible] feel [illegible]

the change, but [illegible] Northey's [illegible]
make it all clear. We [illegible]
[illegible] the survey on [illegible] 21 miles of [illegible]
of the [illegible]

[illegible] 20/7

As proposed by Mr Bottomley. I feel
considerably puzzled about the
whole thing, but shall perhaps be
clearer in my mind, when I have
seen Sir E. Northey's despatch. Mean[illegible]
[illegible] the suggested survey sh'd
be proceeded with.

M 22/7.

Sir,

[illegible] Mr Northey's letter [illegible] I cannot [illegible] the charge, but Mr Northey's letter may make it all clear. We must wait till we receive the answer to Mr Northey's despatch, & then I shall know what course to pursue.

M 22/7

As proposed by Mr H. Moseley. I feel considerably puzzled about the whole thing, but shall perhaps be clearer in my mind when I have seen Mr Northey's despatch. Meanwhile the suggested course seems to be proceeded with.

M 22.7.

Sir,

[illegible] Mr Northey's letter [illegible] I cannot [illegible] the charge, but Mr Northey's letter may make it all clear. We must wait till we receive the answer to Mr Northey's despatch, & then I shall know what course to pursue.

M 22/7

Sir,

[illegible] Mr Northey's letter [illegible] I cannot [illegible] the charge, but Mr Northey's letter may make it all clear. We must wait till we receive the answer to Mr Northey's despatch, & then I shall know what course to pursue.

M 22/7

Sir,

[illegible] Mr Northey's letter [illegible] I cannot [illegible] the charge, but Mr Northey's letter may make it all clear. We must wait till we receive the answer to Mr Northey's despatch, & then I shall know what course to pursue.

M 22/7

Telegram from the Governor of the East African Protectorate to the Secretary of State for the Colonies.

Dated 10th July.

(Received Colonial Office 5.45a.m., 11th July, 1920.)

10th July Your telegram 8th July Plateau Railway Paragraph 1 instructions have been given Paragraph 2 routes Nakuru to Eldoret and Nakuru Lower Molo identical for about 21 miles survey of this portion will be stopped at mile 21 Molo River crossing Paragraph 3 Molo Valley route will not traverse Grogans Forest concessions but will bring them appreciably nearer to the mainline Uganda Railway and Grogan can construct line to connect up. Mau route taps portion of Grogans Forest concession and also certain Government Forest reserves satisfied that proposed arrangements will sufficiently tap Timber areas Paragraph 4 Regret that details transmitted my telegram 4th July incorrect. Saving is 36 miles or 25 per cent of distance estimated cost Mau to Soy £2,250,000 as follows Mau to mile 80, on Nakuru Soy route 44 miles £12,000 per mile mile 80 to Soy 66 £9000 per mile margin for underestimate £127,000. Estimated cost Nakuru to Soy £2,175,000 or £15,000 per mile. Estimates do not include rolling stock Paragraph 5 Not only are these recommendations supported strongly by Norton Griffiths representative who has made rough survey from Mau Summit but resolution passed by my Legislative Council to-day unanimously recommending that line be built shortest way Mau Summit to Soy and branch line from Nakuru to Lower Molo Valley instead of Nakuru Eldoret surveyed route. Much information which has influenced me to recommend this alteration was not forthcoming when development committee at home considered question. Sending details by post.

NORTHEY.

SIGNAL AVE. NOW NORWAY

TELEGRAM

156

REPLIES SHOULD BE ORDE

[redacted]

[redacted]

TELEGRAM 156

[redacted]

[redacted]

CONTINUATION SHEET No.

(2) 157 x da 39 J.

[redacted]

(3) X Sa 39 J.

[redacted] WILL [redacted] TAP TIMBER AREAS

[redacted] DETAILS TRANSMITTED

[redacted]

[redacted] £1,350,000 [redacted]

[redacted] TO HELP [redacted]

[redacted]

[redacted] TO

(4)

£9000 per mile

£127,000

do not include

(150)

Name

[redacted]

COLONIAL ECONOMIC DEVELOPMENT COMMITTEE.

Notes by Major F. S. Grogan on alternate alignments for the proposed Uganda Grand Railway.

164

[illegible] which there was a [illegible] that [illegible] could be allowed [illegible] Mau Summit to Nakuru. He [illegible] the best railway alignment [illegible] the original Uganda Railway survey [illegible] Eldalat Pass to Nakuru. I therefore selected the forest area in relation to this alignment.

Subsequently, the Government ran try lines from London and Mau Summit and finally decided upon the Eldalat-Nakuru route, and a definite survey was made. [illegible] carried out all my developments in relation to the beaconed survey.

As it was the declared policy of Government to construct at an early date along this survey, I erected a mill at a cost of £8,000 in the Eldalat Pass based on the surveyed route, and I have latterly spent over £30,000 on a trolley line and mill with logging [illegible] near the Eldama Ravine. The principle of this latter development was to give me greater power [illegible] in such a way that the work could be [illegible] over to the New Railway [illegible].

This forest area is the only forest area in B.E.A. which will be [illegible] by the Grand Trunk Line. The best portion contains the [illegible] trolley line on a shallow cancer with a very steep rim. All this timber, estimated on the basis of Sir D. R. Hutchinson's figures at 6,000,000 tons of commercial timber, would come by gravity on to the Nakuru Eldalat alignment. Nearly all of it would have to be hauled up almost impassable inclines on the Mau Summit alignment. The extra cost per ton would be at least £1 per ton, representing a loss to the community of £6,000,000.

At the present time the cost of bringing this timber by road to the Railway is Rs. 18 per ton from the saw mill, and the logging cost up hill to the saw mill is [illegible].

It is impossible to work the forest as a large wide unless it is traversed by a railway so that the log can be brought by short trolley lines to the Railway [illegible] to the Railway at a big central mill whence despatch to markets can also be done [illegible] railway.

If the present heavy haulage cost could be eliminated [illegible] it would all be profitably exported if the cut exceeds the local needs.

I sent my representative recently to South Africa to study the market and his report coupled with my own detailed knowledge of other markets shows that an export of £500,000 per annum could easily be secured if the rail transport and the logging [illegible] can be procured. The greater proportion of the available timber [illegible] largely in [illegible].

I have spent over £100,000 on the development of the timber [illegible] largely in [illegible] less futile attempts to overcome the transport difficulty.

The cutting capacity of my present plant is well over 20,000 tons per annum, and my yards, sheds, terminals, manufacturing and other supplementary plant are [illegible] for a much larger turnover, but so far I have been defeated by the transport problem and have lost large sums of money annually until last year, when I turned the corner.

If the surveyed and proposed route is now discarded the whole of my plant will be [illegible] and the bulk of my capital expenditure will be wasted. It will be impossible [illegible] large operation. The country will be starved for timber and the price will steadily rise as the [illegible] which can be brought [illegible].

Fuel.—The fuel problem in the [illegible] Nakuru [illegible] will be [illegible].

The Nakuru route will provide an abundant supply of cheap fuel for an industry [illegible].

The Mau route passes above all the fuel supply and haulage to the railway will be very expensive.

Timber.—The Nakuru route traverses the best and most highly developed [illegible] in the country before it enters the forest.

The existing wattle plantations on a 600 acre rotation will give 2,500 tons per annum.

The native lands of the Lower Molo, Sugoi and Rongai Valleys extend to 300,000 acres, capable of yielding a ton to the acre; this area should easily produce 30,000 tons per annum.

I can guarantee to place or rail 20,000 tons from my forest as soon as the railway reaches me and to install additional machinery to cut up the carrying capacity of the railway.

The Mau route cannot produce any traffic except timber and perhaps a little [illegible], as the land is generally unsuitable for agriculture.

General.—The Nakuru route is a section in the main East to West Trunk Line of Africa. It involves a [illegible] from the Railway than the Mau route and is probably 10 miles shorter. It is surveyed to only [illegible] maximum grade and while [illegible] as to reduce the cost of the work land. Adoption of the Mau route would permanently [illegible] all through traffic coming from the West.

The Nakuru route would [illegible] sufficient traffic to [illegible] constructed and to ensuring a cheap fuel supply [illegible] the [illegible] of timber [illegible] from Nakuru to the [illegible].

The estimated cost of the [illegible] portion of the [illegible] would be [illegible] reduced by building on a "Light Line" to the [illegible] of [illegible]. By [illegible] the railway and [illegible] the grades and [illegible] the heavy cuts and bridges can be deferred till the volume of traffic generated by the East [illegible] and pays for the improvement.

COLONIAL ECONOMIC DEVELOPMENT COMMITTEE

Memorandum by Major E. S. Grogan on Communications, Development and Transportation in Central Kenya.

161

When I was appointed to attend the forest commission which I now hold, I pointed out that I had already spent my own money in the place, and I proposed to employ a railway question surveyor to find out the best way on the plateau for (1) Tramway, (2) Map Summit, and Nakuru. He reported that the best railway alignment was approximately the original Uganda Railway survey via the Eldalat Pass to Nakuru. I therefore solved the forest area in relation to the alignment.

Subsequently, the Government ran try lines from Londiani and Mau Summit and finally decided upon the Eldalat-Nakuru route and a definite survey was made. [illegible] carried out all my developments in relation to the proposed survey.

As it was the declared policy of Government to construct at an early date along the survey, I erected a mill at a cost of £8,000 at the Eldalat Pass based on the surveyed route, and I have latterly spent over £30,000 on a trolley line and mill with logging tracks near the Eldalat Ravine. The principle of this latter development was to give an object lesson to Government in such a way that the work could be [illegible] for the New Railway [illegible].

This forest area is the only forest area in B.E.A. which [illegible] be traversed by a Trunk Line. The best portion contains [illegible] the construction number of [illegible] cubic feet of cedar with a very clean rim. All this timber, estimated on the basis of Sir H. H. Hutchinson's figures at 6,000,000 tons of commercial timber, would come by gravity on to the Nakuru Eldalat alignment. Nearly all of it would have to be hauled up almost impassable inclines on the Mau Summit alignment. The extra cost per ton would be at least £1 per ton, representing a loss to the community of £6,000,000.

At the present time the cost of bringing this timber [illegible] to Nakuru is Rs. 18 per ton from the new mill, and the logging cost up hill is [illegible] Rs. [illegible] per ton.

It is impossible to work the forest on a large scale unless [illegible] by a railway so that the log can be brought by short trolley lines to the Railway [illegible] the Railway and a big central mill whence despatch to markets can also be done [illegible] railway.

If the present heavy haulage cost could be eliminated [illegible] I [illegible] could be profitably exported if the cost exceeds the [illegible] needs.

I sent my representative recently to South Africa to study [illegible] and his report coupled with my own detailed knowledge of other markets shows that an export of 1,000,000 per annum could easily be secured if the rail transport and the logging [illegible] can be procured. The greater proportion of the available timber [illegible] the main line.

I have spent over £100,000 on the development [illegible] only to be [illegible] on futile attempts to overcome the transport difficulty.

The cutting capacity of my present plant is well over 20,000 tons per annum, and my yards, sheds, terminals, manufacturing and other improvements [illegible] are complete for a much larger turnover, but so far I have been defeated by the transport problem and have lost large sums of money annually until last year, when I turned the corner.

If the surveyed and proposed route is now discarded, the whole of my plant will be on the ground and the bulk of my special expenditure will be wasted. It will be impossible to carry out my [illegible] and the bulk of my capital expenditure will be wasted. It will be impossible to carry out my [illegible] forest operation. The company will [illegible] the timber and the price will [illegible] at the [illegible] together which can be brought to the [illegible].

Fuel.—The fuel problem on the Nakuru [illegible] is serious [illegible].

The Nakuru route will provide an assured supply of [illegible] fuel for an indefinite period.

The Mau route passes above all the fuel supply, and further to the railway will be very expensive.

Traffic.—The Nakuru route traverses the best and most high [illegible] in the country before it enters the forest.

The existing wattle plantations on 4,000 acres [illegible] will give 2,000 tons per annum.

The native lands of the Lower Molo, Njoro and Rongai [illegible] extend to 300,000 acres, capable of yielding a ton to the acre; this area should easily produce 30,000 tons per annum.

I can guarantee to place on rail 20,000 tons from my forest as soon as the railway reaches me and to install additional machinery to cut up to the carrying capacity of the railway.

The Mau route cannot produce any traffic except timber and perhaps a little fuel, as the land is generally unsuitable for agriculture.

General.—The Nakuru route is [illegible] in the main East to West Trunk Line of Africa. It [illegible] a [illegible] from the Railway than the Mau route and is probably 40 miles shorter. It is surveyed to a 1½ per cent. maximum grade and wide curves so as to reduce the cost of the work [illegible]. Adoption of the Mau route would permanently [illegible] all through traffic coming from the West.

The Nakuru route would generally sufficient traffic to make [illegible] and [illegible] constructed and an assured cheap fuel supply would relieve the working cost of the railway [illegible] from Nakuru to the Lake.

The estimated cost of the heavy portion of this line would be [illegible] reduced by building at the "Nakuru [illegible]" to the [illegible] alignment. By reducing the radius and [illegible] the grade [illegible] all the heavy cuts and tunnels can be deferred till the volume of traffic generated [illegible] further and pay for the improvement.

COLONIAL ECONOMIC DEVELOPMENT COMMITTEE

[illegible] January, [illegible]

CASIN GISHU RAILWAY—ALTERNATIVE ROUTES

In pursuance of your request at yesterday's meeting of your Committee, I trust that the following notes will provide the particulars your Committee requires.

Traffic.

(1) I have a saw mill on the river Bisoni at the entrance to the Eldoret Pass. The normal output of this mill should be 200 tons of sawn timber per month, the destination of which would be Nairobi. I have ordered supplementary machinery for this mill to prepare cedar for export, the total output might be reduced, but the destination would be altered to Mombasa. As the railway proceeds beyond Bisoni, there will be a large short-distance log traffic to supply this mill, and with the resultant increased logging facilities the output can be enlarged to the extent of the available logs by increasing the machine units.

(2) I have a double unit mill near the Kitama Ravine and have ordered an additional unit. The cutting capacity of the three units is 1,500 tons per month, provided that the log supply can be maintained.

(3) My people propose to [illegible] the erection of one big central mill at the log-pond site on the Nzoia River. It is my intention to concentrate all my operations at this point, and to log by short trolley lines to the main railway. These trolley lines will [illegible] with the log-loading [illegible] on the Main Line and follow the forest areas of the country North and South. They will of course, enable fuelling to be carried on at the same time as the logging, thereby providing a [illegible] supply of fuel.

The output of such a central mill is unlimited, subject to the limitations of the logging and of the operation and the markets available.

With the facilities provided by the railway and the existing through rate for export, there is an unlimited export market for hardwood sleepers, cedar and big dimension poleyarpus.

(4) To summarise, the immediate traffic arising from the forest section in the form of (1) sawn timber, (2) logs and (3) sawn timber will certainly be 20,000 tons.

Gum-arabic.

As also mentioned by your Committee, it is difficult to make precise proposals in this connection, but I hereby commit myself to the following principles:—

(1) If and for as long as the financial responsibility of the long-term guarantee [illegible] railways rates over the Kenya-Uganda [illegible] on the new line of Nairobi Junction, provided that for ordinary rates only are charged on logs consigned from the terminals of my concessions to my mills, and (2) that the through export rate only is charged on timber consigned from my mills to Mombasa or Kisumu for export.

(2) I am prepared to enter into any reasonable financial guarantee based on effect (a) an undertaking to put on rail 20,000 tons of wood per annum (this to include wood sold to the railway) if trucks are available, or (b) to expend an additional £30,000 in machinery, trolley lines and general development of the timber industry along the new railway within a period of two years.

I am, &c.

EWART S. GROGAN.

The Chairman,
The Empire Development Committee.

No.

COLONIAL ECONOMIC DEVELOPMENT COMMITTEE.

28th January, 1930.

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UASIN GISHU RAILWAY ALTERNATIVE ROUTES.

In pursuance of your request at yesterday's meeting of your Committee, I trust that the following notes will provide the particulars your Committee requires.

Traffic.

(1) I have a saw mill on the river Bisson at the entrance to the Eldalat Pass. The normal output of this mill should be 200 tons of sawn timber per month, the destination of which would be Nairobi. I have ordered supplementary machinery for this mill to prepare cedar for export. The total output might be reduced, but the destination would be altered to Mombasa. As the railway proceeds beyond Bissoi, there will be a large short-distance log traffic to supply this mill, and with the resultant increased logging facilities the output can be enlarged to the extent of the available logs by increasing the machine units.

(2) I have a double unit mill near the Eldama Ravine and have ordered an additional unit. The cutting capacity of the three units is 1,250 tons per month, provided that [illegible] can be maintained.

(3) My plans provide for the erection of one big central mill at the proposed site on the Natasura River. It is my intention to concentrate all conversion at this mill, and to [illegible] short trolley lines to the main railway. These trolley lines will connect with the logging [illegible] sites on the Main Line and follow the form lines of the country North and South. These will of course, enable fuelling to be carried on at the same time as the logs are [illegible] an inexhaustible supply of fuel.

The output of such a central mill is unlimited, subject to the limits [illegible] of the operation and the markets available.

With the facilities provided by the railway and the existing through rate for exports there is an unlimited export market for hardwood sleepers, cedar and big dimension poles [illegible]

(4) To summarise, the immediate traffic arising from the forest section on the [illegible] (1) fuel, (2) logs and (3) sawn timber will certainly be [illegible] tons.

Guarantee.

As was recognised by your Committee it is difficult to make precise proposals in this connection, but I hereby commit myself to the following principles:—

(1) If and for as long as the financial exigencies of the time necessitate the imposition of specially high railways rates over the Nakuru-Soy section for carrying the stones for the ballast [illegible] to be provided, I am prepared to pay Rs. 4.50 per [illegible] the transport of all sawn timber from any of the sawmills on the new line to Nakuru Junction, provided that (*a*) ordinary rates only are charged on logs consigned from the terminals of my logging lines to my mills, and (*b*) that the through export rate only is charged on timber consigned from my mills to Mombasa or Kisumu for export.

(2) I am prepared to enter into any reasonable financial guarantee based on either of the undertaking to put on rail 20,000 tons of wood per annum (this to include wood sold to the railway) if trucks are available, or (*b*) to expend an additional £20,000 in machinery, trolley lines and general development of the timber industry along the new railway within a period of two years.

I am, &c.,

EWART S. GROGAN.

The Chairman,
The Empire Development Committee.

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Governor

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Mr. Ramsay 23/11/07

Mr.

Mr.

Mr. Grindle

Sir B. Leggett

Sir H. Bond

Sir G. Fiddes

Chief Engr. R.

Lord Milner

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