

C/O  
84380  
Rec'd  
Nov 20



15  
/

GUBERNOR  
1899  
T. HEY

KISLAYA - BARNETT ROAD

1920

10th Sept

at previous Paper.

Trans explanation of high price of construction and trusts reasonableness of the figures previously submitted will be accepted.

595/19  
-20

Li. H. Road

No doubt much of the expenditure was due to the local board decision to push through, instead of go round, any obstacles. Also, Curwens & P. of W. are probably not the best officed of contractors. We can make a mental note of this case for an other next a military road is proposed.

? Adv. receipt & say that the S. off. does not wish to carry the burden further.

subsequent Paper.

*[Handwritten signature]*

Oct 6 11 20

*[Handwritten signature]*

8/20  
5/20/20

*Jem*  
OFFICE OF KENYA AND THE  
AFRICA PROTECTORATE  
NO. 1068

GOVERNMENT HOUSE, 443  
NAIROBI,  
BRITISH EAST AFRICA  
30 September, 1920.

C. O.  
54360  
4 NOV 20

My Lord,

*Govt 4595/19  
20*

I have the honour to refer to Colonel Amery's despatch No. 153 of the 4th February, and to inform Your Lordship that the delay in this reply is due to the necessity for prolonged inter-departmental correspondence regarding expenditure involved in the construction of the Kismayu-Serenli road.

*Govt 4595/19  
20*

2. As reported in the concluding paragraph of Sir Charles Bowring's despatch No. 1265 of the 24th December, 1919, the making of this road was in the hands of the military authorities, and since, apart from trivial sums spent in Jubaland under a "Contingencies" vote, the expenditure was controlled and supervised by the Assistant Adjutant and Quartermaster General attached to King's African Rifles Headquarters, I do not feel competent to furnish the assurance that no avoidable waste of funds occurred. I would invite Your Lordship's attention, however, to the following facts, which lead me to the

THE RIGHT HONOURABLE  
VISCOUNT MILNER,  
SECRETARY OF STATE FOR THE COLONIES,  
DOWNING STREET,  
LONDON, S.W.

opinion that the money expended has been laid out to good advantage and without undue extravagance.

3. The statement of expenditure forwarded to Your Lordship under Charles Dowling covers the following works and approximate distances:-

|  |    |       |
|--|----|-------|
| Kismayu-Railhead Trolley line          | 4  | miles |
| Kismayu-Gobwen road                    | 9  | "     |
| Junction of this road to Yonti         | 9  | "     |
| Gobwen-Junction of Kismayu-Afmadu road | 6  | "     |
| Railhead to Afmadu                     | 76 | "     |
| Afmadu towards Mufudu                  | 18 | "     |
| Afmadu towards Wajheir                 | 8  | "     |

Approximate total 130 miles.

All roads were built some 20 feet broad, and were stumped and hoed in order to render them suitable for vehicle transport in all seasons. Most of the country is dense bush, and as the Commandant has stated that, in view of the ultimate economy accruing both in upkeep of road and maintenance of cars, it was decided to follow the most direct route, there is no doubt that the adoption of this principle added considerably to the cost of construction in necessitating cutting operations on an extended scale. The Trolley line also was built over hills of shifting sand, and entailed an unusual amount of ballast and cutting.

4. These facts have been represented to the Hon. Secretary, Public Works, and he expressed the opinion that the total cost of Rs. 358,568 is

not

not unreasonable, when the difficulties of carrying a road through country almost devoid of water supplies together with the expense incurred in construction over the shifting sandhelt near the coast are taken into account.

I have further ascertained from Captain Rainsford, the officer in charge of construction for the greater portion of the period, that the cost of rolling stock for the trolley line as well as of certain cars was charged to construction expenditure. I understand also that the cost of rationing and medical attendance for the 400 convicts and nearly 600 Prisoners of War employed on the work was similarly debited together with the expenses incurred in the formation of a camel transport unit, which was required for supplying food and water to the working gangs.

6. I consider that these items afford a sound explanation of the high price of construction and I trust that Your Lordship will accept the reasonableness of the figures submitted in the previous report on this subject.

I have the honour to be,

Your Lordship's

humble, obedient servant

*Edward Northey*

GOVERNOR

54360/20 - 11/16/20

116

12 November 1920

DRAFT.

1025

Nothing

MINUTE.

I have at hand the set of your  
despatch, No 1065, of the 5th of  
September, regarding <sup>the</sup> explosion

Mr. Leatham, G.O.

Mr. P. J. ...

Mr.

Mr. Grindle

Sir H. Lambert

Sir H. Road

Sir G. J. ...

Col. Amery

Lord Milner

involved in the construction of

the Hisimay - Sereuli road

Explanation

2. I have noted the ~~circumstances~~

contained in your despatch  
~~which caused this heavy~~

expenditure, and do not

wish to carry the matter any

further.

I have etc.

11/16/20

54360/30 Kenya 4867

12 November 1952

DRAFT

I have the trade attaché of your

1625 despatch, No 1065, of the 30th of  
November  
September regarding <sup>the</sup> expenditure

MINUTE.

- Mr. Cunningham
- Mr. P. ...
- Mr. ...
- Mr. Grindle
- Mr. H. ...
- Mr. H. ...
- Mr. G. ...
- Mr. ...
- Mr. ...

involved in the construction of  
the Kisumu - Sereni road  
Explanation  
I have noted the circumstances  
contained in your despatch  
which caused this heavy  
expenditure, and do not  
wish to carry the matter any  
further

I have ...