

EAST AFR. PROT
34816

C O
34816
REC
7 OCT 13

worth J.
1913
Lay previous Paper
Bordy

Railway across Masai Gishu Plateau

Thinks that projected scheme of Mr Lloyd, for a railway across Masai Gishu plateau & thence into North Kavirondo, would be of equal if not greater advantage than a line from Mums to Kisumu as earlier plotted by Govt.

Mr. G. Fiddes. See also minute on Mr 5202/10

This aspect of the scheme has already been brought to the notice of the local authorities in the 3rd para of the despatch on 30/6/13, & as Mr Lloyd is going out to discuss matters with them, I do not think that there is anything more to be done. The pros & cons will have to be carefully weighed, but there seems to me to be a great deal to be said for approaching Mums from Kisumu instead of from Nakuru. The North Kavirondo Province is the most productive part of the Prot^o, it has a native population of about half a million, & better communications are urgently required. The N. Mums (some 150 miles) would

the railway from Kalamazoo (by 55 miles) would be through a country where there are no great engineering difficulties & could probably be built in 18 months, especially as there would be an ample labour supply. In the case of the N. Keweenaw line there would be very little native labour available along the first $\frac{2}{3}$ of the route.

See
2791
1911

There is the point which Mr. A. makes regarding the ascent from Kalamazoo to Kolo. (or rather, the main Summit), but there will be some stiff ascents on the other line, as you will see from the annexed diagram.

With regard to the train problem, things have no doubt moved during the last 2 years, but when I was on the plateau at the end of 1911 I do not think that there were more than 250 or 300 ~~able-bodied~~ white men there & some of these were men who were doing practically nothing in the way of development. There were many farms & some of these were large (4000 to 5000 acres) & had been in the direction of stock-raising. In contrast to the N. Keweenaw district there are very few natives & they are very poor. It has, however, the appearance of a white man's country that I saw during my visit. ~~unoccupied~~

F. J. R.
9/12/12

... railway from ... (by 55 miles)
... a country where there are
... great engineering difficulties & could
probably be built in 18 months, especially
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2791
...
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It was, however, the ~~present~~ approach to a white man's
country that I saw during ~~part of~~
my visit ~~undoubtedly~~
~~undoubtedly~~

H. J. R.
9/13/13

I conferred with J. on some of the points
 raised by his paper, but the following points
 were not raised; but we must wait for the Gov's
 views.

Mr Lloyd called upon today. His two
 points were: (1) Was a personal conference
 with the S. J. doing good at present?
 I said no, as the next word must come from
 the Gov.

(2) He wants to make a flying visit
 to E. J., returning in Feb, but is not
 like to do so if his absence from home
 is prejudicial to the scheme. I said I did
 not understand but at W. J. W., and that even
 if the Gov's views were adverse the final
 decision would not be communicated before
 Mr Lloyd's return.

Per 10-10-13

as proposed

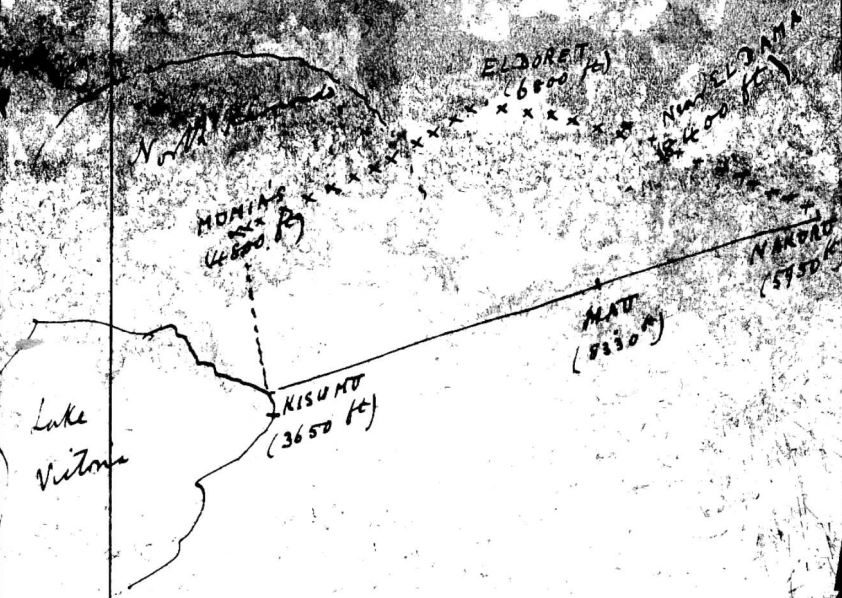
11-10-13

at 10-10-13

11-10-13

Room 3

11-10-13



425

BROOKFIELD,

27, EDGE LANE,

CHARLTON DUM HARDY

C.O.
34516

Manchester,
Oct. 5, 1913

Mr. W. Read

7 00 13

I met Mr. Geo. Lloyd M.P. on Friday
 M. and he told me that he and others
 interested in a scheme for building a
 way across the Uasin Gishu plateau
 thence into North Kavirondo. If this
 really so I am of the opinion that in
 far as North Kavirondo is concerned
 a railway would really be of
 great if not of more benefit than a
 from Mumsis to Kisumu. A railway
 the Plateau into N. Kav. must enter
 latter dist. on the Eastern side and
 to some central point in the district
 so open up some of the richest parts,

423

BROOKFIELD.

27, EDGE LANE

CHELTON DUM HARDY

C.O.
34316

Manchester

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 latter dist. on the Eastern side and
 to some central point in the District
 so open up some of the richest parts,

other parts of the dist. which
West-South west could work on
parts, and also use the Ngoo
could be navigated by
small tugs for nearly 25 miles
from the lake shore.

It is probably true that I have
some years now been bringing up the question
of better transport facilities for opening
the North Kaveris dist. and that the
Ed. Admt. has made a reconnaissance
survey of the country from Kaurim to
Munim having the idea of a railway
view.

I think however that there
were great advantages to be gained
by having a line across the basin from
into the dist. Another important point

to that such a line would retain
line between Kaurim and Wolo
which on the main ascent is a difficult
of line to work heavy traffic because
the grades.

My object in writing to you is to say
in my opinion the line of railway
proposed by Mr. Lloyd will, considering
points, be more advantageous generally
to the Dist. than a line from Kaurim
to Munim.

Yours sincerely
J. H. ...

13/10/13
Gordon
TELEGRAMS: KASABAM, LONDON.

99, EATON PLACE,
S.W.

October 8th, 1913.

Dear Sir George Fiddes,

In the course of my interview with you at the Colonial Office on October 3rd, I mentioned in passing that the settlers in the Uasin Gishu district had recently offered to guarantee the interest on their section of the Railway for a period of years. You expressed, naturally, some scepticism as to the value of this guarantee, in which scepticism I to some extent concurred, but pointed out that whilst these settlers were poor men, they were not quite the kind of needy settler that is met with, say in the West of Canada, as most of them had probably come into the country with a minimum of some two or three thousand pounds of capital, and that they were therefore not men of straw. And furthermore, that if the Railway did come, their position would be improved so immediately as in all probability to make their guarantee fully effective and valuable.

I said I should venture to send a few lines to you to indicate generally how many settlers there were on the Plateau at the present time, and how many were likely in the normal course of events to become settlers in the next two years. I was informed when I was in the country that the estimated population of the Uasin Gishu district was at least a thousand, which in itself is no small nucleus for the purpose in view, and more are coming every week.

After seeing you, I went round to see Grogan to tell him that from my interview with you, there seemed to be no obstacle to my going out to East Africa this year. I found there Mr Ainsworth, who I think I just met in East Africa, but did not know, and I asked him for his opinion on the production of the districts through which our proposed Railway might pass. I was much impressed with his description of the Mumias district and for the need there as elsewhere - but especially there - of early transport communication. I had been told when in East Africa that he was advocating some Railway construction for the purpose of opening up this district. I outlined our proposal to him and asked him whether our scheme would be likely to clash in any way with any proposals that he might have in mind. I gathered from him that he looked upon the provision of transport facilities for this district as a matter of urgency, but that he realised that

if our traceé were pushed right through to the Mumias district, not only would his problem of providing transport for that district be solved, but also the Uasin Gishu and forest problems would also be solved at one and the same time. Intrinsicly too, I cannot help thinking that our traceé is better than any other yet projected, for any alternative to our project would perforce involve junction with the Main Line at its weakest link, namely, the section between Kisumu and Mau Summit. Our traceé too, lends itself to easy gradients, whereas the topography of the Kisumu-Mau section offers little opportunity of improving the present heavy gradients.

In conclusion, may I venture to make this observation, that if our line were pressed through as early as possible to the Mumias district, which must ultimately of course in any case be its objective, all doubts as to the prospects of adequate returns on the Uasin Gishu section would be eliminated: for it is perfectly clear that the productive wealth of the Mumias district would provide rich and immediate traffic on this last section and afford an immediate heavy freighting over the Uasin Gishu section. I only mention these facts to show that even if the guarantee of the settlers were not in itself sufficient, the Uasin Gishu section would quite easily be "carried" by the traffic afforded on the sections on either side of it.

Yours very truly,

George Lloyd

The Hague

Oct. 10. 1875

LEGATION DE RUSSIE

Dear Sir George,

Thank you for the letter
 which has been forwarded to
 me here. I perfectly understand
 that there was no criticism
 of any contractor in particular.
 The financial arrangements
 which I have succeeded in
 making will however permit
 of the nomination by the
 Colonial Office of any contractors
 and should be a sufficient
 to make a sufficient point
 in regard to the Orange Company.

as enclosed. I do not see that
that need delay negotiations.

I return to London on Wednesday
next.

Please excuse my writing, which
usual facilities is guaranteed
by a tele. net.

Yours very truly

George Lloyd

as customers I do not see that
that need delay negotiations.

I return to London on Wednesday
next -

Please excuse my writing, whose
usual secretary is, appointed
by a rule etc.

Yours very truly

George Selwyn
