

EAST AFR. PROJ

1909



3959

340

Governor Conf
2
Field

1914

14th January

Last previous Paper.

500
43555
13

Learns with satisfaction that propriety of construction of such a proposed line is desirable. Commits observations as to a preliminary survey, enclosed report by General Manager, is hereby instructed to engage four engineers for survey work and that he may be authorized by telegram to engage surveyors and draftsmen from India, he must advise of consulting Engineers on value of existing rails. If funds are available to take Govt. and public construction extensions.

Lt. G. Ziddler

This contemplates a preliminary survey to a final survey & staking out which would occupy a year. I understand from you that this would not end at Hany & his friends who could secure reliable estimate of cost as soon as possible. Unless therefore we have a rough estimate already we must telegraph to the Govt. for an officer to be detailed at once for a reconnaissance survey. It may be ~~not~~ difficult to show a man, but it would be worth the while if some reconnaissance or temporary Engineer could be sent out to take his place.

I have found in another paper an estimate by Mr. Taylor as follows

Let the amount of Feb. 14th
Mr. Taylor's 18,200 lbs
will be for the survey
India to go to the 27th
200 lbs

Next subsequent Paper.

500
6450

500
41099
13

100,000

Platinum & Silver

102 k. 90,000

Elson's house 100 k. 150,000

150,000

will be a continuation of that sort, will
be bought from the bank in a few weeks
from a number of the gold & silver
notes.

There is no one out hand on any
money, & the fact that the same figure
is allowed in the same section shows that
they are surely in contact

Telegraph

The number of January left
is not to have a close estimate
of it at earliest possible date cannot
affair be detailed for measurement
survey at one of the change of Govt
or funds comparable for contribution
of Govt and regulations, may break
down of a party with a telegraph

1894

Mr Lloyd comes to attention before the
day, reached me and proposed Spring
some financial people here in the week.
The day left (naturally) after they had
made a definite proposal they would want
a speedy decision - contemplating the

of the law
 whose matter being put through all the
 stages within my 3 months - as they
 could not have it open for long - view of
 possible changes in the financial situation

Therefore either

- 1) I sh^d take his letter & details & survey
 with the eyes of the equisocial
 to a break-off - negotiation, or
- 2) We sh^d take as proposed & reasonable
 I sh^d put off the articles - & planning etc
 I suggest to later

Mr 2 2 14

Jagex
 Mr 3 2 14

And I too

Mr 3 2 14

Sir G. Fiddes

The C^t which Mr G. Lloyd left
 with you yesterday is attached - &
 57c. etc, as arranged at our interview
 submitted.

H. J. R.
 1877/14

Sir G. Fiddes
 has written to
 Mr Lloyd

99 EATON PLACE,
S.W.

February 14th, 1914.

Dear Sir George L. L.

The contents of a letter which I have received recently from East Africa may perhaps serve as some indication as to some of the possible causes of the delay over surveys.

It is said by my correspondent that local opinion considers that in respect to the Naasua-Mumias line there are three possible routes, each of which routes is of course advocated by its own body of landowners adjacent to these routes. It is further said that in order to be just to the three groups of people, Mr Taylor has promised that all these three separate routes shall be surveyed, which would take at least a year. Perhaps you will allow me to suggest that a time so long a course is not only superfluous, but wrong.

My aim in advocating this railway has never been based upon the interests of any particular land owners, or group of landowners, and the idea of carrying a railway as a "farm-hunting" expedition is to me absurd.

The course which I think should be pursued in a matter of this kind is to decide what area of country is most in need of railway facilities. I take it that it has been decided that a certain area of country between Naasua and Mumias is ripe for increased railway facilities, both on account of the traffic originating at Mumias and on account of the conditions generally in that area. That being so, the alignment that will be best for all in that area will be that alignment which carries the line most directly through the easiest country between its departure and arrival points, and which consequently will enable the railway to offer the cheapest freight rates to all concerned in the future. Any departure from this general rule means that the initial cost will be greater and consequently that higher rates would have to be charged per mile on the goods of all concerned.

This is the broad view that I take. I am sure it is one that Mr Taylor, with his great experience, already appreciates to the full, but it might strengthen his hands to be reminded of it if you are in agreement with it.

I do not of course go so far as to say that one could rule out of consideration all the interests on the line; where you have a big timber traffic offering for instance, it would be absurd to take an alignment which would be too remote from it, but it is still true that if the most direct and easy traded be firmly decided upon, those interests that are a few miles wide of the line will soon by private enterprise have feeder roads down to the nearest point of the line, and the interests of the whole area will be best served.

The difficulty in this matter in East Tennessee is that settlers seem apt to confuse the two very different systems of roads and railways, and expect what is usually constructed for one purpose to serve the other, and in the course the function of roads.

39
INDIA OFFICE

1208
GOVERNMENT HOUSE
NAIROBI
BRITISH EAST AFRICA

14th January 1914.

3:1

Sir,

35212

I have the honour to acknowledge the receipt of your Confidential despatch of November 7th, 1913, relating to proposed railway extension to the Usin Gishu Plateau and the North Kavirondo country, from which I learn with satisfaction that you recognise the propriety of carrying a branch line through these portions of the Provinces of Kiambu and Nyanza.

2. The question of the route to be adopted has for some time past been receiving the careful attention of the General Manager and myself, and our consideration of the subject has been assisted by expressions of opinion by local officers and by gentlemen who are interested in the development of these areas.

41899
Secret

3. I have already informed you in my Secret despatch of November 13th, 1913, that we favour the construction of an extension from a point on the main line in the neighbourhood of Nakuru.

THE RIGHT HONOURABLE
LEWIS HARCOURT, P.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, LONDON, S.W.

* N. 35212
Africa No 915
+ No 41899
Africa No 998

Concessions

Makuru, through Eldoret and the Plateau, to Mumias, and that for reasons there stated we ~~advocate the inception of that route in preference to the provision of a branch from Kisumu to Mumias.~~ If it is necessary to provide improved facilities for the transport of goods between these last-mentioned stations I am of opinion that the requirements of the next few years may be met by effecting improvements to the already existing road, and I anticipate that on the completion of a line from Makuru to North Kavirondo the traffic between the latter district and Kisumu will be diverted to the direct route by railway. On this point I will address you further after my visit to North Kavirondo in February next. I refer to Mumias as the point to be reached from either direction because that station has been mentioned in your despatch under reply and in previous correspondence. It has recently been made apparent by Professor Simpson that that station must be removed to a more healthy situation, but such removal will not affect the settlement of any scheme of railway extension as the alternative site which has been selected can be as easily reached as the old station.

4. The survey for a line from Kisumu to Mumias was put in hand prior to my arrival in the Protectorate and before any suggestion was made regarding the larger scheme. If you agree in thinking that the latter is the preferable proposal, further expenditure on the verification or rectification of this line of survey should

be held in abeyance.

5. I have placed a copy of your despatch under reply before the General Manager, and enclose for your consideration an interim report by him on his views and requirements. I agree with Mr Taylor that it is unlikely that such expenditure upon survey will be practicable during the remainder of the current financial year, but it is essential that he should be supplied at as early a date as possible with the staff necessary to undertake the work. The Crown Agents should therefore be instructed to engage four engineers for survey work on agreements for one year with option to Government to retain their services for such additional period, not exceeding twelve months, as may be found to be necessary. The native surveyors and draughtsmen must be obtained from India, and I shall be obliged if you will authorize me by telegram, on receipt of this despatch, to take steps to engage them on similar terms. The engagement of an engineer for relaying may be deferred until arrangements have been completed which will enable the General Manager to commence this work.

6. I endorse the opinion of the General Manager that it is desirable that a commencement should be made with the relaying of the 50-lb rail as soon as possible after the survey of the extension is put in hand, but this necessary improvement involves such heavy expenditure that it must be contingent on the acquisition of special funds for its accomplishment.

7. I would invite your attention to paragraph 6 of the enclosure, and would suggest that the opinion of the Consulting Engineers be taken as to the value to be placed

placed on the existing rails. The proportion recommended by Mr Taylor does not appear to me to be excessive.

8. I have already informed you that if the necessary funds are forthcoming I consider it preferable that railway extensions should be undertaken by Government and that resort should be had to private enterprise and capital only in the event of such assistance being unobtainable.

I have ^{etc} the honour to be,

Sir,

Your humble, obedient servant,

Henry Bayard

GOVERNOR.

Encl. No

INCLOSURE

In Despatch No. 2 of 6-1 1914

TELEGRAPHIC ADDRESS
SARAWAK N. R. S.
P. O. No. 27

Uganda Railway.

318

PLEASE RETURN TO IN
THIS REPLY.

General Manager's Office.

Nairobi December 5. 1914

S. S. A.

To the Hon:
The Chief Secretary
to the Government.
Nairobi.

Sir,
Railway Extension in North Kavirondo.

I have the honor to acknowledge receipt under cover of your 7345 of the 25th November, of copy of Confidential despatch of 7th November from the Colonial Office on the question of railway extension in the North Kavirondo.

It is noted that there are several possible extensions which must be considered:-

- (a) A line from Kisumu to Mumias
- (b) A line from Nakuru to the Uasin Gishu Plateau
- (c) A line from Nakuru across the plateau to Mumias

and instructions are given that a survey over the Nakuru, Uasin Gishu, Mumias route should be carried out and also the survey already made from ^{Kisumu} Mumias to Mumias should be re-examined.

It is also approved that the arrangements be made for the survey to commence forthwith if savings on the current years estimates can be found to meet the cost.

2. Arrangements will therefore be made as early as possible to start the survey of the through route Nakuru to Mumias

Mundias but as I have no staff available in this country it will be some months before we shall be able to put a party in the field and I doubt whether there will be much expenditure to be met this year but meanwhile arrangements will be made.

3. We shall require at least two survey parties, each consisting of

1 District Engineer	on	£700	per annum, plus field
1 Asst	"	£300	" " allowance
2 Indian Surveyors	Rs	180 - 200	per mensem
1 Draughtsman	Rs	80 - 150	" "

I think these two parties should be able to complete the survey and staking out within a year. In addition to the survey staff it will be necessary when this work has to be taken in hand to have a special District Engineer for relaying, as it be not possible for the ordinary maintenance staff to look after relaying of the line with heavier rails and releasing the old 50 lb rails. This requires very special supervision and I think it possible that we may be able to get such a man who has had this experience from South Africa as they have been doing very heavy relaying work on the South African Railways of late.

The staff therefore to be provided, extra to our sanctioned staff will be:-

2 District Engineers for survey	on	£700.
1 District Engineer for relaying	"	£700
2 Assistant Engineers for survey	"	£300.
4 Indian Surveyors	Rs	180 - 200.
2 Draughtsmen	s	80 - 150.

4. As it would be of great use to the survey parties to have a man in each party who has experience of the country and language I would second two of my permanent Assistant Engineers and take the two to be ordered on to the open line work.

I place the salaries of the District Engineers on a par with the top of the scale as I consider they will be engaged for a short term only and will not be pensionable or subscribers to the Provident Fund.

5. I quite agree that it is essential that the construction of any extension should be dependent on the sale to it of the old 80 lb track. It is therefore necessary that we at once consider the matter of relaying with the 80 lb rail.

I note the Secretary of State has misunderstood the remarks in my report. I there stated that

"if materials were ordered at once it would be something like two years before the 70lb track would be available for future extensions elsewhere, so that unless we make a beginning at once we shall be hung up on any of our proposed branches for want of permanent way materials"

I am glad to hear that the Crown Agents estimate that an order for 80 lb rail could be completed in six months but even then it would be at least two years before we could have the whole of an engine section changed and the track ready for relaying elsewhere. It is therefore necessary we should start releasing rails from the main line at the same time, if possible, as we start the survey, so that by the time the survey is finished and the project about to be taken in hand the old rails would be ready for immediate use on the branch line. For in this country where cart traffic is very difficult owing to the hilly nature of the country and also to the diseases of oxen it is very essential that the rails should be pushed ahead from the very start of construction.

6. In regard to the price at which the old 80 lb rail should be transferred to the new railway I certainly consider that 50% is rather a low value. The life of the iron sleepers may be taken at least 35 years, and of the rails much the same, and the same with the fastenings, though

some of the latter may require renewal in half this time. This 50 lb track has worn down something like 15 years but for most of that time it has been carrying very small traffic. Indeed can had very little wear and tear. On certain sections no doubt the wear and tear has been heavy and we have had occasion to renew rails where there are heavy grades and curvatures, but on the whole I think the fair value for transport would be two-thirds of the value of a new track. If the new branch be built by the state it is merely a matter of book transaction and is a mere book account, but if the branches be constructed by a Company it is very essential that that Company should pay the full value for the material received. This is a matter to be decided by the directors.

The length of line from Kuru to Mamias would be something like 100 miles and I think we should require 100,000 tons of rails. It would be necessary for us to replace a main line track in excess of one engine run, and will cost something like between 2,000,000 and 3,000,000. I will address you later as to this cost and as to its incidence between Capital and revenue.

I am not as yet quite satisfied as to what weight of rail we should now put down. I have discussed this matter with the Consulting Engineers but their reply is not conclusive.

A line from Kuru to Mamias certainly would pay from the outset. I lately travelled over this country and found it very heavily cultivated, and that the Kavirondo country requires in some means of getting produce to market. Quite a fair cart road has already been constructed and I recommend that this road be improved where necessary so though I consider a local railway from Mamias to Kuru a paying concern it is

much better business that we at once go for the through direct route across the plateau straight to the port. We should have an easier grade for produce and a shorter mileage of rail carriage. Another strong point in favour of the route right over the plateau is that the branch railway from Nakuru to the Usain Gishu plateau would take some years before it would draw a really paying traffic whilst the extension right across the plateau into the Kavirondo district would have an assured traffic from the very day the rails were laid and the settlers on the plateau would have a regular train service which would be of very great value to them and which would help in opening out and developing that country. With a branch line going so far as the plateau only from Nakuru I certainly would not consider running more than a train on alternate days up one day and down the next, but with a line right through to Usina we could certainly count on one daily train and possibly two each way from the very start.

8. I cannot think that the urgency of opening up the Kavirondo country is so great that it necessitates the immediate construction of the Kisumu-Mumias branch. Rail connection certainly is wanted but if we await the through line across the plateau it will not be any serious delays. When sanction be accorded construction would be started from both ends at once more especially is this desirable as it would bring the labour market in direct touch with the construction parties and the Chief Engineer estimates that with a labour supply of 4,000 he could guarantee the completion of this line in two years from the start and taking the survey work as one year say three years from date.

9. The complaint of the Kavirondo country is not that local communications are bad-they are comparatively good-but that the Uganda Railway cannot deal with their produce when brought to

Kisumu and the remedy is the supply of funds to the main line for additional stock and engine power and the construction of a deep sea pier at Mombasa. For we cannot deal with any large increase in traffic unless something be done to improve our facilities for dealing with the traffic. It will be therefore a serious matter if mail connection to Mombasa be delayed a year by the selection of the main through route over the plateau in place of the branch line to Kisumu.

At present the Mombasa traffic is brought to the railway very efficiently by Indians on carts.

10. I am getting out an estimate for the survey and will address you again regarding the engagement of the staff when this has been compiled.

I have the honor to be,

Sir,

Your obedient servant.

H. B. Taylor.

General Manager.
Uganda Railway.

3959

354

4

WP

Ans'd 6459

sent 3.50pm

18th February
allency

DRAFT.

Telegram to
Governor
Nairobi

MINUTE

- Mr. Reid 18 Feb.
- Mr. 18 atonee
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr. Harcourt.

Ans'd 6459

By telegram of 7 Feb.
undecoded
Vakum Munnis railway

request that you will

reply by telegraph
remesso do

as soon as possible
sewingbird

60
1111

Save

3959/1914

to

car

355

Print

MSA 6450

See briefs
Cuth. 4/1/14

4 February
Falkland

DRAFT Telegram

Your des of 26 Jan

Governor

Harold

MINUTE.

Mr. Harper 2/2/14

Mr. Portman 4/2/14

Mr. G. Fiddes 4

Sir H. Just. alone

Sir J. Anderson.

Lord Emmott.

Mr. Harcourt.

urgency

conf. important
compote

to have close
hegemonic

estimate of cost
empirical

at earliest possible date
dangerous

cannot officer be
caging

detailed for reconnaissance
rattrice

survey at once
spread

no chance of
catastrophe

nothing action

P.D.

Govt. funds being
frothiest

available for construction
archpastor contempero

and negotiations may
rephode

break down if any
blocklike ice auger

delay. telegraph reph
remprunter.