



372

EAST AFR. PROT.
19290

C O
19290
Recd
25 JUN 10

Warner
Kenya 357

KENIA FORESTS CONCESSION

1910

June

In view of information received feels justified in ignoring the proposal to exploit the Forests by means of a railway from Gilgil. Thinks Forest should be divided up into blocks and tenders called for reserving at least one block for Govt. purposes. Remarks as to Ry rates and floating of timber on the Tana River.

8
485

For return to Mr. H. H. ...
H. H. ...
To J. G. ...

H. H. ... There does not seem to be much prospect of the forest being developed for some time to come.

Sent a copy of the despatch, with the amendments which I have suggested, to Mr. H. H. ... in continuation of last week's letter of the 23rd of Nov/09 (with $\frac{7}{36214}$ 109) + enclose the plans, asking for their return at an early date?

H. H. R.
29/VI

File 1.7 ...

29214

9290-
 C O
 GOVERNMENT HOUSE
 10290
 Nairobi
 June 2nd 1910
 Recd 25 JUN 10

EAST AFRICA PROTECTORATE.

No. 337

(Incl. 1)



My Lord,

With reference to Your Lordship's despatch No. 198 of 12th April last, I have the honour to report as follows:-

2. In my despatch No. 8 of 6th January last I requested to be provided with further information as to the railway routes which have been surveyed before commenting upon the points raised by Mr. Moreton Frewen in his letter of 24th October last, enclosed in Your Lordship's despatch No. 699 of 18th November 1909. These reports have not yet arrived. I have however received additional data in regard to the utilisation of the Tana River and the construction of a tramway from Nairobi to Fort Hall, in view of which I feel justified in ignoring the proposal to exploit the Kenya Forests by means of a railway from Gilgil.

3. I have therefore the following observations to offer on the timber trade and Mr. Moreton Frewen's remarks..

(a) I do not think that in any case it would be advisable to lease the entire forest area to

THE RIGHT HONOURABLE

THE EARL OF CREWE, K.G.,

SECRETARY OF STATE FOR THE COLONIES.

DOWNING STREET, LONDON, S.W.

(2)

any one Company but to divide it up into blocks and to call for tenders, reserving at least one block for Government purposes.

(b) I have had a careful survey made of the course of the River Rogati (vide map) from the forests to the suspension bridge on the Tana River. A copy of this report is enclosed, from which it will be seen that there is a possibility of improving this river in such a manner as to allow of the floating of sawn timber, if not logs, from the Kenya Forests to the Tana River, thus avoiding the construction of a very difficult line of railway in this section of the country.

(c) It is quite impossible to consider the use of the Tana River for the floating of logs to the sea. A very detailed report has been received upon this subject, which convinces me of the impracticability of any such scheme.

(d) Before the Kenya Forests can be exploited it will be necessary to connect the Tana River with Nairobi by means of a railway or tramway. Such a tramway would - if the scheme outlined in paragraph 2 is found to be unworkable - have to be extended from the Tana River into the Kenya Forests.

I have recommended to Your Lordship the construction of a tramway as far as the Thika River. This could be extended from that point to the Tana River for about £90,000, the distance being approximately 40 miles, and on to Kenya for another £60,000 to £90,000.

(e) I regret that the Chief Conservator of Forests

Forests should have recommended certain railway rates without consulting the Manager of the Uganda (Railway). The latter has now provided me with figures which prove that with our present Engine stock the cost per train mile is Re.3.20. A rate of three farthings per ton per mile would hardly cover these expenses. [If a new class of engine, such as we propose for Masadi, were introduced, the cost per train mile would fall, and the Manager is of opinion that in that event a half-penny per ton per mile might be quoted.] At a farthing per ton per mile the railway would be carrying at a considerable loss.

[I] I agree with Mr. Morston Frewen's remarks as to the estimated value being placed at a rather high figure. [I have noted in my report upon the Protectorate the fact that a practical timber merchant, Mr. Lingham, has been unable to develop forests within 20-30 miles of the railway. My general view of the timber question is that, provided the concessionaires will guarantee to construct a tramway into the Forests, we might be able to go forward; but I am not of opinion that the entire Kenya Forests should be handed over to one applicant or group of applicants. I would repeat to Your Lordship the opinion of a great lumber merchant, who visited the Kenya Forests this year, which was that its soft woods would not find any very ready market as against American or Baltic timber though possibly the hard woods might be of some value. These hard woods, I would remark, would probably not float and

would

(4)

would therefore require the extension of a railway
into the heart of the Forests.

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

W. Howard
GOVERNOR.

INC. 70158 375
In Dispatch No. 37 of 2-11-1910

REPORT

ON
ROGATIE RIVER.

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C O
19290

25 JUN 10

1. I have nothing to add to the first part of Mr. Creswell's report, but with regard to para 5 and following, I note as below.
2. The length of the river to the "Large Rapids" referred to is about 15 or 16 miles, in my opinion, being 11 miles by native tracks.
3. These rapids, with portions of the river in between, are about 1 mile long and can be easily avoided by running a ditch (say 5' wide x 2' deep) and flumes (as per sketch) on the Eastern, or left bank, as per rough section attached, taken with an aneroid, the height from the top of these rapids to the bottom, where the flume would discharge, being 580 feet.
4. From this upper point to Gondaro's village, say 12 miles, there is a rise of 650 feet and not much difficulty would be encountered.
5. Above Gondaro's some small rapids would have to be avoided by a ditch about 1200 feet long and similar to that above, with short flumes, where necessary and about 5 miles above this there is a waterfall about 20 ft. high which can be avoided by a ditch and short flume, about 2 miles above this fall the river comes out of the forest.
6. The bed of the river in the forest is too rocky to allow of a channel being formed in it and owing to the trees and difficulty in grubbing up the roots, as well as the porous nature generally of the soil round such roots, a ditch would not in my opinion be suitable.
7. A light tramway of wooden rails should serve the purpose

purpose 5

REPORT

NO

KODJARI RIVER

purpose for getting down the sawn timber, from about 3 miles in the forest, to a point on the river from which it could be floated down.

8. This spot, about 3 miles in the forest, is the point selected for the machinery as there are some rapids about 12 feet high there and the river below falls rapidly, so a suitable head is available.

9. Owing to the easy contours of the locality, the type of light tramway referred to above could be used for bringing the logs down to the saw by natives, if the lines were so laid to allow of the loaded trolleys being pushed always down grade, which there should be no difficulty in arranging.

10. From the saw to outside the forest, where the sawn timber would be put into the river, oxen could be employed, if necessary, as they would then be able to get food outside the forest, there being none inside.

11. The river was lower, in Mr. Creswell's opinion, than when he saw it last, but I do not expect it will go much lower; there was sufficient water to turn a wheel of say 20' or 25 ft. diameter and to develop power enough for two sets of jig-saws (like that at Nyeri), that is, double the size of the Nyeri one, as well as two circular saws about 24' diameter and a lathe etc. the lathe would be required for turning up wooden wheels for the trolleys bringing the logs to the saw.

12. For the line from the saw to the point where the sawn timber would be put into the river, I consider iron wheels advisable, running on wooden rails.

13. The river does not appear to flood very high, or rapidly, being fed from the forest, therefore I expect the flow is fairly constant and for some months must be much higher than I saw it, if this is so it might be possible

to

to float the timber down then, when the expenditure on cleaning the course should be less.

The timber could be cut and stacked in the Dry Seasons and sent down in the wet.

14. The natives, of whom there seem to be a large number along the banks, would probably clear the river for a much smaller sum than I have estimated, if the work was done through the Chiefs by the District Commissioner.

In any case they could clean the banks of the grass and weeds and continue their cultivation down to the water edge.

Mr. Browne has thoroughly cleared some 40 miles of track round the S.W. side of Lania, to a width of 12 or 14 ft., in a very short time at very little, if any, expense.

15. I attach a section of the river taken with an aneroid which does not appear to be as steep as His Excellency gave me to understand that it was.

Gov
19290/10
E.A.S.
13



DRAFT.

Moreton Freeman Esq

MINUTE

- Mr. Noall 1/2
- Mr. Butler 1/6
- Mr. Fisher 7
- Mr. Jull 2
- Mr. Cox 2
- Sir C. Lucas
- Sir F. Hopwood
- Col. Seely
- Lord Ormsby

9 July '10

Sir,

I am directed by the E of Crewe to transmit to you, with refce to his Lordship's ltr of the 23rd of

Nov 1909, ~~an~~ extract of the accompanying

a despatch which has been recd from the Gov of

the E.A.S. on the subject of the possibilities of work

read
I have...
E.A.S. No 337. 2 June
nothing packages marked
Please in orig for return

By Gov Secy 25 Oct 30013
1910
20

the Kenia Forest

I am to request
that the plans which
form an enclosure to
the desk may be
returned at an
early date

J. L. [unclear]

[unclear]