



EAST AFR. POST  
23444

22771  
G 1

1910  
2 Aug.  
1961

Tramway. Nairobi. Food Hall

Replies - detail to H. tel. 30, June reaf. cost, working, expenses & rates.

Cl. July

Hft. to Trans? beneath,  
on the lines indicated in my minutes  
of 27<sup>th</sup> June - 1881.

H. J. K.  
10/11/11

It is a good draft. I am sending a  
line to Mr. Wobhouse at the same time

at once

At least Hft. for and Conf. any  
of the 20th June, 1881, etc.  
for reply to H. J. K. 10/11/11

26229

WHITEHALL GARDENS,  
S.W.

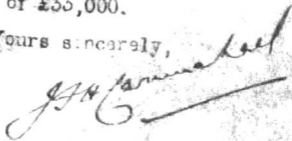
8th August 1910.

My dear Road,

68

I have gone closely into the prices of the railway material for the Jinja-Kakindu Railway and I find that there is not so much saving as I at first thought on the price given in the indent received from the Protectorate. If however the foreign tenders are all accepted we shall probably save a little under £2,000, which I am afraid is not much on an estimate of £35,000.

Yours sincerely,





23774  
10

Telegram. The Governor of the East Africa Protectorate to the Secretary of State for the Colonies.

(Received, Colonial Office, 4.24 p.m. and August 1910.)

2116

951

No. 152.

4/2  
1891

Your telegram of 30th June First, £54,000. Second, Watts states £30 per mile per annum. Cranworth agrees, states on 7 years experience Norfolk high-ways Committee no class traffic approximates to that of commercial motors in power of destroying metalled roads. Third, following question put to Cranworth:— does your experience <sup>of</sup> motors satisfy in increased expenditure and if Government makes suitable motor road, are you prepared to increase? emphatic reply in the negative. Fourth, tramway if built, would at one train per day carry fifty tons. Cranworth estimates twenty cars necessary to meet this and considers it low estimate <sup>of</sup> traffic ~~to~~ which would be built up. lowest rate he can suggest would be 8d per ton per mile; at present <sup>of the road</sup> 1/- per ton per mile; low grade agricultural products cannot stand such rates. Cranworth estimates cost of car delivered with spare parts £1,000 each, running car requires white man. It should be remembered crops not distributed over whole year but come in the lump after two harvests. There is very heavy tonnage going all along road now by porters women camels donkeys. None of this can be captured by motor which even now working at a loss changes higher rates. Tramway at penny to 4d. per ton per mile would capture lot.

GIRQUARD.

Accession - 5722 29



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August 2, 1900  
3. 48p

The following TELEGRAM Received at

From Kairoi

Words 174/72 Times 3 Price 1.15p

Govt.

Chaplain

Idn

95  
SERIAL OFFICE

you to propose first pinionjack £50,000  
silvergray second watts states photology  
parentless cranworth  
states on trunnions experience  
highways committee no class  
amiceral subeacial commercial  
in peroncing destroying metalled  
silvergray third following question  
cranworth does your experience  
justify euphrasia alcune government

REPLIES SHOULD BE ORDERED *Via Eastern*

Small text at the bottom of the page, likely containing terms of service or contact information.

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The following TELEGRAM Received at:

From: \_\_\_\_\_  
 To: \_\_\_\_\_  
 No. \_\_\_\_\_  
 Date: \_\_\_\_\_  
 Time: \_\_\_\_\_

*Chapelries*  
 2

are you prepared to  
 suitable motor road plausible increase  
 static remotor silvergray fourth  
 way of built would at one train  
 carry fifty tons cranworths  
 mates twenty cars necessary by  
 at this and considers it empty scale  
 the total sons built up a flag  
 suggest touchpiece parallel  
 taste ~~misrepresented~~ in a bold  
 section his one car saw spindle

**REPLIES SHOULD BE ORDERED *via Eastern***

Double words should be OFFICIALLY repeated. No other words  
 should be used. The language can be attended to without the permission of the  
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  - 3. GREAT TOWER STREET, E.C.
  - 37. BOMBAY VIADUCT, E.C.
  - 242. ... LAND, W.C.
  - 6. DENHAM STREET BOND ... HIGH STREET, S.E.
  - ELIZABETH HOUSE, E.C.
  - 51 & 52. PARLIAMENT STREET, S.W.
  - Foreign Auction Hall, COVENT GARDEN, W.C.
  - THE BATHS, ST. MARY AAK

The Morning TELEGRAM received at

From \_\_\_\_\_  
 Dated \_\_\_\_\_  
 To \_\_\_\_\_  
 Subject \_\_\_\_\_  
 Chapetree  
 3

... taste mismatched low grade  
 agricultural products cannot stand  
 ... rates silvergray cranworth estimates  
 ... car delivered with fatagonite  
 ... each running car requires  
 ... silvergray securities remembered  
 ... over turbinate but  
 ... lamp after two harvests  
 ... very heavy tonnage  
 ... along road now by porters women

**REPLIES SHOULD BE ORDERED Via Eastern**

Doubtful words should be officially requested. See back page.  
 E.T. No liability accepted for Telegrams sent or received without the provision of a receipt.



# THE EASTERN TELEGRAPH Co., LTD.

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37, B. B. IN VIADUCT EC	Foreign Agents: 11, COVENT GARDEN, W.C.
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1, DENMAN STREET, BORO	11, HIGH STREET SE

73

No. \_\_\_\_\_ 19\_\_

MARKS

The Following TELEGRAM Received at \_\_\_\_\_

From \_\_\_\_\_ to \_\_\_\_\_ "Eastern"

Foreign No. \_\_\_\_\_ No. of Words \_\_\_\_\_ Dated \_\_\_\_\_ Time \_\_\_\_\_

*Chapelier*

4

amelo donkeys <sup>line of the</sup> <sup>Can</sup> <sup>captured</sup>  
 by motor which even now working  
 charges <sup>highest rate for</sup> <sup>transit</sup> <sup>at</sup>  
 any to papastene <sup>for the</sup> <sup>best</sup>  
 unmatched would capture lot  
 Girouard

*substante*

REPLIES SHOULD BE ORDERED *Via Eastern*

Quotations should be OFFICIALLY repeated. See also Book of Rates. In reply to any telegram this Telegram can be accepted by without the production of a receipt.



For E.A.P.  
23774

951  
18

DRAFT

The Secretary to the  
Treasury

15 Aug 10

Sr. With refer. to your

MINUTE

Mr. Read. 9 Aug: letter of the 6<sup>th</sup> of

Mr.

Mr. Fiddes.

Mr. J. C.

Mr. C.

Mr. C. Lucas

Mr. F. Howard

Mr. G. S.

Mr. C.

June (19773/10) under  
the proposed Treasury from  
in the design of the  
I am directed by the Secy

of course to request you

to inf the L. C. of

the Treasury that he

has been in communication

by tel. with the Secy of

the S.A.P. with a view

to ascertaining whether it

would be possible to

11.2.73  
1881  
2 Aug (23774)

of 17 Aug

to the Secy

of the S.A.P.

adopt either of the  
alternatives suggested

in your letter namely (a)

a proposal of a similar

kind to that in use

in the States (b)

an improved system of

water transport.

2) With regard to

(a) in the proposed

reports the the

proposal is questioned

quite inevitably in

the hilly country

of the East of the point

out that the estimate

of £375 a mile is not

to be the last price

but one of your letter

should allow

for

for the metalling of the  
road, bridges, telegraphs,  
fences, station buildings,  
quarters etc. be estimated  
the cost of a proposal  
at about £700 or £800  
per mile, & still

the would effect	giving a the look of
the tramway at that	the capacity of the a
proposal small of course	is very small. He adds

that a proposal may  
be suited for plantation  
work, but that it is  
quite before you a  
branch line 31 miles  
long. It appears that  
even if a narrow gauge  
feasible, its capacity would  
be very small, & the cost

its cost would be  
at least half of that  
the proposed tramway  
system at each end  
to take it out of action

3. With regard to  
 (b). I am to enclose a  
 copy of a telegram, which  
 was sent to the ground  
 on the 26<sup>th</sup> of June after  
 private discussion between  
 Mr. Carter of the  
 Dept. & Mr. Reed &  
 Mr. Butler of this  
 Office, and a copy of  
 a telegram which has been  
 received in reply in  
 the face of the telegram  
 it - clearly unless the  
 present state of affairs  
 be an improved system  
 of water transport.  
 4. In these cases it  
 appears to Lord Curzon  
 that the proposed tramway  
 is the only solution  
 of the difficulty, and

and he desires to ~~express~~  
 support the argument ~~at~~  
 in favour of the scheme  
 which <sup>sets</sup> forth in the letter from  
 this Office of the 19<sup>th</sup> of  
 May in the following  
 further considerations  
 5. With regard to the  
 account to be taken of  
 the reduction of the  
 first provisional estimate  
 for the Jingo - Kalkanden  
 Railway, Lord Curzon  
 sees no reason to  
 doubt that the saving  
 of £40,000 will  
 be realized. Sir P.  
 Inwards original  
 estimate was £32,000  
 a mile, but a note  
 to be on the safe side,  
 this was subsequently  
 increased

DRAFT

MINUTE

- Mr.
- Mr.
- Mr. Pidd.
- Mr. J. A.
- Mr. Cox.
- Sir G. Lewis.
- Sir P. Hopwood.
- Col. S. S.
- Lord Curzon.

increased by the Consulting  
Engineer to £3,300  
a mile. It appears  
that an alignment has  
been found which  
offers no engineering  
difficulties of any  
importance, as it is  
practically a level  
ground for the whole  
distance. The earthwork  
is at present being done  
by firm labour, &  
which costs nothing, &  
so far as the placing  
of the contracts for  
railway material has  
gone there has been  
a saving on the original

(This is what I  
understand from  
Mr. Hoyle  
(H. H.))

original estimate.  
With regard to the  
Commercial prospect of the  
line, the Gov<sup>ts</sup> has stated  
in his telegram of the  
5th of May that the  
General Manager of the  
Company had been attacked  
first night estimates  
that the receipts from  
the line will cover working  
expenses & interest from  
the outset and have  
been so much so doubt  
the estimate & he  
would point out that  
it only does the line  
run through a country  
which is ~~very~~ <sup>very</sup> ~~poor~~ <sup>poor</sup>  
& actually ~~included~~ <sup>included</sup> by  
white settlers but that  
it ~~is~~ <sup>is</sup> ~~not~~ <sup>not</sup> ~~the~~ <sup>the</sup> ~~rich~~ <sup>rich</sup>

rich agricultural district  
of Kikuyu, which contains  
the most efficient labour  
in the whole P.C.C. ~~area~~  
Observations and would  
be the first industrial  
development ~~of the~~  
of the railway which will <sup>essentially</sup> be required for  
thriving & well-populated <sup>the</sup> ~~the~~ <sup>develop</sup> of the

Embu district (some 70  
miles from Nairobi) & ~~the~~

the Kenia forest.

7. Lord Curzon would  
also emphasize the  
fact that Sir P.  
Gomard <sup>is</sup> in part  
in the creation of an

export trade in maize  
& beans, which are  
mainly grown in the  
district & be served  
by the railway, as  
the most & quickest  
means

means of developing the  
Potterate and making  
it self-supporting  
8. Finally Lord Curzon  
would point out that

if Sir P. Gomard had  
pressed strongly for

expansion in a production  
bank of the kind he

has shown <sup>but</sup> by the restriction  
which is <sup>now</sup> already

effected - the staff of  
the P.C.C. and Sir P. Gomard

comprehensive report on the  
whole admin<sup>n</sup> of the P.C.C.

recently submitted to  
the S. of S. that is a

absolute <sup>to</sup> ~~an~~ <sup>in</sup> ~~the~~  
to the extent of other  
directions. In looking

back that a policy <sup>is</sup> ~~is~~  
not in this sense <sup>is</sup> ~~is~~

DRAFT

MINUTE

- Mr.
- Mr.
- Mr. Kildea.
- Mr. Just.
- Mr. Cox.
- Sir C. Lucas.
- Sir F. Hopwood.
- Col. Selby.
- Lord Curzon.

to the interest not only of  
the public itself but also  
of the tax-payers in this  
country. We trust that  
the L. C. will now  
see their way to  
sanctioning the construction  
of the line.

*H. J. Thompson*

H. J. THOMPSON