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and the river.

5.

The sooner the road can be made fit for carts the cheaper will be the construction of the toilet station. Major Durnsley has carts which ply between Lumbea & Kericho, and he would probably be quite ready to prepare the rough track; he has already tendered to carry the materials of the new station.

If Famine declares itself in this part of the country, the road from Kericho might be undertaken as a famine work. In any case I hope the best alignment will be carried off as soon as possible.

6. The Sub-Commissioner has asked Mr. Alsworth to settle the matter of the proposed boundary on the East of the Lumbea Reserve before he goes on leave, and he doubtless submit a report on the subject shortly. I think it is a good policy to have the white settlement along the road. In the Lumbea Reserve the road will form one of the boundaries. In Saret the area of white settlement may cut right through the middle. There need be no objection to this, provided that sufficient space is left between the farms for a right of way and the presence of villages on both sides of the farms would provide labour.

10. As this is the first occasion on which I have had an opportunity of dealing with a question of the demarcation of Native Reserves, I venture to put forward some suggestions regarding such areas. It is most important that a Native Reserve once established should be inviolable. It should not be possible for any Government in after years to interfere with the boundaries except with the consent of the Chiefs of the tribe to which the Reserve belongs, to make wide more certain, and to give the natives themselves complete confidence.