

J.P.S.A.

EAST AFR. PRO.
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1938, W. McG.

1919

See previous Paper.
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LOAN EXPENDITURE ON ROAD CONSTRUCTION

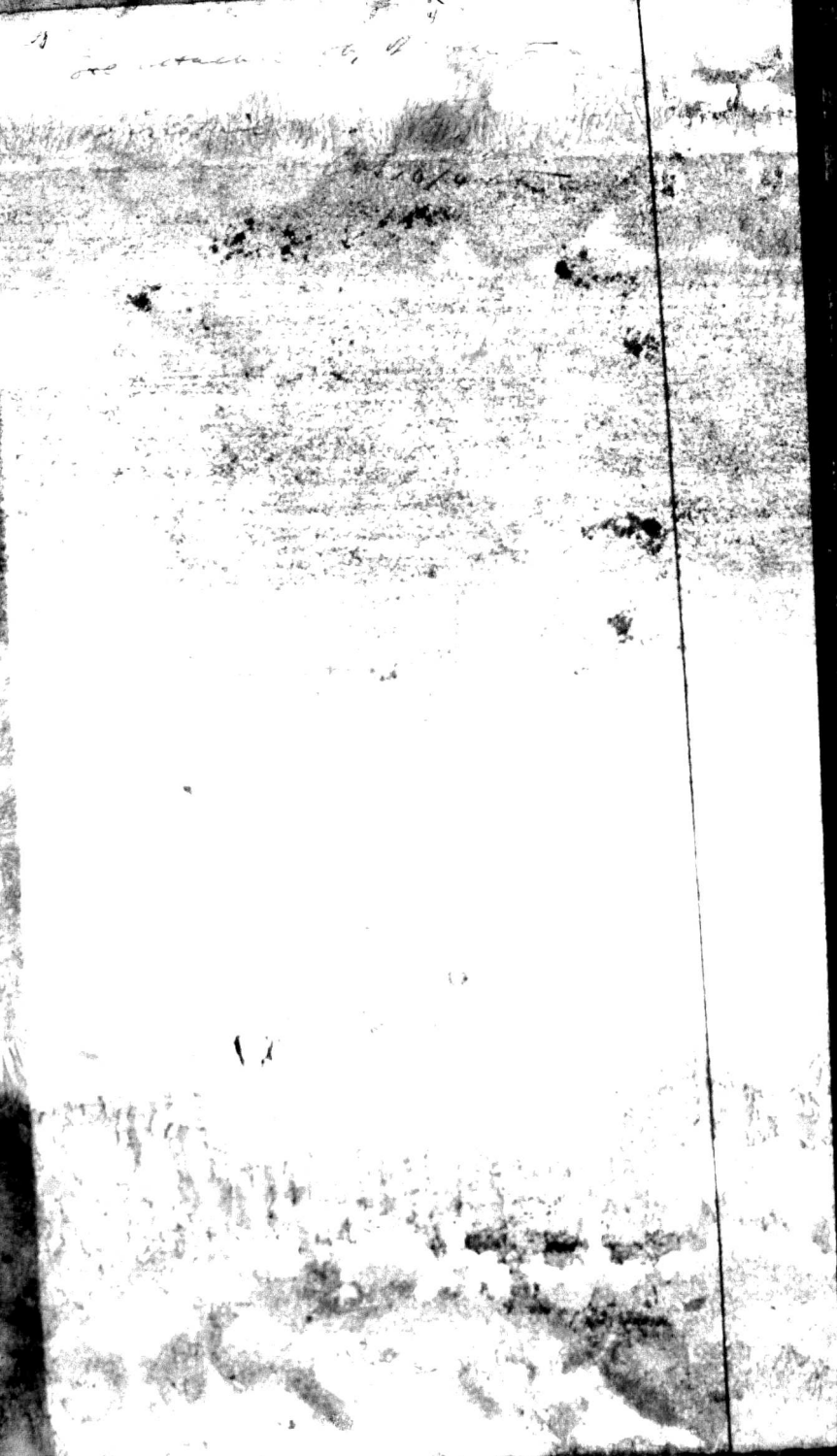
Submit proposals for expenditure of \$100,000 during the next few years.

This must wait till the question of further loan funds. (i.e. in addition to those proposed in 1938) can be decided. Being up or down return.

Oct. 23, 1938

Discussed with Mr. [Name] He will go into the question of roads after the loan is definite & he has returned to E.A.P. — but he is emphatic that roads will be required in connection with the Union Estate & the Thaba [Name] — of the latter, he has [Name] to [Name] beyond the [Name]

Subsequent Paper.



73700
Recd
Dec 7

53. Pictator Road
Berkhead
December 24 1919.

ROAD LOAN FOR THE E.A.P.

I have the honour to supply the information asked for in your letter of the 13th inst. and I regret that a great volume of work has been done and the effect of delays in this work.

The most appropriate distribution of a sum of £100,000 for road and bridge work over the next few years would be

- £ 30,000 in 1920-21
- 40,000 in 1921-22
- 30,000 in 1922-23.

In the first year there would be considerable expenditure on plants, which would be in use for considerable time (subsequently). The principal items would be traction plants, of all sorts, including steam rollers and concrete mixers, and also the necessary equipment with the plants, such as the necessary labour, strong equipment, and also the necessary acute and it was not a small sum. The entire sum of £100,000 could of course be used in one year if an immediate loan were made, both work and bridge work. It is the condition of the loan, however, that the rate of expenditure on these items should be

3. A schedule of bridge requirements and

been compiled before I came home which would more than absorb the whole of the proposed question. The course which will be adopted will, however, almost certainly be

- (a) the erection of new bridges,
- (b) the improvement of certain existing roads,
- (c) the opening of certain new roads.

His Majesty's Government have indicated their intention to consider whether the proposed applications should be dealt with in a separate Bill or by some form of amendment to be added on to some considerable measure already in the Bill. It is decided upon to refer the matter to a detailed examination and report to be made.

4. It will be understood that the small permanent cadre of business in the Public Works Department is only sufficient for routine work and that the handling of any considerable extra amount of work from some funds involves the engagement of further staff on temporary appointments. In the future, when possible in the next few months, I should expect to have a number of interview candidates for such temporary appointments.

5. It is almost that the State Transport Commission for its present state of affairs and development is the provision of roads, and a dammed and improved water system, when the funds are available in the immediate future, and preferably consolidated by steam roads or railway that, by means of rollers, the permanent bridges at all river crossings which cannot be negotiated in all weathers by roads or bridges.

6. I say stress on the provision of permanent bridges, instead of cheaper temporary types in timber because

- (a) the short life of timber structures in most parts of the E. A. P.
- (b) the non-availability of trained road staff in sufficient numbers to maintain close inspection of temporary structures in distant and widely separated sites,
- (c) the difficulty of procuring and transporting materials for the frequent repair of temporary structures and the cost of such repairs especially in remote districts,
- (d) the increased cost and safety of the travelling public, which permanent bridges ensure
- (e) the reduced demand on the time of the Engineer in charge of the roads.

I have the honor to be
 Sir

our most obedient servant

H. Mc Gregor Esq.

E. A. P.

Downing Street,

17 April, 1920.

Dear Ezechiel,

I should be glad if you will help me to remember the following points when the East Africa Protectorate Loan arrangements are taken up.

The Director of Public Works has proposed an expenditure on road construction of £100,000 during the next few years but has not gone closely into details. Sir Edward Northey will go into the question of roads on his return to East Africa but he is emphatic that an elaborate roads programme will be required, both in connection with the Uasin Gishu and the Thika Railway extensions.

I think this is quite sound, as, for example, the nearest point of the Uasin Gishu Railway will be some 20 miles from the nearest point of the Trans-Uzeila settlement area and a road scheme will certainly be required, provision for which will have to be made in the Loan.

I should also mention that Sir Edward hesitates

as

to the extension of the main line beyond
31 miles originally proposed. He says
the country between the terminus of this
extension and Agra will be much more difficult and
will be a question for consideration whether
money required for the full project could not
be better elsewhere.

Yours sincerely,

(Sd) W.C. Bottonley.