

1931

Kenya

No. 17407

SUBJECT C0533/417

Representation of Native Interests
on Legislative Council

Previous

- Case 17003/31 (Appts to Legislative)
- 17352/31.
- 17211/31 (Indian Grievances)
- 17165/31 (Native Delegates)

Subsequent

- Case 17208/32 (Appts to Legislative)
- 17011/32 (Oral Representations)
- 2198/33.
- 2198/1/33.

NAIROBI DISTRICT COUNCIL.

PERMANENT BRIDGES AND CULVERTS.

Roads	Name of bridge.	Span ft.	Cost £	Tonnage carried Produce - Other	Detailed advantages.
Thika Donvo Sabuk	Athi	24	1440	No records	Replacement of temporary and unsafe bridge which is the sole access to producing areas.
Kitito-Kakuzi	-	24	1620	"	" " "
Thika Ravids - Kitito.	-	25	350	"	" " "
Permanent culvert on other roads in this area.			1200	"	Replacement of c. i. culverts which are unfit for heavy traffic and frequently hold up communication.
			<u>£ 4610</u>		

NAKURU DISTRICT COUNCIL.

Permanent bridges, culverts, and plant.

Road	Bridge	Span feet.	Cost £	Tonnage carried Produce--cars n.d.		Detailed advantages.
Njoro - Rongai	Rongai	20	300	2000	20	Replacement of temporary bridge on the only road serving an area producing large quantities of maize and other crops.
Nakuru - Mereroni - Thomson's Falls.	Mereroni	30	750	4000	40	The present road which should link this district with Rumuruti and open a new area for dairying traverses a long loon in order to use a natural crossing. The proposed bridge will allow a realignment with consequent reduction in travel and upkeep costs.
-do-	Ol Bolosset	20	500	1000	40	Replacement of temporary bridge on this road.
The more important roads in the District especially near Railhead.	Permanent Culverts. Mileage	110	6050	6500	50	Replacement of the present inadequate temporary culverts, which are liable to be washed away and become impassable.
Sapukia Soldier Settlement.	" "	40	600	5000	20	-do- -do-
Purchase of 4 animal drawn road rollers weighing unloaded 3 tons and water ballasted 4½ tons.			635			These are necessary in order to carry out the hard surfacing policy which the District Council wish to adopt.

£ 8,835.

49

UASIN GISHU DISTRICT COUNCIL (Continued)

Road	Name of Bridge	Cost £	Tonnage carried Produce - Other.		Detailed advantages.
Londiani Road - Kipkabus Stn.	2 unnamed	850	2000	500	Replacement of temporary bridge.
Londiani Road- Nandi border.	"	1050	1000	300	" " "
Kipkarren-Turbo	Kipkarren No.2	500	1000	200	" " "
Springfield- Cherangani	Little Nzoia	350	1500	500	" " "
Tossetti's-Ziwa	Nzoia	1000	2500	500	The re is no permanent bridge above the Nzoia r i ver in 27 miles. Both banks are fertile and well settled, but witho ut reliable inter-communi- cation.
Plateau-Klapp- rotts.	Wolvers Spruit	400	1500	300	There is at present no exit for produce.
Moiben Feeder Extension.	Sergoit R.	400	6000	1000	" " "
		£ 14560			

UASIN GISHU DISTRICT COUNCIL.

PERMANENT BRIDGES.

Road	Name of Bridge	Cost £	Tonnage carried Produce - Other		Detailed advantages.
To Sov Station	Nel's	550	1000	300	Replacement of temporary bridge.
Sov to Station	Sov	600	1000	500	" " "
Tossetti's to Eldoret.	Wheeler's	850	2500	500	" " "
Eldoret-Sergoit-Marakwet	Little Karuna	390	3000	500	" " "
Eldoret-Elgevo	McLean's	450	2000	300	" " "
Old Sergoit Rd.	Prinsloo's	450	1000	400	" " "
"	4 unnamed	1750	1500	300	" " "
Moiben Valley Loop	Arabsbatch	550	2000	600	" " "
" "	Moore's	600	1000	400	" " "
" "	Cherongai	950	2000	500	" " "
Wolvers Spruit-Léssos	4 unnamed	1670	8000	500	" " "
Old Sergoit-Plateau Station.	Von Maltitz's	500	3000	500	" " "
Haji's drift.	-	400	4000	800	" " "
Haji's drift-Elgevo Forest.	-	400	1000	500	" " "

TRANS-VIOIA DISTRICT COUNCIL (Continued).

Road	Name of bridge	Span ft.	Cost £	Tonnage carried Produce - Other		Detailed advantages.
Kacheliba	Noigamet	30	940	1800	4000	Replacement of a temporary bridge which will shortly be unsafe.
Elgon Central	Rongai	25	800	2000	2500	At present there is a causeway and culverts which get washed away in the rains..
"	Swain's	20	700	3500	3000	Replacement of a temporary bridge which will shortly be unsafe.
Permanent culverts (concrete or pure iron) on the above roads and Lugari & Matunda-about 85 miles.			6100	as above.		The present c.i. culverts are not capable of standing up to heavy lorry traffic and need continual renewal.

£ 19940

TRANS-NZOIA DISTRICT COUNCIL.

PERMANENT BRIDGES AND CULVERTS.

Road	Name of bridge	Span ft.	Cost £	Tonnage carried Produce - Other		Detailed advantages.
Cherangani-Hoev's Bridge.	Wilkinson's	30	900	1250	9000	Replacement of a temporary bridge which is on a bad alignment & will shortly be unsafe for heavy traffic.
Elgon S. Rd.	Rongai	30	900	2500	11000	" " " " "
"	Kinkinkul	25	800	1800	8000	" " " " "
Kitale-Malakisi & Uganda.	Chebusan	20	700	1000	16000	" " " " "
"	Rongai (Gwalia)	30	900	3000	18000	Replacement of a temporary bridge.
"	Tongarin	25	800	2500	16000	" " " " the deck of which is under water at flood time.
Elgon N. Extension.	Boys	30	900	4860	6000	The present temporary bridge is inadequate to deal with the timber from 2 saw-mills.
"	Kalai	25	800	3940	5000	" " " "
"	Kebevon	25	800	3940	5000	" " " "
Kinsain bridge Rd.	Kinsain	20	700	1500	500	Replacement of a temporary bridge which will shortly be unsafe.
Cherangani feeder	Stevn's	25	800	10000	11000	" " " "
"	Karamani	25	800	1000	1000	" " " "
Glenville Halt	Kwoittobos	25	800	6000	4500	Replacement of a temporary bridge, the deck of which is under water at flood time and is unsafe.
Sendum's bridge Rd.	Sendum's	25	900	6000	10000	Replacement of a temporary bridge which will shortly be unsafe.

45

NYANZA DISTRICT COUNCIL.

PERMANENT BRIDGES AND CULVERTS.

Road	Name of bridge	Span feet	Cost. £	Tonnage carried Produce - other (exclusive of passenger traffic)		Detailed advantages.
Lumbwa North	Malagat R.	14	300	850	510	Replacement of temporary bridge for light traffic and of ford for heavy traffic.
Kisumu-Kedowa	Londiani R.	-	300	500	1000	Replacement of temporary bridge.
Koru Feeder	Longini Rd.	23	445	600	600 (and 6000 cars p.a.)	" " " "
Muhoroni-Songhor	Kipturu R.	-	500	1565	845 (and 7000 cars p.a.)	" " " "
Songhor-Chemelil	Mbogo R.	-	419	2340	1530	" " " " to allow for development of district served.
Nandi Border	Wilson's Drift	16	300	720	850	Replacement of temporary bridge in an area when the rainfall swells the rivers very suddenly.
Songhor-Mtetei-Timboroa	Abraham's	-	468	250	250	" " " "
"	Lower Ainamotua	-	468	200	175	Replacement of temporary bridge.
Provision of permanent culverts on above roads.			1120	see above.		Replacement of c.i. culverts which are not suited to heavy traffic.

£ 4520

44

COLONIAL DEVELOPMENT FUND.
ROADS IN DISTRICT COUNCIL AREAS.

QUESTIONNAIRE.

- (1) Attached in detail.
- (2) £55,500.
- (3) Within one month of approval.
- (4) Within two years of approval.
- (5) (a) £44,005.

(b)(i) Cement and iron for bridges £5,135.

This figure does not include freight or insurance and is based on the calculation by the Director of Public Works that 12% of the total cost of a bridge is expenditure in Great Britain on the purchase of materials.

(ii) Cement, for concrete, and pure iron culverts £6,360.

This figure does not include freight or insurance and is a much higher percentage of the sum applied for owing to the small amount of labour entailed.

- (6) Lack of funds.
- (7) Inapplicable.
- (8) No additional direct Revenue will result. Detailed advantages are shown on attached schedule.
- (9) The Estimates have been prepared by District Council Engineers, but without detailed survey, and are recommended by the Director of Public Works on the basis of comparison with costs of similar works elsewhere in the Colony.
- (10) (ii)(b) Yes.
- (11) Inapplicable.
- (12) Assuming that approval is given by the end of 1931.
 - (a) £18,500.
 - (b) £37,000.

K.S

COLONIAL DEVELOPMENT FUND.
ROADS IN NON-NATIVE AREAS.

In March, 1930 the Central Roads and Traffic Board recommended an early start on a new programme of road construction estimated to cost £410,000 from loan funds.

2. It was found possible to include in the new loan schedule, to which the Secretary of State's approval had been asked, a sum of £150,000 only as a first instalment of this programme. Agreement to this proposal has been postponed.

3. On the 2nd December, 1930 the Board advised that a schedule be worked out for an application for assistance from the Colonial Development Fund in respect of the whole of the balance of £260,000 plus an added sum of £20,000 for the Nairobi-Tanganyika road. In tendering this advice, the Board had information that the Advisory Committee dealing with applications under the Colonial Development Act were prepared to consider proposals for assistance under the Act for the construction of all weather roads where the provision of such roads would definitely aid development, even though no question of large orders for materials from Great Britain as in the case of bridges, would arise.

4. It has since been decided that surfacing with murram, realignments and earth work should not form part of the application which should only include permanent work and therefore application is made for £69,600 only under the following heads :-

- A. District roads not in Native or District Council areas. £ 14,100
- B. Roads in District Council areas. £ 55,500

(N.B.- This is original sum recommended by the Road Board.)

(1) PERMANENT BRIDGES ON THE NANYUKI-MERU ROAD.

The above provides for the construction of 8 single span permanent concrete and steel structures.

This road connects the District Headquarters at Meru with Railhead at Nanyuki and is called upon to carry the K.A.R. and all stores and traffic for the Northern Frontier Province.

The construction of the above bridges would complete the permanent bridging of all major streams between Nanyuki and Meru.

(2) PERMANENT BRIDGES AND BRIDGE CULVERTS ON THE NAIROBI - MACHAKOS ROAD.

The above provides for the construction of 8 bridge culverts between Athi River and Machakos and the construction of a 4 span high level bridge over the Athi River adjacent to the Athi River Station.

The present road from Nairobi to Athi River is all-weather with the exception of the Athi River, where a drift is constructed - this drift becomes impassable for long periods in the rains, thus cutting off Nairobi from Machakos by road.

The 8 bridge culverts recommended are for erection between Athi River and Machakos and are to take the places of existing drifts of an impermanent nature. This road is the main feeder to the Railway Line for the Settled Area at Machakos and the South Western portion of the Ukamba Reserve.

(3) PERMANENT BRIDGES ON THE KISUMU - KAIMOSI - ELDORET ROAD.

The above provides for the construction of 2 permanent bridges in the Kisumu-Kaimosi section of the above road. The erection of these bridges would complete the major bridging on this important Main Road which connects Kisumu with Eldoret and traverses both Settled and Native Areas.

(4) PERMANENT CULVERTS.

According to the locality these culverts would be constructed of either concrete or pure iron. They would be confined to small gully crossings on the above roads to improve the drainage and to take the place of existing temporary structures.

COLONIAL DEVELOPMENT FUND

SCHEDULE.

District Roads not included in Native or
District Council Areas.

(1) Permanent Bridges on the Nanyuki-Meru Road.	
Ngushishi River,	£1,000
Marania River,	1,200
Forest Section (2 Bridges)	1,000
Timau River,	800
3 Unnamed streams,	1,800
(2) Permanent Bridges on the Athi River- Machakos Road.	
8 Bridge Culverts (10' spans)	2,600
Athi River Bridge,	2,400
(3) Permanent Bridges on the Kisumu-Kaimosi- Eldoret Road.	
2 Unnamed streams,	600
(4) Permanent Culverts on the above roads,	1,500
Establishment etc.,	1,200
	<hr/>
	£14,100
	<hr/>

*Historical roads not installed in native
or in District Council areas*

COLONIAL DEVELOPMENT FUND (ROADS)

QUESTIONNAIRE.

-
- (1) Attached in detail.
 - (2) £14,100.
 - (3) Within one month of approval.
 - (4) Within fifteen months of approval.
 - (5) (a) £1,800.
(b) £12,300.
 - (6) Lack of funds.
 - (7) -----
 - (8) No additional direct revenue will result.
Detailed advantages attached.
 - (9) The estimates have been based upon technical
advice and on comparative costs of similar
work in the Colony, but without survey.
 - (10) -----
 - (11) Scheme does not provide for grants to private
individuals or companies.
 - (12) Assuming that approval is given by end of 1931,
(a) 31-3-32 £2,000
(b) 31-3-33 £12,100
-

(1) CULVERTS IN NATIVE RESERVES.

Under the above it is proposed to carry out an intensive programme of permanently culverting the main trade routes of the reserves. The greater percentage of small gully crossings are at present either unculverted or the culverts are of jungle-wood. With the great increase of motor lorry traffic carrying the imports and exports from the Reserves, the necessity for permanent culverts to withstand the loading is becoming acute.

The following sums are recommended:-

	£.
Ukamba Reserve.	1,800
Masai Reserve.	1,000
Baringo Reserve.	500
Turkana Reserve.	400
Nzoia Reserve.	100
Nyanza Reserve.	2,000
Nyeri Reserve.	2,500

(2) £.8,300.

- (1) ISILO-ARCHER'S POST ROAD, NGAEE RIVER BRIDGE, NORTHERN FRONTIER PROVINCE. (Population concerned 30,188).

The above river situated between Isilo and Archer's Post bridgehead is at present unbridged. The stream is subject to floods and at times it cuts off the headquarters from the Province.

- (2) £.800.

- (1) HABBAS WEIN BRIDGE, LORIAN SWAMP. (Population concerned 80,188).

The importance of this bridge has become vital, not only from the strategic point of view as regards the defence of the tribes in the North East portion of the Northern Frontier Province, but more especially from the trade aspect. If the hope of developing the port of Lamu, and of thereby resuscitating the Arab population of the North East, is to be realised, this bridge, which is of jungle-wood and in a shaky condition, must be replaced by a permanent structure, and its approaches made passable during wet weather. It forms the essential link along the route whereby trade will reach the sea and will, moreover, tap more than half the trade of the Northern Frontier Province. It will facilitate the output of stock from the Northern Frontier Province which it is hoped the recently instituted veterinary measures will foster.

- (2) £.3,600.

- (1) TANA AND MUTONGA RIVER BRIDGES. (Population concerned 381,725).

These will be two permanent steel and concrete bridges of large span where no bridges exist at present.

The Mutonga will connect the Chuka and Tharaka districts where the latter lies between the Mutonga and the Tana Rivers.

The Tana will connect up the two divisions of the Tharaka tribe and make accessible the Tharaka who constantly experience famine, and will allow transport to reach the famine area which is now isolated. They will facilitate the communication between three important districts.

Both these bridges are considered to be of the greatest importance.

- (2) £.10,000.

- (1) NYERI NATIVE RESERVE BRIDGES. (Population concerned 190,531).

This will be for replacing the existing jungle-wood structures on the main trade roads in permanent steel and concrete and bridge culverts in the highly productive Nyeri Native Reserve.

It will be confined to such roads as lead to the main trading centres and from the trading centres to the ~~Railway~~ railway stations.

- (2) £.3,800.

- (1) FORT HALL-EMBU ROAD BRIDGES. (Population concerned 414,405).

This will complete the original scheme of permanently bridging the Main Native Feeder Road from Embu to Sagana and Fort Hall Railway Stations. The work will consist of bridging the Rupengazi River, together with permanent bridge culverts over unnamed streams. These will improve the general transport facilities for marketing Native produce from a very highly productive Native area.

- (2) £.5,900.

(19)

- (1) KAMAKOIWA-BRODERICK FALLS ROAD BRIDGES. (Population concerned 324,954).

This road is the main Northern road from Broderick Falls Station through the North Kavirondo Reserve. It is proposed permanently to reconstruct 2 jungle-wood bridges of 20'.0" and 30'.0" spans over unnamed streams and to redeck in concrete and steel the main Nzobia River Bridge.

- (2) £1,500.

(1) NYANZA PROVINCE BRIDGES, NATIVE RESERVES.

(Population concerned 1,050,491).

The work proposed under this consists of the construction of 10 permanent bridges as follows:-

- (a) Kipsonoi and Simongigo Rivers, South Lumbwa Reserve. These are on the Lutein-Goiwa-Adaruach-Sotik Road. This is a new road running right through a hitherto untouched area and of the greatest importance to open this area. £.900.
- (b) Twoliet and Ainakoi Rivers, South Lumbwa Reserve. These are on the Lutein-Chemagel Road and are essential to replace jungle wood structures to open up the Reserve. £.1,000.
- (c) Nyamugun and Aram Rivers, Central Kavirondo Reserve. These are on the Kisiani-Rhamba Road. This road is of great importance in opening up the Central Kavirondo Reserve. The Local Native Council urges the construction of these bridges. £.2,150.
- (d) Kholera River, North Kavirondo Reserve. On the Mumias-Bungoma Road. The old timber bridges at this point have been continually washed away, and a permanent bridge is necessary. This road is important as being a much better outlet for Mumias and the surrounding country than Yala as the soil is sandy, and consequently the road will be always passable if this bridge is permanently constructed. £.300.
- (e) Kibayo and Kabarungu Rivers, North Kavirondo Reserve. On the Kakamega-Broderick Falls Road. This is the main road from the District headquarters to the Broderick Falls Station on the Main Uganda Railway line and for that reason alone is important. The present bridges are jungle-wood and are being constantly carried away in floods. £.450.
- (f) Sasala River. This is in Butsetso, North Kavirondo Reserve. At present the road leads to the Nzoia River, and it should in time become the direct road right across the centre of the District almost in a straight line to Malakisi. £.700.
- (g) Sio River, North Kavirondo Reserve. In Marach. This bridge, apart from opening up a shorter road to Uganda, will open up communication between Central and North Kavirondo Districts. £.1,000.

(2)

Total estimated cost £.6,500.

(17)

- (1) KUJA RIVER BRIDGE, KISII-SOTIK ROAD. (Population concerned 392,083).

The existing bridge is a jungle wood structure which must be replaced in the near future by permanent steel and concrete.

It is on the direct road to the Lumbwa border and taps a large area of very fertile Native Reserve which otherwise would be inaccessible.

- (2) f.1,200.

(16)

- (1) MIGORI RIVER BRIDGE. (Population concerned 305,121).

No bridge at present exists across this river which separates the Bakoria tribes from the rest of Province, and when in flood, as it often is, these tribes are cut off. The Natives are constantly asking for it to be built. It will be of the greatest benefit to the Native and for the administration of the tribe.

- (2) £.2,800.

(15)

- (1) TURKANA PROVINCE BRIDGES. (Population concerned 75,851).

The main road through the Province is now completed and trafficable to Lokitaung. It is proposed to construct bridges over the Turkwell and Marita Rivers to connect up the main system with the most important districts of the Province which at present are difficult of access owing to the nature of the unbridged stream beds.

- (2) £.2,000.

(14)

- (1) NZOLA PROVINCE BRIDGES, (Population concerned 37,147).
NANDI NATIVE RESERVE.

It is intended in this Reserve to complete a programme of permanent bridging over the main streams. The following bridges would be constructed:- Mokong, Orabo, Kibus, Matwot and Kipkarren Rivers.

- (2) £.3,000.

(13)

(1) MOLO RIVER BRIDGE, NJEMPS (SOUTH OF LAKE BARINGO).

(Population concerned 43,865).

Bridge over Molo River to give access to Njemps Country East of Lake Baringo, bordering on the Suk. Required to give access to areas for Administrative purposes and opening up trade.

(2) £.1,500.

(12)

- (1) MARIGAT BRIDGE. (Population concerned 43,865).

Bridge over the Perkerra River. Essential to keep open communication with Kabarnet the headquarters of the Baringo District, and thence to the Northern part of the district. Existing unbridged crossing holds up traffic for weeks at a time.

- (2) ~~£~~ f. 2,000.

(11)

(1) NAROK-TRANS MAAI ROAD.

This road serves the most fertile part of the Masai Province. The economic development of this area is of the greatest importance. No other road serves it at present. To permanently bridge the road throughout, the following are necessary:-

- (a) Bridge Migori River. £.1,000
- (b) 1 permanent Drift. 250

(2) Total cost £.1,250.

(10)

- (1) NAROK-SOTIK ROAD. (Population concerned 181,333).

This is the main road from Narok to Sotik and connects the far western Masai with the nearest Railway station at Lumbwa, and facilitates the import of maize for the Sotik Natives in South Lumbwa Reserve.

In order to facilitate traffic in this area it will be necessary to construct the following permanent works:-

- | | |
|-------------------------------|---------|
| (a) Bridge the Maji-ya-Chumvi | £.400 |
| (b) Bridge the Amala River | £.2,600 |
- (2) Total cost £.3,000.

(9)

- (1) KIJABE-NAROK ROAD. (Population concerned 34,377).

Two permanent bridges on Olmotic Hill. The road is the main feeder for the Western Masai Area to the Railway and carries many thousands of pounds worth of hides, trade goods and maize flour. The existing bridges are of timber and are constantly collapsing.

- (2) £.500.

(8)

- (1) BISSELL-SELENGEI-SIMBA ROAD. (Population concerned 14,878).

This road exists and is 55 miles in length, traverses a heavy grazing area, and connects up with the main Railway line at Simba. It is proposed to construct 3 permanent drifts across the Selengei, Kajiado and Olkeju Rivers.

- (2) £.900.

(7)

- (1) KAJIADO-LENARAU-KIU ROAD. (Population concerned 14,878).

This road exists and is 30 miles in length, connects the centre Lenarau with the Railway and facilitates the hide and cattle trade of this portion of the Province. It is ~~proposed to~~ construct one permanent drift over the Lenarau River.

- (2) £.350.

(6)

- (1) SIMBA-LAITOKITOK ROAD. (Population concerned 14,878).

This road exists and is 60 miles in length and connects the fertile grazing area at Laitokitok to the main railway line at Simba and serves the Laitokitok Government Masai school. It is proposed to construct 1 permanent drift across the Ngojinne River, 4 miles from Simba.

- (2) £.200.

(5)

(1) PERMANENT DRIFTS, UKAMBA NATIVE RESERVE. (Population concerned 219,209).

On the trade routes of the Ukamba Reserve to open up the Reserves and improve the existing trade routes in order that they may be open in all weathers. It is proposed to construct the following main permanent drifts:-

- (a) Upper Thwake River.
- (b) Lower Thwake River.
- (c) Meu River.
- (d) Tiva River.
- (e) Mataleko River.
- (f) Nzuu River.

In addition to the above, there are 18 small permanent drifts over unnamed rivers.

(2) Total cost £.3,450.

(4)

(1) ATHI-MACHAKOS ROAD.

Four miles of the above road lie within the Ukenba Reserve. This road is the main feeder to the main Railway Line for the South-West portion of the Reserve. It is proposed to bridge the Imitheo River and construct a permanent ~~drift~~ over an unnamed stream.

(2) £.400.

(3)

(1) ATHI RIVER BRIDGE AND APPROACHES, MACHAKOS-KITUI ROAD.

(Total Population concerned 353,979).

This bridge is of importance both from the Administrative and economic point of view. The headquarters of the Ukamba Province are at Machakos, and at present there is no direct route to the main District Station at Kitui. There being no bridge over the Athi River, it is necessary to go to Kitui via Thika, a distance of 135 miles as against approximately 50 miles on the direct route.

The bridge is urgently desired by the Local Native Councils concerned.

(2) £.3,550.

(2)

- (1) PERMANENT CULVERTS AND DRIFTS, EAST PROVINCE NATIVE RESERVES. (Population concerned 169,000).

This provides for a drift over the Kromi River, North Sabaki, to connect up with Reserve Roads north of the New Sabaki Bridge; permanent concrete culverts on the Vanga-Lunga Lunga Road to make road passable in all seasons.

- (2) £1,000.

(1)

(1) PERMANENT DRIFTS AND LOW LEVEL BRIDGES, RAILWAY-TANGA ROAD.

This is for Drifts and Bridges together with the necessary adjacent realignments to provide a trunk road to the Tanganyika Border. While it will be a link in the Inter-Colonial system - leaving the Railway between Maseras and Mariakani - it passes through the Digo Native Reserve, having a population of 46,437, over its whole length will properly serve existing Trading Centres and will materially benefit a Native Reserve Area which is badly served now in the wet seasons.

The work contemplated consists of permanent concrete drifts at Mwache, Duruma, Juto-la-Mawe, Ramisi, Gware and Mwena, and a low level permanent bridge over the Mba.

(2) £.3,500.

COLONIAL DEVELOPMENT FUND.

SCHEDULE.

1.	Permanent Drifts and Low Level Bridges on Railway-Tanga Road.	100
2.	Permanent Culverts and Drifts, Coast Province Native Reserves.	2000
3.	Athi River Bridge, Machakos-Kitui Road.	3,150
4.	Athi-Machakos Road Bridges.	100
5.	Permanent Drifts, Ukamba Native Reserve.	3,400
6.	Simba- Isiolo Kitokitok Road Drifts.	100
7.	Kajiado-Lenarar-Kiu Road Drift.	100
8.	Bissell-Salengei-Simba Road Drifts.	100
9.	Kijabe-Narok Road Bridges.	500
10.	Narok-Sotik Road Bridges.	3,000
11.	Narok-Trans Mara Road Bridge and Drift.	1,150
12.	Marigat Bridge.	2,000
13.	Molo River Bridge.	1,500
14.	Uzoia Province Bridges.	3,000
15.	Turkana Province Bridges.	100
16.	Migori River Bridge.	1,200
17.	Kuja River Bridge.	1,200
18.	Nyanza Province Bridges.	1,500
19.	Kamakoiwa-Broderick Falls Road Bridges.	1,500
20.	Fort Hall-Embu Road Bridges.	5,300
21.	Nyeri Native Reserve Bridges.	3,300
22.	Tana and Mulonga River Bridges.	10,000
23.	Habbas Wein Bridge.	1,300
24.	^{new built bridge on} Isiolo-Archer's Post Road, Narok River Bridge.	300
25.	Culverts in Native Reserves.	8,300
26.	Establishment.	3,000
		<hr/>
		£ 80,000

repeatedly proved during the outbreaks of famine in 1929, as they were the means of providing speedy relief to distressed areas, and perhaps saving many persons from death by starvation. They will also facilitate the distribution of social e.g. medical services, which are much hampered in parts by absence of adequate road communications.

(b) Educational.

Though primarily serving economic ends the improved communications will have valuable educational results. By facilitating the putting of motor buses on the roads, cheapening passenger transport and promoting free movement of population both into and out of the remoter areas, a valuable stimulus will be given to progress both educational and economic.

- (9) The estimates have been made upon technical advice and on comparative costs of similar work in the Colony, but without survey.
- (10) iib. Direct Grant.
- (11) Nil. Scheme involves assistance to Native Reserves only.
- (12) Assuming that approval is given by end of 1930:-
- | | | |
|-----|---------|-----------|
| (a) | 31-3-31 | £.5,000 |
| (b) | 31-3-31 | £.45,000. |
-

- (1) Attached in detail.
- (2) £.80,000 - attached in detail.
- (3) Within one month of approval.
- (4) Within two years of approval.
- (5) (a) £.69,500.
(b) £.10,500.
- (6) Lack of funds.
- (7) Direct Grant.

- (8) It is obviously impossible to estimate the additional yearly net revenue that will be earned as a result of the proposed expenditure. The small number of the administrative staff available, the primitive conditions under which the natives live, inefficient methods of accountancy by traders, are some of the many factors that militate against an accurate estimate.

2. The advantages to be derived are:

- (a) economic,
- (b) educational.

(a) Many parts, previously inaccessible, will now be reached by wheeled traffic, and with it trade goods, the cost of which was previously limited or rendered-prohibitive by the excessive price of porter transport.

In the same way native produce, previously unsaleable through lack of transport, will be brought within reach of a market.

Native producers, previously content to produce just sufficient for their own requirements, will now be encouraged to grow a surplus for sale to traders and thereby increase the wealth of the community.

Opportunities for native traders will be increased, and encouragement afforded them for the purchasing of their own vehicles of transport.

In some parts much obstruction of traffic and loss of trade has resulted from the collapse of temporary bridges made of bush timber. Bridges such as those over the Mitonga and Tana Rivers are vitally necessary to establish communication between sections of tribes living in remote areas, and separated from one another by broad streams that become impassable in the rainy weather. The value of such permanent communications has been

Extract from a despatch No. 677 from the Governor of Kenya to the Secretary of State for the Colonies, dated 25th November, 1937.

x x x x

5. I am accordingly submitting twelve copies of formal applications in respect of the two road schemes already recommended by the Select Committee. They may be briefly described as follows:-

TITLE	COST.		EXPENDITURE. Great Britain.
	Capital. £	Recurrent. Local. £	
(a) Roads in Native Areas	80,000	Nil 69,500	10,500
(b)(i) Roads not in District Council Areas	14,000	Nil 1,800	12,300
(ii) Roads in District Council Areas	55,500	Nil 44,005	11,495.

You will observe that the expenditure of some £54,000 in Great Britain is contemplated.

A free grant of the capital cost is sought in each case and descriptions of the schemes are contained in the applications.

x x x x

insured 2/14 16 Nov 1932

(under separate cover)

productive country and not as feeders to the railway.
Roads which would be, or would be likely to be, competitive
with the railway, should not be included in the
application.

The Secretary of State ^{of} would be glad to learn
whether the Committee desire to ~~proceed~~ ^{comment} upon the general
lines of the above reply. It would also be of assistance
to the Governor in revising his application if some
indication could be given as to the amount likely to be
available from the Fund for this project.

Cv.
11/2

9

spread over a longer period than the two years envisaged in the present schemes.

(c) In framing the revised application, the Governor should re-arrange the specific items in the order in which it is proposed to undertake them.

(d) He should also furnish an estimate, in respect of each item, of the annual amount likely to be required for repair and upkeep, so that it may be possible to forecast the additional maintenance charge to be borne by the Colony, and the Colony's ability to bear it.

(e) In this connection, regard should be paid to the question of road expenditure from Government funds in native and non-native areas respectively, which is now included among the matters to be investigated by the Financial Commissioner (Lord Moyne) who is visiting the Colony.

(f) The Governor will be reminded of the importance attached by H.M.G. to concentrating the resources of the Colonial Development Fund on projects likely to be of great and speedy benefit to the United Kingdom.

(g) It will be suggested that priority should be assigned to the construction of roads which will open up

Draft Memorandum for Colonial Development Advisory Committee

W. Hancock 3/1/52
10/1/52
W. Hancock 11/2/52
See C. S. Stanley 11.2
W. Hancock 11.2
S. S. Stanley

The Committee's attention is invited to the attached formal applications from the Governor of Kenya for grants in respect of road programmes in that Colony.

The applications may be briefly summarised as under:-

	Total Cost	U.K. expenditure	Required in 1st year	Required in 2nd year
(a) Roads in native areas	£ 30,000	£ 10,500	£ 39,000	£ 41,000
(b) Roads not in District Council areas	14,000	12,300	11,000	3,000
(c) Roads in District Council areas	55,500	11,495	46,000	9,500
	<u>£149,500</u>	<u>34,295</u>	<u>96,000</u>	<u>53,500</u>

2. Subject to any observations which the Committee may desire to offer, the Secretary of State proposes to reply to the Governor on the following lines:-

(a) The resources remaining in the Colonial Development Fund, at any rate until the 1st April 1953, are insufficient to provide grants on the scale suggested.

(b) The Secretary of State would, however, be prepared to support an application for a smaller sum,

repeatedly proved during the outbreaks of famine in 1929, as they were the means of providing speedy relief to distressed areas, and perhaps saving many persons from death by starvation. They will also facilitate the distribution of social e.g. medical services, which are much hampered in parts by absence of adequate road communications.

(b) Educational.

Though primarily serving economic ends the improved communications will have valuable educational results. By facilitating the putting of motor buses on the roads, cheapening passenger transport and promoting free movement of population both into and out of the remoter areas, a valuable stimulus will be given to progress both educational and economic.

- (9) The estimates have been made upon technical advice and on comparative costs of similar work in the Colony, but without survey.
- (10) iib. Direct Grant.
- (11) Nil. Scheme involves assistance to Native Reserves only.
- (12) Assuming that approval is given by end of 1930:-
 - (a) 31-3-31 £.5,000
 - (b) 31-3-32 £.45,000

COLOMBIAN DEVELOPMENT FUND
Roads in the Andes
QUESTIONNAIRE.

K. S. J.
27

- (1) Attached in detail.
- (2) £.80,000 - attached in detail.
- (3) Within one month of approval.
- (4) Within two years of approval.
- (5) (a) £.69,500.
(b) £.10,500.
- (6) Lack of funds.
- (7) Direct Grant.

(8) It is obviously impossible to estimate the additional yearly net revenue that will be earned as a result of the proposed expenditure. The small number of the administrative staff available, the primitive conditions under which the natives live, inefficient methods of accountancy by traders, are some of the many factors that militate against an accurate estimate.

2. The advantages to be derived are:

- (a) economic,
- (b) educational.

(a) Many parts, previously inaccessible, will now be reached by wheeled traffic, and with it trade goods, the cost of which was previously limited or rendered prohibitive by the excessive price of porter transport.

In the same way native produce, previously unsaleable through lack of transport, will be brought within reach of a market. Native producers, previously content to produce just sufficient for their own requirements, will now be encouraged to grow a surplus for sale to traders and thereby increase the wealth of the community. Opportunities for native traders will be increased, and encouragement afforded them for the purchasing of their own vehicles of transport.

In some parts much obstruction of traffic and loss of trade has resulted from the collapse of temporary bridges made of bush timber. Bridges such as those over the Mitonga and Tana rivers are vitally necessary to establish communication between sections of tribes living in remote areas, and separated from one another by broad streams that become impassable in the rainy season. The value of such permanent communications has been

Extract from a despatch No. 677 from the Governor of Kenya to the Secretary of State for the Colonies, dated 26th November, 1931.

x

x

x

x

(under separate cover)

5. I am accordingly submitting twelve copies of formal applications in respect of the two road schemes already recommended by the Select Committee. They may be briefly described as follows:-

214 16 Nov 1932
insured

TITLE	COST.			EXPENDITURE.
	Capital. £	Recurrent. £	Local. £	Great Britain. £.
(5) Roads in Native Areas	80,000	Nil	69,500	10,500
(3)(a) Roads not in District Council Areas	14,000	Nil	1,800	12,300
(b) Roads in District Council Areas	55,500	Nil	44,005	11,495.

You will observe that the expenditure of some £34,000 in Great Britain is contemplated.

A free grant of the capital cost is sought in each case and descriptions of the schemes are contained in the applications.

x

x

x

x

productive country and act as feeders to the railway.
Roads which would be, or would be likely to be, competitive
with the railway should not be included in the
application.

3. The Secretary of State ⁴⁷ should be glad to learn
whether the Committee desire to ~~proceed~~ ^{comment} upon the general
lines of the above reply. It would also be of assistance
to the Governor in revising his application if some
indication could be given of the amounts likely to be
available from the Fund for this project.

Cv.
11/2

spread over a longer period than the two years envisaged in the present schemes.

(c) In framing the revised application, the Governor should re-arrange the specific items in the order in which it is proposed to undertake them.

(d) He should also furnish an estimate, in respect of each item, of the annual amount likely to be required for repair and upkeep, so that it may be possible to forecast the additional maintenance charge to be borne by the Colony, and the Colony's ability to meet it.

(e) In this connection, regard should be paid to the question of road expenditure from Government funds in native and non-native areas respectively, which is now included among the matters to be investigated by the Financial Commissioner (Lord Moyne) who is visiting the Colony.

(f) The Governor will be reminded of the importance attached by H.M.G. to concentrating the resources of the Colonial Development Fund on projects likely to be of great and speedy benefit to the United Kingdom.

(g) It will be suggested that priority should be assigned to the construction of roads which will be of

W. H. M. 2/1/52
 10/2
 Mr. H. H. H. H.
 Mr. C. D. M. M. M.
 Mr. J. J. J. J.

Draft Memorandum for Colonial Development Advisory Committee

The Committee's attention is invited to the attached formal applications from the Governor of Kenya for grants in respect of road programmes in that Colony.

The applications may be briefly summarised as under:-

	Total Cost	UK Total expenditure	Required in 1st year	Required in 2nd year
(a) Roads in native areas	£ 30,000	£ 10,500	£ 5,000	£ 5,500
(b) Roads not in District Council areas	14,000	12,000	6,000	6,000
(c) Roads in District Council areas	55,500	11,495	45,000	4,500
	219,500	34,295	9,000	14,000

2. Subject to any observations which the Committee may desire to offer, the Secretary of State proposes to reply to the Governor on the following lines:

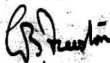
- (a) The resources remaining in the Colonial Development Fund, at any rate until the 1st April 1952, are insufficient to provide grants on the scale suggested.
- (b) The Secretary of State would, however, be prepared to support an application for a smaller sum,

4. A copy of this letter is being sent to the
Treasury for information.

I am,

Sir,

Your obedient servant,



Secretary to the Committee.

Communications on this subject
should be addressed to—

THE SECRETARY.

Telephone: VICTORIA 8840.

COLONIAL DEVELOPMENT ADVISORY COMMITTEE,

COLONIAL OFFICE,

DOWNING STREET,

S.W.1.

C.D.A.C./F/83.

4 March 1932.

Sir,

I am directed by the Colonial Development Advisory Committee to request you to inform Secretary Sir Philip Cunliffe-Lister that, at their 46th Meeting on 2nd March, they had before them a Colonial Office memorandum inviting an expression of their opinion in regard to an application for assistance towards road construction in Kenya and to the reply which the Secretary of State proposes to return to the Governor (C.D.A.C. 944).

2. The Committee have no comment to offer on the proposed terms of the Secretary of State's reply to Sir Joseph Byrne beyond suggesting that he should also be reminded that works of replacement not accompanied by substantial improvement are not regarded as suitable objects for assistance from the Fund; any items of road or bridge construction which consist

THE UNDER SECRETARY OF STATE,
COLONIAL OFFICE.

copy to For. 2/4 16 MAR 1932

26

~~26~~

copies are also enclosed, will, I trust,

afford you the necessary guidance in

framing a revised application. In

forwarding your revised application
~~—have, etc.~~

You will no doubt include your
suggestions for as to the
method of experiment: & any
loan from the Ice Development
Fund
Travels

by His Majesty's Government on the recommendation of the Colonial Development Advisory Committee, and existing commitments will similarly absorb a large proportion of whatever amount may be provided by Parliament for the Fund in 1933/34. It was therefore out of the question to commend to the Advisory Council the application which, if granted in full, would make a disproportionate inroad in the reserves remaining at their disposal for the next two years.

3. I decided, therefore, to suggest, for your consideration, that the application should be recast in such a way as to render it more likely of acceptance by the C.D.A.C. and the Treasury. The enclosures to your despatch under acknowledgment were laid before the Committee at their meeting on March 2nd, accompanied by a memorandum copies of which are transmitted to you herewith. This memorandum, read together with the Committee's letter of March 4th, of which

copies,

by His Majesty's Government on the recommendation of the Colonial Development Advisory Committee, and existing commitments will similarly absorb a large proportion of whatever amount may be provided by Parliament for the Fund in 1933/34. It was therefore

out of the question to commend to the Advisory Council the application which, if granted in full, would make a disproportionate inroad in the reserves remaining at their disposal for the next two years.

3. I decided, therefore, to suggest,

for your consideration, that the application

should be recast in such a way as to render

it more likely of acceptance by the C.D.A.C.

and the Treasury. The enclosures to your

despatch under acknowledgment were laid

before the Committee at their meeting on

March 2nd, accompanied by a memorandum copies

of which are transmitted to you herewith.

This memorandum, read together with the

Committee's letter of March 4th, of which

copies

C
P. 11MAF
D 15

Mr. *Alm 8/3 21073*

I.17466/31 Kenya.

Mr. Parkinson.

Downing Street,

Mr. Tomlinson.

16 March, 1932.

Sir C. Bottomley.

Sir J. Shuckburgh.

Sir,

Presid. U.S. of S.

Party, U.S. of S.

Secretary of State.

I have the honor to refer to

fifth paragraph of your letter

DRAFT. Cas :
t. marks

of the 26th November 1931, in which you

KENYA

submitted a request for assistance

NO. 214

tance from the General Development Fund in

carrying out a programme of road construction

in Kenya. The assistance desired was

a series of freegrants totalling £119,000,

the whole of which would be required

during the next two years.

~~Mr. C. D. A. C. with March~~

2. As you are aware from my Circular

despatch of the 27th October ⁹³¹ His Majesty's

national Government have decided, as a measure of

economy, to restrict the amount which

Parliament will be invited to provide for

the Fund in 1932/33 to £700,000; nearly

the whole of this amount has been allocated

in advance to schemes already approved

Chp. E. Rom 793 f. C.M.K.

DESTROYED UNDER STATUTE
3

C.D.A.C. 944.....16, 2, 32.
C.D.A.C.....4, 3, 32.

Recommend that Governor be invited to formulate a somewhat less ambitious programme.

Mr. Freeston has drafted for comment.

but I have added a sentence at the end inviting the Governor's suggestions as to the method of repayment on any loan for which he may ultimately apply. The actual method to be adopted would, of course, require the concurrence of the C.D.A.C., but there are four possibilities.

X need not necessarily equal the free interest period.

H.T.A.

- (1) Equal annual instalments of capital starting after X years with diminishing interest.
- (2) Equated annuities starting after X years.
- (3) Repayment of the whole capital at the end of the period of 20 years, for which purpose a Sinking Fund would have to be formed. This apparently would be the most expensive arrangement.

(4) Repayment out of the further Colony loan which is in prospect but indefinitely postponed.

The first two are those normally adopted - see sec: C.D.F. note.

(It would however be premature to go into details now but when we do 91202/32 Genl. and papers may be useful for reference.)

H.T. Allen.
16.3.32.
10

Wes. 10.3.32

4 To Gov. 214 (w/c memo incl - 2) 16 MAR 1932
(1 answer) *Wes*

Wes
(See No 5 - on 27/3/32. EA. for details of the things going forward 2nd Red Hill project which have been discussed a number of times.)

investigated by the Financial Commissioner:

(b) to lay the application as it stands before the next meeting of the C.D.A.C. with a memorandum saying that the S. of S. proposes to write to the Governor as in (a) above, but before doing so would be glad of any opinion which the Committee may be prepared to express as to the suitability of the proposals for assistance from the C.D. Fund, and as to the total amount of such assistance which the Governor would be justified in asking for.

On reflection, I prefer course (b).

It would be unfortunate if the Governor were led to put up a revised application, only to meet with total rejection at the hands of the Committee.

? So proceed.

I too think the second course advisable.

In writing to the Govr., we should call attention to three main points to which the Comm: is likely to pay special attention:--

- (i) the proportion of U K expenditure as regards any particular project, referring to the May report.
- (ii) the fact that the Comm: will doubtless wish to have as definite assurances as possible that the sums estimated as necessary for maintenance will be regularly provided.
- (iii) the importance they are likely to attach

to the construction of roads which will open up productive country, and act as feeders to the railway. Roads which would be, or would be likely to be, competitive with the railway are perhaps not very likely to prove acceptable to them.

The 30-1-32.

J. Campbell.
30.1.32.

Yes - as in (b), telling the Committee - inter alia - that we should propose to inform the Governor as in Sir J. Campbell's minute.

W.C.B.
2.2.32.
at once.

Draft memo. herewith.

J. Campbell.
11.2.32.
L.B. Freeston.
3.2.
H.T. Allen.
10.2.

As reference is contemplated to the question of native y other roads, I do not send on. But when we get the Governor's despatch we must see that there is no likelihood of trouble on that point.

W.C.B.
11.2.32.
at once.

P.F.C.

Though they do not say so, the letters report was, no doubt, prompted to make this application by the reference to the C.D. Fund in para. 13 of Comd. 3573. - copy attached

*Allen
29/1*

*H.T. Allen
29/1/32*

(Extract).

Tre. 12 copies of formal applications for grants from the Col. Dev. Fund for two road schemes (a) Roads in Native Areas. (b) Roads in Non-native Areas.

Mr. Allen
Sir J. Campbell

The unallocated balance of the C.D. Fund available for issue in 1932/33 is not expected, on present calculations, to exceed £40,000. For 1933/34 £337,000 has already been allocated: the amount remaining for issue must obviously depend on the sum which Parliament is invited to vote to the credit of the Fund for that year.

Kenya now asks for a free grant of £149,500 for a two-year programme: more than half the total amount will apparently be required during the first year.

~~The Minister~~ have discussed, and are agreed that either of two courses is possible:-

(a) to tell the Governor that the resources of the Fund are now so reduced as to render impracticable a grant on the scale suggested. The S. of S., however, would be prepared to support an application to the C.D.A.C. for a smaller sum, preferably spread over a longer period. In framing his revised application, the Governor will no doubt ~~point out~~ ^{arrange} the particular roads, etc., ~~to be taken~~ in order of priority, and will also furnish an estimate of the annual amounts which the Colonial Government will have to find for repair and maintenance. In this connection attention will no doubt be paid to the general question of road expenditure from Government funds in native and non-native areas respectively, which has formed the subject of separate correspondence and which is among the matters to be

investigated

18 Roads in
Sent on today
W.H. 29

Will copies of each
application
& title of maps
retained in
Register.