

EAST AFR. PROT

110

C O
3103

REC
JAN 20

3105

NORTHY, SIR EDWARD

1920

15th JANUARY

UASIN GESHU RAILWAY

Last previous Paper.

505.20

Returns Mr Ezechiel's memo. For reasons stated would not easily be put off originally surveyed route. If Treasury cannot help is convinced funds can be raised privately or from the public.

The aff. cl - as a result of the
discussion with Sir J. North Ezzell
(Deputy Secy to Sub-Com) returned

Sir J. Dreyfus agreed that the
aff. cl, with that in 41419/18 and
505 ¹⁴/₂₀ would give satisfactory

W.L.S. 31.1.20

Mind
11/1/20

Handed to Sir J. Dreyfus

Next subsequent Paper:

507
7627

E. A. P.

by Carlisle Mansions

111

Nashua & White
Railway

C. O. Jan 15 1920
3103
REC 19 JAN 20

My dear

Boston

In answer to your letter of the 14th instant
the following are my comments on Mr. Giddens's
Memorandum on the Northern Railway Extension.

I return the memorandum herewith as requested.
I think we must think largely in these
matters of Empire building. I assume that
a great future is expected for British East
Africa and dependence on the production of raw
material required by the Empire was that
development is considered desirable.

I believe that the Elwood branch line
will eventually become the through main line
to Uganda, if not to the Sudan also.

I should therefore not easily be put off the
original surveyed route by the argument that
we are climbing the Man Eschmann twice
if by doing so we get a quicker and shorter
line through, and incidentally open up not
only the rich lands just north of Wakamba
but also a very valuable fresh area, we
shall be short sighted, perhaps, to do it only
because of the extra half million required.

The proposed line is surveyed from Wakamba
through the Eltona Forest, i.e., right through
forests by fresh creeks. We ought to get
him to assure us as to whether his real
intentions are to work the timber - in
sufficient quantity, i.e., to give the line being
to carry - with much cedar wood for pencil
making and pretty wood for carving and
panelling, but by lumber for building.
If he is really serious about pushing this timber
business - as he should be, for I believe it is worth
then there is a very strong argument for taking
that route.

not route, not all for program interest, but for
the good of the Protectorate which is under the British
I am sorry I have no information as to the
exact distances by the surveyed route for
Nakuru, as for Mau Summit to Eldoret,
but I believe the surveyed route is shorter.

I recognize that, if means timber business,
it is not certain to bring in very large commercial
traffic to Nakuru, and if it is a fact that
the alternative route by Mau Summit will
cost half a million sterling more, it may be
decided that the latter is preferable.

If worst happens, Eldoret itself is an
impossible route most of the way being
black cotton soil, & unproductive land.
The alternative route must be for Mau Summit
and cut in to the surveyed route after it has
crossed the Escarpment.

Munira Station is being moved to Sadi's
old village, some 40 miles NE of Munira.

I recommend that we station in the high
place for a line only as far as Sadi's, say
fifteen miles beyond Eldoret. ~~It is~~ is central
for the Tugenya people - and quite far enough
to go to until the through line to Uganda
is arranged for later.

The productive possibilities of the Plateau
and Damboya Districts have more than
doubled since Sir Charles Barry was there
in 1918. I was astonished at the rapidity of
recent development: I was there in June 1919.

The question of how best to finance a loan
for the Protectorate, or for the Railways, must
be left to expert advisers, but I am
convinced that if the Treasury cannot help us,
we can ourselves raise funds privately or
from the public: but we cannot start paying
full interest & sinking fund on the total loan
in the first few years. This must come out of capital.

Edward Stanley

N
3103/20 SAC

113

sent 1/10
Priority A

And 707

31 January, Urgent

DRAFT. Contd.

Governor

Minister

MINUTE.

- Mr. Secretary 31.1.20 for
- Mr.
- Mr.
- Mr. Grindle
- Mr. H. Lambart
- Mr. H. Baud.
- Mr. G. Fisher
- Col. Amery
- Lord Milner

1. You are requested to refer to

1182 telegraph

2000 as bonilla

Figure for Section

501 section for

each item in column

headed ^{quote} quantity

or Table ^{unquote} Table ^{quote}

formation ^{unquote} column ^{quote}

Your despatch of 26 June

Year before last

Confidential

[Handwritten signature]

[Handwritten signature]