

EAST AFR. PROT

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315

or Governor

1913

MAGADI SCHEME
LAWD AT KI-LINDINI

Confirm telegram of 20th April. Sends letter from Railway Manager explaining position. Does not think the Coy will be placed under any serious disability step is absolutely essential for the future development of Kilindini.

Sir G. Fiddes

I view of ^{no. 2} 15894 I do not think it is necessary to say anything more to the Govt - but see para 5 of Mr Taylor's letter of the 17th of March. I think that we sh^d point out to the Govt that the General Manager is not authorized to say that a deep sea harbour is about to be constructed as ~~the scheme has not yet been approved~~ ^{no scheme has yet been approved} in the improvement for ~~independent~~ ^{independent} the Magadi Co^s are making arrangements in the strength of the assurance it is desirable that the ~~independence~~ sh^d be removed at once.

88,1511. W. 10 807-1-20
11,000. 11712. A. 4. 2. W.

Next subsequent Paper.

4/10/13

Submitted. M^r H. J. R. Vay
man + 2/25
19/5/13 6215/13
20/5/13 235/13

C.O
16795
REC'D 19 MAY 13

GOVERNMENT HOUSE
NAIROBI,
BRITISH EAST AFRICA.
APR 30th 1913

EAST AFRICA PROTECTORATE

No. 315.

Sir,

I have the honour to confirm my telegram of the 20th instant which read as follows:-

"Your despatch March 26th No.222. It will be essential to cut away 200 not 300 feet of Magadi cliff if the full wharfage accommodation which can be made available under the new proposals is to be secured. Otherwise scheme must be curtailed by one berth. Suggest that you consult Maurice Wilson who is in possession of facts. I cannot recommend Magadi Company's protest being upheld. The proposal will not interfere with position of pier as decided upon and will merely entail buildings and works being constructed slightly further back from the shore and increasing length of roller bands. No preliminary investigations made by the Company will be wasted and so far they have not commenced construction. Taylor and Gailey agree that

proposed

THE RIGHT HONOURABLE

LEWIS HARCOURT, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, LONDON, S.W.

to
13505

all
2711

Manager, U.R.V.
April 14th


proposed alteration is necessary to development of Wilson's scheme and cannot be regarded as detrimental to interests of the Company."

2. I now have the honour to transmit a copy of a letter from the General Manager of the Uganda Railway with enclosures which I trust will clearly explain the position. I do not think the Uganda Company will be placed under any serious disability by reason of the necessity for moving back their site, and this step is absolutely essential for the future development of Kilindini.

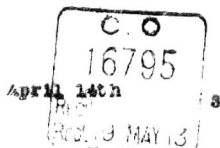
I have the honour to be,

Sir,

Your humble, obedient servant,


In the absence of the Governor.

ENCLOSURE

In Default of No. 312 of *April 19th*LAND AT KILINDINI for MAGADI SODA COMPANY

In reference to your urgent enquiry No. 4 of April 19th covering copy of a Colonial Office telegram of 11th instant I beg to forward copies of letters A.280 of 25th February and 286 of 17th March from the Resident Engineer Magadi Junction and my reply No. 2554 of 17th March which deal with the matter of the land at Kilindini.

2. It is essential we retain as reserve filling for harbour extension as much of the Magadi Point as can conveniently be arranged and I have spoken to Mr. Ross the Resident Engineer and personally inspected the site and there is no difficulty in setting back the Magadi Soda Coy's site for their Port Works by some 300 feet.

3. No delay to the works is caused by this change as nothing in the way of construction has as yet been done and all it means is the Engineers shifting their pegs and remarking out

TO

THE HON'BLE
THE CHIEF SECRETARY
TO THE GOVERNMENT.
NAIROBI.

- 2 -

the foundations some 300 feet back.

4. I fix on 300 feet as Mr. Ross told me he had been in cable communication with his people at home and he understood they will be no doubt prepared to shift back to that extent.

5. There has been delay to the Magadi Works at the Coast through shortage of labour and the earthwork for the Railway is yet far from complete and any change in shifting back the site will be of advantage in making the earthwork for the branch jet lighter.

6. I asked Mr. Ross in my letter No. 1883 of 14th March not to restart the work until the re-grading could be worked out but later I found we could manage to fit in our line without regrading and cancelled my letter of 14th by telegram on 31st March, and Mr. Ross acknowledges this in his letter No. 308 of 35th March. (Copies of these papers are attached.)

7. Mr. Maurice Wilson our Consulting Engineer who is already at home has full knowledge of the necessity of the reservation of some portion of the Magadi point as filling for the Harbour Extension as also space to work this extension and I suggest that the Secretary of State may be asked to request Mr. Wilson to explain the whole matter.

I have the honor to be,
Sir,
Your obedient servant,

Enclosures 6

General Manager,
UGANDA RAILWAY.

Copy of letter No.A.280 of 27th February 1918.

From - The Resident Engineer, Magadi Railway.

TO - The Hon Manager, Uganda Railway. NAIROBI.

Sir,

I have the honor to enclose Blue-print of Consulting Engineers' Drawing No.10108.B. showing the modified general design of our Kilindini Pier.

As the original pier could not be ready in time to handle the Company's material for Magadi there is no immediate necessity for a connection with the shore; but the Consulting Engineers wish me to indicate that the approach neck connecting the Pier with our branch line may be put in at a later date.

Two mooring buoys so that ships may haul themselves off the pier and also help themselves gently on to it, will be put in.

As far as the information which we have in hand from a large number of test borings taken on the line of the pier, reinforced concrete piles should answer very well in this place.

An experienced engineer and foreman are going to be sent out.

The Company have decided that the loading of ships will be effected by means of two travelling bands. Where the support for the bands come on the Pier it is wider; sheeted piling is driven into the bank behind which stone and earth will be piled, so that ships will have something solid to lean against.

At these three points fenders will be fastened on to the front cylinders so that the ships will rub against the

Copy of letter No. 288 of 15th March 1913.

From - The Resident Engineer Magadi Railway.

TO - The Hon Manager. Uganda Railway. NAIROBI.

Sir,

I have the honor to state that I have laid before the Co. and the Consulting Engineers the general outline of the scheme you verbally informed me of on the 6th instant by which you desire to throw back our site 300 feet from Cliff line and which you propose ultimately to cut away to fill in behind the wharves when constructed to the East of our site I cannot say whether they will be able to see their way to agree to this, though I do not question they will have every desire to meet you if possible. As I pointed out it may seriously affect the system they have adopted of feeding in cargo by roller bands worked by gravity and in any case will considerably increase the length of roller band connections to Pier Jetty.

The only connection of the Consulting Engineers are desirous to get the space carrying the band connection cleared I trust you will be able to give me a drawing showing the position of the proposed Uganda Railway alignment along the foot of the Cliff, so that I can give them full particulars as to the ~~space~~^{width} and portion of piers now as soon as possible.

I have etc etc.

Sd/- THOS A FEEN.
Resident Engineer.

Copy of letter No. 1084 of 17th March.

From - The Gen Manager Uganda Railway NAIROBI.

TO - The Resident Engineer, Nagadi Soda Ocp. Railway Dept.

Sir,

I am in receipt of your Letter A. 280 of 27th February enclosing Blue print of Consulting Engineer's Drawing No. 10108.B. showing modified general design of your Killingini Pier and you ask me to approve of the general idea. I certainly do approve of the new scheme.

2. The proposal for a shore connection is now put in abeyance and an island pier is suggested and the loading of ships will be by two travelling bands.

3. Since granting you the site for your Killingini works the question of the construction of a Deep Sea Harbour has been considerably advanced by the visit of a representative of our Consulting Engineers Messrs Coode, Withers, Fitzmaurice & Wilson and it is found desirable to retain as reserve filling as much of the Nagadi point as can conveniently be arranged between us. Your works being set back from the face of the cliff accordingly. Some 300 feet is ideal but if this cannot be managed such distance as will not materially affect the working of your traffic.

4. This setting back will mean the lengthening of the carrier bands; but otherwise will materially improve the present site as giving space in front which can be utilized for temporary purposes as it is improbable that the spell will be required for the next ten years. Land will of course be reserved at the back so as to keep the 26 acres free as arranged.

Copy of letter No.1883/E/S/1 of 14th March
 From - The Gen Manager, Uganda Railway NAIROBI.
 To - The Resident Engineer, Kiindini Sida Coy.

KIINDINI MARSH

In continuation of the conversation of 6th
 March 1954 I am pleased to inform you that it is found
 desirable to alter the plan of the branch leading to
 the Kiindini Sida Works at NAIROBI and the plan for a slight
 change of alignment. The grading is being prepared
 and will be completed as early as possible.

This change will not interfere with the early
 completion of the siding leading to your works as the
 work will not be much lighter than before as it is
 necessary to raise the grading by some seven feet so as to
 be in accordance with the level required for the marshalling
 yard for Kiindini Harbour.

I learnt from you and also noted on the spot that
 the earthwork was at present in abeyance and I beg you
 will kindly await the settlement of the new grading
 before re-starting work.

I have etc. etc.

84/- H.B. Taylor

Gen. Manager.

Copy of letter No. 1833/D/S/1 of 14th March
 From - The Gen Manager, Uganda Railway NAIROBI.
 To - The Resident Engineer, Mbagati Seda Coy.

KILINDINI EXHAUST

RE RECEIVED your letter of conversation of 8th
 March 1951 and to inform you that it is found
 desirable to alter the grading of the branch leading to
 the Mbagati Seda Works at NAIROBI and the plan for a slight
 upward and alignment of the grading is being prepared
 and will be submitted to you as early as possible.

This change will not interfere with the early
 completion of the siding leading to your works as the
 work will not be much lighter than before as it is
 necessary to raise the grading by some seven feet so as to
 get access to the load required for the marshalling
 yard for Kilindini Exhaust.

I learnt from you and also noted on the spot that
 the earthwork was at present in abeyance and I beg you
 will kindly await the settlement of the new grading
 before re-starting work.

I have etc. etc.

84/- H.S. Taylor

Gen. Manager.

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Copy of telegram of 22nd March 1913.

From - The Hon Manager, Uganda Railway. NAIROBI

To - The Resident Engineer.

"Regarding my letter No.1853/D/9/1 of 14th March
"Church telegraphs from Coast no necessity to alter
"alignment or grading of Magadi Port Branch line
"atomb. So please cancel my request to keep work
"in abeyance."

Copy of letter No. 288 of 25th March 1913.

From - The Resident Engineer Ugadi Railway.

TO - The Hon Manager. Uganda Railway. NAIROBI.

Sir,

I have the honour to acknowledge receipt of your telegram of 22/3/13 authorizing me to cancel your request for work on Fort Branch lines to be held "in abeyance".

I am very glad to hear that we can resume work on our existing alignment and grades shown on Plan and Section. I take it however this only applies to the Main and Lower level line.

If our upper sites area has to be set back even 100 feet it will probably affect the alignment of the approach to upper area yard.

Will this matter has been settled between the Company and yourself I feel sure you will agree that this matter had better stand over for the time being.

I have etc etc.

Sd/- Thos A Ross.

Resident Engineer.

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MAY 1902

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27 May 1902

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DRAFT.

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Field Pages.

MINUTE.

- Mr. Downie 26.5.13
- Mr. [unclear] 26.5.13
- Sir G. Fiddes 26
- Sir H. Judd
- Sir J. Anderson.
- Lord Emmott
- Mr. Harcourt

I have etc to acknowledge the receipt of Mr Bowring's despatch No 315 of the 3rd of April, respecting the site of the buildings and works of the Magadi Soda Co at Ki Lindini.

2. It is much to be regretted that ~~Mr. [unclear] had not been able to see~~ in his letter of the 17th of March the ~~of Mr. W. B. Taylor's letter~~ General Manager of the Uganda Railway ~~of the 17th of March~~ a copy ~~should have been sent~~ the Resident Engineer ~~of which was an enclosure~~ of Magadi Railway, that ~~Mr. Bowring's despatch~~ I would

point out that the General Manager of the Uganda Railway ~~is not authorized to state~~ that ~~is a deep sea harbour~~

is about to be constructed.
 2. Mr. Taylor has authority for the ~~statement~~ ~~as to the scheme~~ ~~which~~ has yet been approved