

EA 31  
36/207

Governor  
Balfield Conf  
141

IMPERIAL LOAN

1914

EXPENDITURE ON ROADS

13th August

States as to necessity for survey before any expenditure is incurred on roads. Encloses table summarising his and D.P.W.'s views together with sketch map. Submits observations as to the various works recommended.

Last previous Paper.  
15/10/03

Govt Conf. 15/10/14  
Cape Colony  
Cape Colony  
Blair 15/10/14

~~Mr Blair~~ Mr G. Fiddes

There can I think be no doubt that the Govt is right in recommending systematic survey of the proposed road schemes more surveys, allowing a provision of general charges, account for about £12,000 out of the £100,000.

The remaining £88,000 covers one completely constructed road of 24 miles at £5.33 a mile (not counting general charges), & various partial construction, and two bridges. Where provision is made for partial construction or for work which estimates the cost per mile, but if all these roads are taken on the £5.33 basis the total cost is going to be enormous [as Joubertall to Archer's Post must be over 150 miles].

In Nyaland the figure is £250 a mile for the Blantyre - Zomba macadamized road, while in Uganda the cost is put at £150 a mile if hard stone is available locally & that

Next subsequent Paper.

11/10/15

they do the best they can with local stone  
& gravel.

It is impossible for us to compare figures  
for different roads as we have no info. about  
the character of the country & the material  
available, but I think the £833 calls  
for comment & explanation.

It is clear that £100,000 will not go far,  
but this despatch & 36128 together indicate  
the possibility of ~~then~~ a re-allocation which  
will increase the roads provision at the  
expense of the railway items.

I have touched on the question raised  
in the last ~~part~~ <sup>sentence of the report</sup> in my minutes on 36128 & will  
especially in the last part of my minute on that  
paper.

W.C.B. 6.10.14.

When the cost of roads reaches the  
figure of £800-£900 a mile,  
it is a question whether we sh<sup>d</sup>.  
not do better to go in ~~for~~ <sup>with</sup>  
light railways & be content with  
a shorter mileage.

H. J. R.

7/5/15

P.M. 9.10.24

Yes  
H. J. R.  
W.

GOVERNMENT HOUSE,  
NAIROBI,  
BRITISH EAST AFRICA.

EAST AFRICA PROTECTORATE.

CONFIDENTIAL No. 141.

August 13th, 1914.

33127

Sir,

*In no*  
*4831*

I have the honour to refer to your despatch of May 11th 1914, on the subject of the proposed East African loan, the contents of which have been receiving my careful attention. I note that it is desired that such preliminary arrangements as are possible shall be made without delay; also that a definite scheme of the proposed works should be elaborated in which some forecast shall be made regarding the dates at which the works can be undertaken.

2. It is proposed that the loan funds shall be allocated as shown in the enclosure to your despatch; and, as it appears to me to be preferable that the questions of railway and

THE RIGHT HONOURABLE

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

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W.

and road requirements shall be treated separately, I propose to deal in this communication only with that portion of the loan which is marked for expenditure on roads.

3. An essential preliminary to the inception of any general scheme of road work is the acquisition of information regarding the nature of the country to be traversed, the gradients to be surmounted, the streams to be bridged, and similar details which will enable the engineering staff to commence construction with a precise knowledge of the nature of the work before them. The demands which have hitherto been made upon the somewhat attenuated staff of the Public Works Department, and the paucity of the funds at its disposal, have prevented the prosecution of surveys and the preparation of plans and sections in advance of contemplated road works. The result has been that more money has been expended upon construction than need have been disbursed if an exact knowledge of direction and detail had been available at the outset.

I therefore deem it necessary to ensure that no expenditure upon the construction of new roads shall be undertaken until full preliminary information has been obtained, and to

this

this end I am proposing that a portion of the loan funds shall be appropriated for survey work.

4. I have discussed the whole question at some length with the Director of Public Works, and have summarised our views in the Table which is attached hereto. This summary provides for the employment of two survey parties, shown respectively in green and red ink, whose work has been so arranged that they will be employed alternately in more and less healthy districts, and will deal with different areas at the seasons when they will be able to work without serious interference by weather.

5. I also enclose copies of a small scale sketch map which indicates the situation of the works included in the programme. The approximate length of the whole survey will be about 600 miles. It will be observed that the sum to be allotted for roads will be insufficient to complete construction work. I cannot in most instances expect to do more than make a commencement, relying on the revenue of the future to carry the works to completion. The programme therefore provides for one completed road only, that from Magadi

Junction

A. 876

Junction to Machakos. Other roads will be vastly improved by the expenditure suggested but no one of them will be finished through-out.

6. I offer the following observations upon the works recommended:-

- junction*
- (1) The Magadi-Machakos road is urgently needed to bring into touch with the railway a number of important farms, and as a first step towards improving communication with the Kitui country, the closer administration of which is most desirable. Estimated length 24 miles.
  - (2) The opening up of the Laikipia district to settlers will make it necessary to provide means of communication between that area and the railway. It is not however possible to provide on the programme for anything beyond the survey.
  - (3) The improvement of the road between Kisumu and Mumias will provide very necessary increased facility for the transport of the produce of that portion of the Kavirondo country which will not be served by the proposed branch railway. I have traversed it from end to end and found it a well graded road requiring very little expenditure on re-alignment.

The amount which it is proposed to expend on its improvement will put it into a condition to carry heavy traffic during the greater portion of the year. Estimated length 56 miles.

- (4) The road from the Kinangop Plateau to Naivasha has long been an urgent need. There are numerous prosperous farms on and in the neighbourhood of the Plateau, and it is only with the greatest difficulty and during a short period of the year that transport between these farms and the railway is possible. Estimated length 24 miles.
- (5) Communication between the Lower Molo district and the railway was the subject of discussion between the settlers and myself upon the occasion of my recent visit. The farms in this area are rapidly developing and at the present time can show over 2,000 acres of some of the best maize in the world. Means of access to the railway at Nakuru and Njoro stations is much needed. A track exists at the present time which is utilised when the weather permits. No expensive work is asked for, and the comparatively small sum allowed will fully meet the requirements of the farmers for some time

time to come. The approximate distance is 25 miles.

(6) The road between Nairobi and the Northern Uasin Nyiro River at Archer's Post is one of the most important arteries in the country, and the necessity for advancing construction upon the remoter sections has been emphasised in previous despatches. The programme allows for completion of survey up to Archer's Post, and for partial construction on the sections between Fort Hall, Nyeri, and the Uasin Nyiro River. Distance, Nairobi to Nyeri, 94 miles.

7. You will observe that full allowance has been made for plant, staff, and supervision apart from the estimated expenditure upon surveys and works. I do not propose to trouble you at this stage with particulars of my proposals for the organisation of the staff but will supply you with details later when the programme has been finally settled by an intimation of your approval.

8. You will also notice that I have assumed that funds will not be available until February 1915. In taking this date I have been guided by an intimation in the public press to the effect that the third  
reading



7.  
reading of the loan bill will take place towards the end of the current year. I have no information as to the extent to which the furtherance of the bill may be affected by the present situation in Europe, and you will understand that in submitting this despatch I have deliberately left out of consideration any effect which the war may have upon loan proposals.

I have the honour to be,

Sir,

Your humble, obedient servant,

A. Lawley Bayly.

GOVERNOR.

In reply please quote No. 449/31

380

and Date JULY 23<sup>rd</sup> 1915.

ROAD LOAN EXPENDITURE

TENTATIVE PROGRAMME.

		£.
FEBRUARY, 1915.	SURVEY PARTY A. MACHAKOS - MAGADI JUNCTION (FEB - MARCH)	350.
	SURVEY PARTY B. LAIKIPIA. (FEB - JUNE)	1,125.
MAY, 1915.	<u>CONSTRUCTION:</u> MACHAKOS - MAGADI JUNCTION.	20,000.
	A PARTY MUMIAS REALIGNMENTS.	150.
JULY, 1915.	<u>CONSTRUCTION:</u> KISUMU - MUMIAS	21,000.
	B PARTY. NORTH KAVIRONDO, (AN INSTALLMENT.)	1,200.
	LINES OF COMMUNICATION. (JULY - NOV.)	
	A PARTY. NAIVASHA - KINANGOP - LINORU.	825.
	(JULY - SEPT.)	
AUGUST, 1915.	<u>CONSTRUCTION:</u> NAIVASHA - KINANGOP	8,000.
	(AN INSTALLMENT.)	
	<u>CONSTRUCTION:</u> AWACH RIVER BRIDGE.	1,500.
OCTOBER, 1915.	A PARTY. TRANS - NZOIA. (OCT. TO MAY)	2,100.
DECEMBER, 1915.	B PARTY. LOWER MOLO TO THE RAILWAY (DEC. JAN.)	200.
JANUARY, 1916.	<u>CONSTRUCTION:</u> LOWER MOLO TO THE RAILWAY	1,800.
FEBRUARY, 1916.	B. PARTY. THIKA TO THE ATHI.	100.
	<u>CONSTRUCTION:</u> ATHI RIVER BRIDGE.	1,900.
MAY, 1916.	B. PARTY. ROADS ON THE COAST.	
	NORTH OF MOMBASA (MAY TO FEB.)	1,500.
SEPTEMBER, 1916.	A. PARTY. NAIROBI - FORT HALL - NYERI.	750.
	FOLLOWED BY	
	NYERI - ARCHER'S POST	1,200.
	<u>CONSTRUCTION:</u> FORT HALL ROAD.	15,000.
	(AN INSTALLMENT.)	
	<u>TOTAL.</u>	78,700.
	ADD. PLANT @ 3%	3,000.
	STAFF AND SUPERVISION	11,000.
	INSTRUMENTS	300.
	CONTINGENCIES.	7,000.
	<u>FULL TOTAL.</u>	£ 100,000.

# EAST AFRICA PROTECTORATE



Drawn at Survey Office Nairobi, B.E.A.

Scale 34 Miles = 1 Inch

LITHO LEADER OFFICE NAIROBI



you  
36127

C.D.  
12 OCT  
1914

*[Handwritten signature]*

13 October 1914

Ans'd 11/10/14

DRAFT.

E.A.P. (Conf. 1)

Sir. Belfield

MINUTE.

- Mr. Bottomley 10/10/14
- Mr. Reid 10
- Sir G. Fiddes. 12 10
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmoth.
- Mr. Harcourt.

*[Large handwritten signature]*

*[Handwritten note]*  
minutes last above  
revised by 36128

1960  
Copy from case 13 Jan 18 1915

I have the hon. to acknowledge the receipt of your conf. despatch no. 141 of the 13th of August on the subject of the <sup>allocation</sup> expenditure to the work survey and which you propose to construct of <sup>allocate to</sup> roads save of

the sum of £100,000 which will be available for the purpose out of the <sup>new</sup> Federal loan to the East Africa Provinces

I have referred in another despatch of the 10th inst. to the possible difficulty of placing at your disposal any considerable sum instalment of the loan under present conditions, and it is desirable that nothing should be done, until I am able to see in person

of the amount which  
will be available for  
incurred expenditure on the  
road programme during  
the present financial year.

3. I observe that the  
programme does cover  
the complete construction of  
only one road of 24 miles,  
at a cost of £8.33 a mile  
exclusive of survey and  
general charges. It would  
appear that the execution  
of the whole programme  
at a similar cost per mile  
would involve an expenditure  
which the Protectorate is  
not likely to be in a position  
to meet within the  
available time either  
from its resources or from  
a further loan, and I  
shall be glad to be  
informed on what basis  
the estimate of £8.33 a  
mile has been framed. It  
is quite in excess of the

figures for the cost of  
these unmetalled roads,  
which I have received  
from other Protectorates in  
the past.

4. If this estimate of  
cost is to be taken as  
applying generally to  
road construction in the  
E.A.P., it is a matter for  
consideration whether it would  
not be better to adopt  
substitutes for some, at  
all events, of the proposed  
roads, a shorter mileage  
of light railways.

(Signed) E. HARCOURT.