

of the first half of the scheme
the loss for the first half will be
estimated as the can be paid for out of
railway surplus within a reasonable time.

If the more ambitious scheme of contemplated
scheme commences between the two latter
schemes, we shall be faced with an expenditure
of some £1,000,000, which can we shall
have to allow our surplus balances to
accumulate for a considerable period as it
is not probable that Parliament would vote a
sum of this magnitude. It seems therefore
that a useful purpose would be served
by waiting for Capt. Stevenson to complete
his full programme before considering
scheme (b). This will in the first
instance to be reported on or we ought to
wait until the report is 2 or 3 months
with the info before then the Treas^r ought
to be able to decide whether they will find
the money or let us try with private
individuals

with regard to the last para of the
Treas^r report we might refer to the committee
prepared in the 11th para of our l^{tr} of
the 28th of May & say that, apart from
the Maria fund, we consider that a
scheme along the Kirkcaldy route would
be the reason given by the committee
at para 11 of the printed report & that a
scheme from Vauxhall to Port Hill, although
a less likely proposal

distinct than Kirkcaldy would be of
such a profitable nature that it would be
worth the cost of the railway
to the two parts of the route
which I have badly needed - & all that
the construction of this line has been
strongly advocated by the present
Manager of the Scottish Railway
to the Treas^r in the sense of
the above & suggest that when Capt.
Stevenson's reports on the two routes
have been received, we should issue
two forms of tenders for tender lines on the line
proposed by Mr. Hutcheson, one of which
would involve the construction of the
railway by private enterprise, & the other
its construction by the Government Treas^r.
and then decide which of the
alternatives it would adopt.

We should also send copy of the Treas^r's
l^{tr} & our reply to the Treas^r with
reference to previous correspondence, & ask him
for Mr. Curran's views as to the
rate for the employment of timber
(p. 17 of Mr. Hutcheson's reported report)
& also for a report if possible as to
the practicality of the proposed line
between the two points - & after
that the latter point one of all
the important items

Very well - this is just an ordinary
business letter; five letters a day
to be sent by post - ~~at~~ - ~~the~~ - ~~same~~ - ~~time~~ - ~~as~~ - ~~before~~.

Wm. Ansell
Lord Alton

John
22.7

Don't act for long.

Await the Nigerian decision; only one
fish can be caught in a hole at a
time.

If the Nigerian advise that the Nigerian
ministry - we shall have to meet
with it if they make a move to the
north then the way will be found
for a further request.

Herewith we are entitled to
ask for a free zone from
Zaria. If the Nigerian ministry
to build the line - he should be
encouraged to make a proposal.

After the report like Mr. Raimond's
regarding the line it is "Nigerian".

Wm. Ansell

Lord Alton is much preparing an
interim report. In reply I reported that he
should find the line runs both a L. R. Road
& Railway. Keeping in mind that the Road
must remain a full Road. It is that the Road
of road must have all a road.



285

5372

Rec
P.C. I 11 07

TREASURY CHAMBERS

In the reply to this letter the following
Number should be quoted.

10027
-07

June 1907

Sir

I have laid before the Lords Commissioners of His Majesty's Treasury Mr. Antrobus's letter of the 28th ultimo (16616/1907), submitting a proposal for the construction of a branch line of the Uganda Railway, at an estimated cost of £400,000, in order to work the forest areas on the slopes of Mount Kenia in the East Africa Protectorate,

In reply, I am to state that My Lords fully agree with the Earl of Elgin (a) that the forest must remain Government forest, (b) that it cannot be worked without a railway, and (c) that such a railway, as a trunk line, should, if feasible, be constructed by Government.

At the same time Their Lordships - who have in mind the recent request of the Secretary of State for a sum almost as large for railway construction in Northern Nigeria - cannot regard the exploitation of the forest on Mount Kenia as a matter of such pressing importance as to justify them at this juncture in considering whether, or how, funds can be obtained for the construction of such a line.

They are of opinion that as Captain Stevenson has now proceeded to East Africa for the express purpose of examining and reporting on possible railway extensions in

the

Under Secretary of State,

Colonial Office,

353-150

the protectorates of East Africa and Uganda, no steps should be taken in the matter of the line now in question until his report is received, when the question of further railway development can be considered as a whole.

In the meantime, while refraining from detailed comment, they suggest that no concessions should be granted in the Kenia Forest.

I am to add that My Lords would be glad to be informed whether the Earl of Elgin could definitely secure that, if forest concessions were granted on Mount Kenia, timber would be carried over the proposed new railway in sufficient quantities to pay the working expenses of the line.

I am,

Sir,

Your obedient servant,

Walter Runciman