

Governor's Office,
Nairobi,
June 9th 1908.

EAST AFRICA PROTECTORATE.
No. 280.
(Incl. 1)

C O
24922
Rec
11 JUL 08

My Lord,

With reference to Lord Elgin's despatch No. 552

W. C. C.
34543

of the 8th of October last, I have the honour to invite a reference to the question of temporary fuel sidings on the Uganda Railway and enclose a letter from Mr. Currie on this subject.

Currie No. 78
18
21 June 1908.

2. It is evident from what Mr. Currie says, that, in view of the uncertain nature of the labour supply, and of the fact that the timber suitable for fuel in the vicinity of the Railway Line is becoming exhausted, the Railway can no longer depend on contractors for an adequate supply of fuel, and the management are faced with the alternatives of importing labour to cut fuel, or of burning coal, both infinitely more costly than the temporary sidings which Mr. Currie recommends.

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

3. Mr. Currie's letter deals more particularly with a temporary siding at mile 360 but Your Lordship will observe that this is not an isolated instance and that the construction of similar sidings on other sections of the railway will shortly have to be considered.

4. Re - afforestation will, it is hoped, in years to come reduce the necessity for these sidings to a minimum but it is necessary to make provision for the present wants of the Railway.

5. Under these circumstances I have the honour to recommend Mr. Currie's proposals for Your Lordship's favourable consideration and would venture to ask that His Majesty's Treasury may be once more approached in the matter.

I have the honour to be,

With the highest respect,

My Lord,

Yours Lordship's most obedient,

Samuel servant,

Samuel Smith

RECEIVED

27th August 1908

558

No. 78
150

Minister's Office

HALENT, 14 June 1908.

24922
Recd
14 JUL 08

Sir,

I have the honor to refer you to my letter No. 80 dated the 1st July 1907 and Colonial Office despatch No. 560 of the 20th October 1907.

I have arranged to do without this siding at Mile 508 for the present but it is probable that the question will have to be raised again a few years hence.

A similar question has however now arisen at Mile 500, where we have a compressor sitting for use. It is experiencing so many difficulties in getting enough that it is almost impossible for us to keep it supplied with the necessary quantity of fuel.

This is partly due to the fact that the distance the fuel has to be carried from the forest to the railway is considerable, necessitating a large number of men. We have already lent the compressor material for a term time which has laid down but the nature of the country does not lend itself to the economical use of this plant without a locomotive and we have no locomotives.

Yours faithfully,
[Signature]

3. Such the most economical method would be to lay in a temporary siding off the main line. The fuel could then be loaded direct into the trucks which conveys it to the supply depots.

To do this would however require the outlay of about \$6,000 of which about \$4,000 would be stores and \$2,000 cash.

The greater part of the former would be recoverable whereas the latter would of course be at first a final charge but could be recovered from revenue as suggested in my letter referred to above.

4. I have made no provision in the current year's estimates for such works because I was in opinion that there would be no necessity for them, but it is very essential from an economical point of view that this siding should be made.

His Excellency will remember that when Mr. P. Currahill was in this country he brought up this question and urged most strongly that every possible assistance, in machinery and sidings, should be given fuel contractors so as to reduce their labor requirements to the lowest possible limit.

5. Whilst on this subject I may mention that the time is rapidly approaching when we shall have to build sidings between Malindi and Lamu. All the available fuel near the railway on this section is now being worked out and we shall have to put up sidings to get fuel westwards further back.

The alternative is to burn coal which would be in our heavy expense in our long voyages.

5.

6. I venture to request that His Majesty's Treasury may be asked to reconsider their decision and to allow me to temporarily utilize \$5,000 out of the funds allocated to ballasting the line for the purpose of laying in temporary sidings for fuel purposes. The greater part of this will be recovered within a few years. The siding at mile 500 will only be in use about 3 years by which time all the fuel will be worked out and knowing that the whole cost to the Government of the material, on this line, is less the actual amount to be added yearly to revenues will amount to $\frac{1}{3}$ of $(\$1000 + \$600) = \$833$ only.

This is a rare thing compared to what it will cost us if we have to insert 1 hour to cut the fuel or worse still to burn coal.

I have the honor to be,

Sir,

Your obedient servant,

Edw. H. A. F. CURRIE.

Manager,

London Railway.

20921

561

CAP

20 July 08

DRAFT

The Secretary
to the Treasury

Sir,
I am in honor
to you, with reference to
your letter No. 17296/07 of
the 28th of September 1907,

MINUTE.

- Mr. Darnley 16 July
- Mr. Reid
- Mr. Jux.
- Mr. Anstoune.
- Mr. Jux.
- Sir C. Lucas.
- Sir F. Hopwood.
- Col. Seely.
- The Earl of Crom.

16/9/08

a copy of a despatch
from the Secretary of the
East Africa Provinces
relative to the need for
building temporary sidings
to facilitate obtaining fuel
for the Uganda railway
in the way described
in the despatch and we,
Lord Crom would be very
glad if the L.C.C.
the Treasury would
consider this decision
and allow the temporary
re-allocation of capital
funds to the amount
of £5,000 for this
purpose to be raised
out of the ...

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390 0/14 July 28/23