

EAST AFR. PHO!

10536

151

forward 40

1910

9 Sept.

of previous Paper:

1005

Tramway - Nairobi Fort Hall.

Already consulted Accountants who are only too ready to acquiesce. Tramway will be built off the road on Government's money. Proposal includes provision for 50 miles.

Mr. Read.

This disposes of our preliminary objection, and we are at liberty to consider the proposal on its merits. I must confess that those merits, so far as our present information goes, are very difficult to discover.

A. Sir Percy Girouard wishes to spend £20,000 on building what he calls a tramway, 31 miles in length, from Nairobi in the direction of Fort Hall. His proposal in 9305 is that he should find £20,000 of this amount from specific savings on the approved expenditure for the current financial year, and that the remaining 40,000 should be lent by the Treasury in consideration of what he calls a "levy" affected on the proposed line from Jinja to Kakindu. On this suggestion there are two observations to be made. There are already considerable calls upon savings to be made on the approved expenditure for the current year. The Governor is already under the obligation to effect savings to the amount of £5,000 for expenditure on the prevention

Handwritten notes on the left margin:
- 11 Sept. 1910
- 12 Sept. 1910
- 13 Sept. 1910
- 14 Sept. 1910
- 15 Sept. 1910
- 16 Sept. 1910
- 17 Sept. 1910
- 18 Sept. 1910
- 19 Sept. 1910
- 20 Sept. 1910
- 21 Sept. 1910
- 22 Sept. 1910
- 23 Sept. 1910
- 24 Sept. 1910
- 25 Sept. 1910
- 26 Sept. 1910
- 27 Sept. 1910
- 28 Sept. 1910
- 29 Sept. 1910
- 30 Sept. 1910
- 1 Oct. 1910
- 2 Oct. 1910
- 3 Oct. 1910
- 4 Oct. 1910
- 5 Oct. 1910
- 6 Oct. 1910
- 7 Oct. 1910
- 8 Oct. 1910
- 9 Oct. 1910
- 10 Oct. 1910
- 11 Oct. 1910
- 12 Oct. 1910
- 13 Oct. 1910
- 14 Oct. 1910
- 15 Oct. 1910
- 16 Oct. 1910
- 17 Oct. 1910
- 18 Oct. 1910
- 19 Oct. 1910
- 20 Oct. 1910
- 21 Oct. 1910
- 22 Oct. 1910
- 23 Oct. 1910
- 24 Oct. 1910
- 25 Oct. 1910
- 26 Oct. 1910
- 27 Oct. 1910
- 28 Oct. 1910
- 29 Oct. 1910
- 30 Oct. 1910
- 31 Oct. 1910

of subsequent Paper.

U

11030

prevention of Stock diseases, £3,000 for the establishment of frontier stations on the Abyssinian border, and £547 to provide for the amount by which it was necessary to increase the estimates when they were examined here in order to provide for services which had been omitted or the cost of which had been under-estimated.

These obligations should constitute a first charge on any savings which can be effected and until it is clearly shown that these liabilities can be met, any further reference to savings on the expenditure for the year should be viewed with extreme caution. The savings, so called, on the estimated expenditure on the Jinja-Kakindu line will hardly be allowed to count by the Treasury for righteousness in a matter of a totally different railway project. They originally agreed in principle to the construction of the Jinja-Kakindu line at an outside estimated cost of £200,000. As a result of the combination of Sir Percy Girouard's estimate and the estimate of the Consulting Engineers we have secured the adoption of a scheme for building the line at a total outside cost of £160,000. The Treasury have not given any undertaking that this amount will be available for railway construction of any other sort, and they would of course refuse to devote it to any project unless that project could be proved to be both clearly necessary and likely to be remunerative.

B. We do not know to what extent the proposed tramway of 31 miles in length would relieve the settlers who are affected by the outbreak of East Coast Fever. It appears that practically the whole of the area between Nairobi and Fort Hall has been quarantined. The tramway will not cover half that distance, Fort Hall being about 75 miles away from Nairobi by the route which appears to be contemplated, namely,

*It appears
to be unlikely
to be used
I have not
seen
it is not
likely to
be used
30 miles
700*

namely, that described as route C. in Captain Stevensons report enclosed in Governor's letter of 18/12/06.

If one half of the settlers in the proscribed area are relieved and the other half are not, there will be great pressure put upon the Governor to do something for those left in the lurch. We should probably before many months are out find the Governor pressing for another £70,000 or £80,000 to carry the railway right up to Fort Hall.

C. What is to be the future of this brief line which apparently will end in the air? It is asked for in order to enable the settlers through whose district it will run to get out their crops of maize and beans and also a certain output of fibre. Quarantine has been proclaimed for three years. At the end of that time it is so presumed that the settlers will be able, if they so desire, to revert to the present system of export transport, and they will of course not hesitate to do so if it is cheaper. It seems very undesirable to build such a permanent thing as a railway to meet a temporary difficulty, unless the benefits eventually to be derived from it in other directions can be adequately guaranteed. I think it more than likely that, when the tramway has served its immediate purpose, if not earlier, we shall be told that it is quite useless unless it is extended to Fort Hall or even to the Kenya Forest. It is extremely undesirable that the line should be undertaken at all unless the Governor can furnish some assurance that

- (1) it will eventually be remunerative by itself.
- (2) ~~that~~ it is not going to be used merely as a fever

lever to force the construction of a railway right up to Kenya, a project which on its own merits has been definitely postponed.

There is an estimate in the report on Gov./13519/08 of the traffic to be carried by ~~the~~ ^{the} on a railway from Nairobi to Mount Kenya, mainly traffic bringing in a revenue of £5,200. But that is for the whole line of 120 miles in length, and includes a large tonnage of timber from the Kenya Forest. It is quite impossible to determine what proportion of this anticipated traffic would be secured by a line only 31 miles in length.

D. Even if all these difficulties were removed it would be necessary for the Governor to tell us exactly to what standard he proposes to build this line. It is to cost about £3,000 a mile, and is evidently to be something much lighter even than the line between Jinja and Makindu which is to cost £5,000 a mile. It would be necessary to have information on this point and to have the technical soundness of the proposal considered by the Consulting Engineers as a preliminary step.

I do not think it is quite fair to the Secretary of State to seek to commit him to proposals of this importance, and possibly involving large ultimate consequences, on the meagre information contained in these two telegrams. Sir Percy Girouard deserves great credit for his anxiety to relieve the gloom of the situation in which the settlers find themselves owing to the outbreak of East Coast Fever. But this good intention should not blind him to the desirability of putting forward only proposals of a businesslike kind, and of furnishing information sufficient to enable the Secretary of State

to

to form a clear judgment. I think he has failed signally in this respect. I would propose to inform him by telegram that the Secretary of State regrets that the information before him is not sufficient to enable him to come to any conclusion in the matter, and that he is therefore not prepared without further information to make any recommendation to the Treasury; and that a despatch follows by mail. We should then in the confirming despatch explain to him our difficulties in the sense of the Minute above and ask him to report fully on the whole matter.

J.P.B.

April 13.

Mr. Fowler

Jasper - I think that we should ask him by tel: to what extent the present difficulties could be met by motor transport. He has not answered the question which we put in our letter of the 7th of April as to whether Lord Cromwell had started his motor service. I know that Sir P. G. is not a favourer of motor transport, but it might enable us to tide over the present difficulties at a comparatively small cost. I have always understood that a portion of the Govt. staff would ~~be~~ ^{be} suited to motor transport, & if Lord Cromwell is unable to provide sufficient motor transport himself, some arrangement might be made to bring him & the staff. When the question is

has been returned, the notes might be
transported elsewhere.

H. J. R.
13/IV

Mr. J. Hopwood
I have had the papers for the
transportation of the notes, and
with a view to the transport of the
notes to the ... of the ...
the ... of the ...
has ... of the ...
of the ... of the ...
of the ... of the ...

It is ... of the ...
of the ... of the ...
of the ... of the ...
of the ... of the ...

for ... of the ...
after
13/IV

I am not quite clear about this. Mr. J. Hopwood
is a man who has quite exceptional knowledge
of the construction and carrying capacity of light
trains. He says the matter strongly, and it is
quite possible his view may be right. Would it not
be better, at least to give him another chance. This
we can do by telegraphing to him the difficulties
that we see in his plan, and telling him to telegraph
fully in reply. The outbreak of fever is a very real
disaster.

Mr. Reed

I received the paper because yesterday
Mr. Underdown and Lord Cranworth
conductors in the ... Transport
Company called to see Mr. Reed
myself and called in question the
statement that Lord Cranworth
expresses in the construction of the
proposed tramway. He has put his
remarks into writing: see 11030
It is necessary to clear up this preliminary
difficulty before we can usefully
proceed to discuss the proposal further.

Paris
April 15.

to Mr. Reed
H. J. R.
15/IV

Mr. J. Hopwood
Dear Sir, I enclose

letter of 11030, which adds one more
element of complexity to the ...
of the ...
15/IV

What we don't know but ought to know is how complete
is the break down of transport as a consequence of the restrictions
which must be imposed to check the spread of the East Coast fever.
How much stuff will be held up and the value lost in consequence

and that for this transfer could be mitigated by
the P. O. proposed transfer of other funds what
we want from the P. O. is in judgment aspect,
kind of balance sheet showing the amount to be saved
as a result of the money spent. He knows better than
we do what is the best form of transport, but apart
from minimum questions, on which I should be disposed
to accept his judgment, he must give us financial
estimates of profit and loss. I think the increased
charges may well be met (but I would suggest that
in the short run at the least have indicated.

It will clear up the
transport situation
which is a
detail

J.S.
1944

The government question has incidentally
touched the government liability and the
transfer of money loss, but
thinking not only of the money loss, but
of the work of an international damage
to the country. It is conceivable, though
not likely, that to build this light
railway into the air might have the effect
of averting a serious disaster, but it
must be proved that this is likely, and
the question of a possible demand for
compensation of the bank must be cleared up.
The proposed determination of cost on the
Kakindu line is not a saving in the
short run, but would give the world
claim on the Treasury for bits to a
project demand on other grounds.
Meanwhile the difficulty can go

C-20 IV

TELEGRAM . The Governor of the East Africa Protectorate to the
Secretary of State for the Colonies.

10

(Received, Colonial Office, 3 p.m. 10 April, 1911.)

6/2
9/25
6/2
2/10/11

No. 40. Your telegram of 7th April already consulted
Mr. Wort, who is only too ready to acquiesce your
106 and enclosure does not prevent extension to
Kenia and distinctly says Government will not
construct monorail or railway on the road.
There is no mention made of the Railway Bill
to be built off the road on Stevenson's survey.
Proposed expenditure provides for thirty one miles.

CIRCUARD.



THE EASTERN TELEGRAPH Co., LTD.

LONDON STATIONS:

1. GREAT HALL, 10, OLD BROAD STREET, EC
 2. GREAT HALL, 10, OLD BROAD STREET, EC
 3. GREAT HALL, 10, OLD BROAD STREET, EC
 4. GREAT HALL, 10, OLD BROAD STREET, EC
 5. GREAT HALL, 10, OLD BROAD STREET, EC
 6. GREAT HALL, 10, OLD BROAD STREET, EC
 7. GREAT HALL, 10, OLD BROAD STREET, EC
 8. GREAT HALL, 10, OLD BROAD STREET, EC
 9. GREAT HALL, 10, OLD BROAD STREET, EC
 10. GREAT HALL, 10, OLD BROAD STREET, EC

REMARKS

The following T.F. & R.A.M. is correct
 From
 To
 No. of
 Date

*Your telegrams
 are correct already and I am sure the
 whole is
 a closure of the railway
 and a step towards the
 government's intention to
 construct
 a railway or road
 a term with the route of the
 It appears that the survey proposed
 in future prospectus is thirty miles
 for one*

REPLIES SHOULD BE ORDERED *Via Eastern*

Doubtful words should be OFFICIALLY repeated, see Rule 30.
 No inquiry respecting this Telegram can be attended to without the production of the copy.
 EASTERN & GREAT HALL, TELEGRAPH COMPANY, LTD.

Mr. Tread

Thank you very much
for the

Nov. 30/3

Dr. Kleiman

No. It is very interesting
the necessity of pushing
on with the investigation
of animal as well as
human diseases. Surely
we have now a very
good Vet. & Master. Surgeon
in the Post^o, who has
already done an excellent
piece of work during
the few months he has
been there.

I have had a number of
similar cases - from his

P. G. I think that a little
more about possibly the
cause of these cases would be
of value.

GOVERNMENT HOUSE,
BRITISH EAST AFRICA



3rd March 1910.

My Dear Seely,

Many thanks for your letter of 28th January.

The account you give me of the work in West Africa relieves my mind considerably. I have heard from Bell who tells me that even on the short acquaintance he has of the country he is fully persuaded that the Niger will form our main line for export, and he cannot think that it is economically sound to extend the Lagos Railway through Tsunguru.

Many thanks for what you say about the report on East Africa. The telegram I received in reply was a most satisfactory one. I am still waiting before sending any general report upon the country. My views as generally expressed before will only be modified in detail.

I have been much upset and worried at this outbreak of East Coast fever. Just as we have promising crops - and, let us hope, a cycle of good seasons - down comes this unfortunate blow upon our heads. The roads into the Fort Hall district were closed to ox transport for a year up to last September, reopened for three months, and now my veterinary experts tell me that it will be necessary to close them again for from two to three years. Under such circumstances you can understand that



BRITISH EAST AFRICA

GOVERNMENT HOUSE,

BRITISH EAST AFRICA.

(2)

3.3.10.

the whole of this section of the farming population are absolutely thrown on their beam ends. As it is the action of Government which closes the roads, we are bound to find some substitute for ox transport. We are going into the question of mules, but it is somewhat hazardous affair for Government to take up as we may be subject to considerable losses.

The best thing by far would be to construct a light tramway through the infected areas - about 30 miles in all - towards Fort Hall. This I think could be done within our own resources by utilising local staff and the road vote and economies which I certainly can make next year to a very large amount. I intend going on with the earthworks at once on my road vote, because this will constitute in any case a new and clean road which may serve to alleviate our very difficult position in having the new Fort Hall road closed to ox transport. I am bringing the whole matter up before Council at its next meeting, and it will then go home.

I may tell you that many of the farmers in the Fort Hall district on hearing of the quarantine regulations practically decided to abandon their holdings and leave the country. When I met them on the subject of quarantine we were thoroughly prepared to listen to the experts, but on all sides was heard the cry 'how are we to get out what we can grow in the next 3 years?' Of



3.3.10.

course the only reply that could be given was that Government would do its utmost to help. This however is poor consolation to men who have struggled under so many difficulties in the last few years. When I told them that I thought our solution must be the line of light tramway on the same gauge as the Uganda Railway, the position was at once relieved. This tramway however, I told them, should be of extremely cheap construction and be built out of the monies already allocated to this country or from savings in expenditure. It was absolutely essential for me to make some such announcement.

The surveys are now in hand with staff from the much over-staffed Public Works Department. Convict labour, which is now being frittered away in many directions, will be utilised in so far as possible. The road vote, to my mind hopelessly maladministered in the past, had much better be concentrated on one good effort. It amounts to no less than £16,000 per year. Local sleepers will be used, and the only provision that will have to be made will be rails. Rolling stock will be provided from the old stock now lying idle on the Uganda Railway. We would of course work the line as a steam tramway when completed.

I would only propose to pay the rails as money becomes available either from the road vote or from the large savings which I anticipate will accrue in the ensuing year. If we are



BRITISH EAST AFRICA

3.3.10.

to build this tramway on these lines I think it will be a bit of a triumph for the country and that we will secure both your sympathy and that of the Treasury for future extensions on these economic lines.

The country were very appreciative of the lowering of rates on maize, - and now I ask for beans to be put in the same category, - but we immediately had to follow this concession by the announcement of a general quarantine as between here and Fort Hall. Farmers who were prepared to put in considerable quantities of maize have naturally had to defer any such operations. The announcement that we were trying to get an efficient communication to cover these great disabilities which may last three years has turned the tide again.

You will understand all the anxiety and worry which this matter gives one. I must say that the people as a whole have been most patient and are only too anxious and willing to assist in every possible way. A few are difficult but I can easily understand it.

The Highlands, I regret to say, have not had very good crops. Rust got into the wheat, and I fear Delamere has had a bad year. Quite 2,000/3,000 acres were put under wheat - mainly by Delamere. Notwithstanding this set-back they are going to have



(5)

GOVERNMENT HOUSE,
BRITISH EAST AFRICA

3.3.10.

another try at it again.

I have met all sections of the white community now on various occasions, and I am impressed with their desire to get forward. There is little doubt in my mind that if any degree of prosperity is attained by the various measures we are now adopting, both to encourage export and to economise in expenditure, the population would be quite content to put their shoulders to the wheel in their own work and leave their Government pretty well to their own devices.

In the past it has been thought necessary in the development of the country to create certain developing Departments: thus the Agricultural and Forestry Departments costing £40,000 per year were initiated; Topographical and Trigonometrical Survey, as distinguished from Cadastral Survey, costing £8,000 per annum; and on the top of this an annual expenditure of £15,000 to £20,000 on roads which in many cases were little wanted. If half of this sum had been devoted annually to the gradual construction of cheap tramway lines of the Uganda Railway gauge and connected with it, I think it would have been a far better class of development than the ones we have undertaken.

I will discuss however the whole of these matters in the report which I am preparing. I am quite certain that the people of the country are ready and willing to trust me in policy. If



BRITISH EAST AFRICA

(6)

GOVERNMENT HOUSE,
BRITISH EAST AFRICA.

3.3.10.

this is the case, and I receive the support which you so kindly say will be accorded me from home, I do not think you need have much fear as to the ultimate economic and therefore financial success of the Protectorate.

With all kind regards,

Believe me,

Yours sincerely,

W. G. Plummer

*Best regards from us both
beyond the 175.*

Colonel J. B. Seely,

Colonial Office,

London.