

EAST AFR. PROT.

36750

N<sup>o</sup>. 36760

Recd  
Rt. F. OCT 06

File on Individual.

(Subject.)

File A.F.

1906

5 Oct.

at previous Paper.

20  
1/559

Wharf at Kilindini

Recommended that provision of be deferred,  
and extensions restricted at present to providing  
ample accomm<sup>t</sup> for handling of cargo in lighters

(Minutes.)

Mr. Read

Being the enclosed plan in  
the East Africa Standard, we  
thought it advisable to consult  
Mr. Currie again before tendering  
more actually wanted for  
the deep water part of the  
extensions of the wharves at  
Kilindini. Your rough  
sketch on the enclosed paper  
19315 shows as A, B, & C the  
shallow water wharves proposed  
& D the deep water extension

Copy Currie's plan of 15.10.06  
Copy of memo. C. 2224/16 for 15.10.06

subsequent Paper.  
Holt  
15.10.06

533  
74  
PUBLIC RECORD OFFICE, LONDON

which he now proposes to put  
forward.

It is quite true that the idea  
of having a deep water entrance  
first arose as far as the C.O.  
is concerned, because the  
Magadi Lake Soda people insisted  
on it as a sine qua non  
of their scheme (1894), & that the  
Consulting Engineers previous  
to the development of the soda  
scheme considered the feasibility of deep  
water (see minutes letter of 30/5/04). But  
in the minutes of 1894 in his minute  
on 1894 supported the view that  
the deep water pier or wharf was  
& always had been desirable  
there, although the Soda Lake  
scheme is being first, it by no  
means follows that we should  
not proceed with the scheme.  
Prima facie an additional  
£75,000 is a very small sum

to pay for the patent & other  
advantages of having a <sup>shore</sup>  
steamer can load  
alongside. The objec-  
-tions of the Standard's correspondent  
do not appear decisive against it.  
It must be noted that Mr.  
Currie's letter is not of consistent  
with his minute of 2/5/06,  
as to these estimates the cost  
of scheme C. at £30,000 &  
the extension D. at £50,000,  
while now scheme C. is £20,000  
£55,000 & D. 25,000. Also  
he then said "It is to be understood  
-namely transition scheme C.  
now, & scheme D. later on [and  
is what he now proposes] because  
this will entail the construction  
of the outer retaining wall of  
scheme C. at all well be useful,  
when the further addition was made.  
ask  
through the <sup>Wants to be</sup> Mr. Currie  
to explain the apparent

15617

He has referred to  
the E.A.P.

inconsistency, & also ask him  
to say what free there is in  
the objections of the Pleashead's  
correspondent. We might add  
that it is not very likely that  
the Treasury will allow the money  
for the extension to <sup>be retained</sup> ~~be retained~~ <sup>in the hands of the</sup> ~~in the hands of the~~  
by as he suggests.

(Note that in answer to a question  
by Sir C. Hall in the H of C  
a defunctive five was defi-  
nitely provided)

W. G. P.

Mr. Antrobus.

Before dealing with this particular  
question I think that it would be well  
to take a general survey of the most  
pressing requirements of the Uganda  
Railway & to see what means are available  
for ~~arranging the expenditure~~ <sup>arranging the expenditure</sup> to meet them.

I wish to refer to the funds available,  
the surplus on the working of the Uganda  
Railway for last year was £56,000.  
We have just ascertained by tel. that  
the surplus for the first 6 months of  
the financial year is £40,000. The  
half year which has just come to an  
end in the last one & a half although the  
expenditure is probably greater than the

half year Mr. Currie thinks that we  
shall have at least a surplus of  
£30,000 for the second financial year.  
We might therefore have available  
on the 1<sup>st</sup> of April next about  
£130,000.

But the running capacity of the  
railway is extremely restricted by  
reasons only beginning to be really  
developed. It is true that in 3 years  
we shall have passed from a deficit  
of £60,000 to a surplus of £70,000  
or £80,000, but Mr. Currie tells me  
that at the present time the steamers  
on the Lake are unable to cope with  
the produce awaiting export. Hundreds  
of tons of stuff have been collected at  
the various ports & although the  
weekly call of the steamer at Entebbe  
has been replaced by a 10-day call  
with a view to getting them free for  
the work of transporting the stuff to  
the Railway, it will take <sup>months</sup> ~~some~~  
time off the accumulation. In April  
next the new steamer will be  
launched & there ought to be an  
immediate improvement in the return from  
the Railway; in fact I think it is  
might fairly hope for a surplus of  
£100,000 for next year <sup>if</sup> ~~if~~ <sup>as</sup> ~~as~~  
possible after the new steamer has been  
launched. The construction of a cargo

Steamer will be commenced, & the  
together with the improved facilities for  
loading & shipping at Kildine should  
produce a still further improvement.  
The revenue from the Railway from what  
we have had is it seems doubtful whether  
even three or four additional steamers will be  
sufficient to cope with the increasing  
traffic on the Lake. It is therefore  
probable that in a year or two we  
may be having surpluses of £100,000  
or more.

The most pressing requirements of the  
R<sup>y</sup> at present are:-

(a) The Cargo Steamer for the Lake -  
Sanctioned by the Treas<sup>r</sup> - Estimated  
cost £17,000, which may be increased  
to £20,000 in view of the impending  
strikes. Everyone is agreed as to the necessity of this  
work.

(b) A lowering of the rates on certain  
articles with a view to helping the settlers  
& assisting the develop<sup>t</sup> of the country.

The Treas<sup>r</sup> we at present opposed to  
this, but the Railway authorities are  
strongly in favour of it. Mr. Cairnes  
would like to be given permission to  
reduce rates on certain articles to be  
selected by himself, on the understanding  
that the reduction would not involve  
a loss in gross revenue of more than  
£5,000. The reduction which we have  
already sanctioned the Treas<sup>r</sup> to authorize  
to not appear to have produced any bad  
results, & it is possible that the further  
reductions

It has now been  
at Glasgow & is  
promised for delivery  
in this country in  
March; but I am  
not sure whether  
the order will be  
sent p. 3 of the  
Report on the  
to 1905-6 here

We have received  
which is what  
results have  
been 1901/12

in consult  
when he  
was in the  
country 1872

reductions proposed by Mr. Cairnes might not  
involve a loss but even a gain in consequence  
of increased traffic. In any case the  
amount at stake (£25,000) is not considerable  
& I think that we should approach the  
Treas<sup>r</sup> on the subject, calling their attention  
to what is said in the financial report.

(c) The improvement of the Landing facilities  
at Kildine. This scheme may be regarded  
as consisting of two parts. Firstly, the  
provision of a proper shallow water wharf,  
with export & import customs sheds, &c. &c.  
This work is required in any case, but it  
would involve the use of lightening. Mr. Cairnes  
proposes that the existing wharf should be  
rebuilt on a higher level, & that the  
lighter should be extended & raised  
into deep water, so as to allow steamers  
to come alongside. The financial manager &  
the Consulting Engineer are of opinion  
that for some time to come, we can  
get along quite well with the shallow  
water wharf & the lighter, & it might  
therefore be well to consider whether the  
money required for the extension could be  
devoted to any better purpose, e.g. the  
construction of the broad railway from  
Nairn to Fort Hall, which I think is  
work of pressing importance.

(d) The branch line from Nairn to Fort Hall.  
The country in the Nairn district is now  
being opened up. A successful potato crop  
the whole country has led to the advancing

of that part of the whole country is being rapidly improved. A new port station is being opened in the country which is densely populated & some of the best agricultural land in the Port<sup>o</sup>. It is therefore desirable that the branch line should be built as soon as possible.

The present position with regard to the proposed railway is as follows. We have told the East African Corporation that we will survey the line if they will deposit the cost of the survey (£1,000) that we will survey the line as far as the bay can be reached & considered we can find no indication as to the terms on which the concession would be granted, & that we reserve to ourselves the liberty to dispose of the concession to someone else or to construct the line ourselves. We have had no reply from the Syndicate & it is possible that they may let the matter drop. Personally, I think that the best solution for us, as we have now reached the stage when we can seriously consider the construction of the branch line, is to get out of the surplus a man to head up to a private Syndicate or remunerative enterprise, and

They have no capital Oct 11 see 2794. The principle is to go on with the railway as far as possible.

I agree with you & I agree with you & I agree with you

1000 miles at 5000 a mile

as this branch line is likely to prove & give them a good profit into the bargain.

As stated above our expenses on the 1st (April) next will probably amount to £10,000, out of which we have to pay

£20,000	for the Congo Steamers
£55,000	for the Shallow water wharves
£5,000 (say)	for reduction of rates of the Trans <sup>o</sup> after
<u>£80,000</u>	

It will leave us with a balance of £50,000. By the 1st of October, there seems to be a reasonable prospect that the balance will have been increased to £100,000. Now the cost of the branch line from Nairobi to East Hall, as roughly estimated by Mr Currie, is £300,000 & it is considered that the work would probably occupy about 3 years, so that with a sum of £100,000 available, the work could be begun on the 1st of Oct. next & carried out continuously from the surplus funds which would accrue during the period of construction. Looking to the time which would elapse before the survey was made & considered, the terms of the concession settled & the necessary money raised, it is not probable that the Syndicate could take the field at an earlier date, supposing that it were

...to be carried to the point where the  
congression do not see the force that the  
development of the country would be  
immediately retarded by our waiting until  
we can carry out the work ourselves, & I  
am confident that this is the sounder  
course. If we decide to carry out the  
deep water extension at Kileindine at  
once, this will probably mean that we  
shall have to discontinue the  
making a start with the Fort Hall  
branch until the 1<sup>st</sup> of Jan<sup>r</sup> 1908, as  
£30,000 out of the £100,000 referred  
to above as being available on the 1<sup>st</sup>  
of Oct. next will have been devoted  
to the extension. It seems therefore  
to be a question of balancing advantages.  
If the Soda Lake scheme showed any  
signs of vitality, then it might be  
well to carry out the deep water  
extension at once; <sup>but it looks as if it</sup>  
will be a long time before <sup>the extension comes to</sup>  
any near prospect of <sup>being carried</sup>  
anything, and in any case,  
whether or the Ogden & Salt Lake railway will  
take 2 or 3 years to construct, so that  
we should have ample time to make  
arrangements for the extension which  
would not cost much & could be  
constructed in a few months. I do  
not however wish to express any decided  
opinion as to whether it would be better  
to construct the deep water extension at  
once or divert the money for the  
present to the branch railway, &  
should suggest that we should wait  
before forming a final decision.

...we have had a conference with Mr. George  
Snyder, who will soon be here, & the 779  
Consulting Engineers. For the moment the  
Consulting Engineers have not defined  
sending out the invitation for tenders  
for the deep water extension, but if  
the work is to be carried out at once,  
they should be set to notice again.  
I would not wish to come for the  
explanation proposed by Mr. Ellis, as I  
think that the C. E., with whom  
Mr. Curme has been in constant communication  
during his stay in this country, will be  
able to give us all the information  
we require.  
In what has been stated above, I have  
assumed that the Trust will allow  
us to use the railway surplus for  
new work of a reproductive nature. They  
have treated us liberally with regard to  
the new Cargo Steamer & the Wharf  
at Kileindine, but they have recently  
refused to <sup>approve</sup> a proposal of theirs that  
half the surplus of the railway should  
be applied to the reduction of the  
rent - i.e. said. We are working on the  
principle in the case of the ordinary  
rents of the colony municipalities, but  
I think that it would be a first-class  
policy to apply it to the railway. If it  
is approved, then we may give up all  
hope of constructing branch railways  
for another 50 years to come & it

Do I  
W

ultimately, decided to grant them the concession. I do not see therefore that the development of the country <sup>will</sup> be unduly retarded by our waiting until we can carry out the work ourselves, & I am confident that this is the sounder course. If we decide to carry out the deep water extension at Kilindini at once, this will probably mean that we shall have to defer operations for the making a start with the Port Hall branch until the 1<sup>st</sup> of Jan<sup>y</sup> 1908, as £30,000 out of the £100,000 referred to above as being available on the 1<sup>st</sup> of Oct. next will have been diverted to the extension. It seems therefore to be a question of balancing advantages. If the Soda Lake scheme showed any signs of vitality, then it might be well to carry out the deep water extension at once; <sup>but it looks as if it will be a long time before the requisite amount of money is available for anything and in any case, as the Syndicate railway would take 2 or 3 years to construct, so that we should have ample time to make arrangements for the extension which would not cost much & could be constructed in a few months. I do not however, wish to express any decided opinion as to whether it would be better to construct the deep water extension at once or divert the money, for the present, to the branch railway, & would suggest that we should wait before giving a final decision, unless</sup>

we have had a conference with Col. Hays Buxton, who will soon be here, & the Consulting Engineers. For the moment the Consulting Engineers have not defined standing out the invitation for tenders for the deep water extension, but if the work is to be carried out at once, they should be set in motion again. I would not ask Mr. Currie for the explanation proposed by Mr. Ellis, as I think that the C.E., with whom Mr. Currie has been in constant communication during his stay in this country, will be able to give us all the information we require.

In what has been stated above, I have assumed that the Trustees will allow us to use the railway surplus for new works of a reproductive nature. They have treated us liberally with regard to the new Cargo Steamer & the Wharf at Kilindini, but they have recently referred to a <sup>former</sup> proposal of theirs that half the surplus of the railway should be applied to the reconstruction of the great ~~road~~ <sup>road</sup>. We are working on the principle in the case of the ordinary revenue of the colony unreserved, but I think that it would be a short-sighted policy to apply it to the railway. If it is applied, then we may give up all hope of constructing branch railways for ourselves for years to come & in the

ultimately, decided to grant them the concession. I do not see ~~how~~ <sup>how</sup> the development of the country will be unduly retarded by our waiting until we can carry out the work ourselves, & I am confident that this is the sounder course. If we decide to carry out the deep water extension at Kilindini at once, this will probably mean that we shall have to defer operations for the making a start with the Fort Hark branch until the 1<sup>st</sup> of Jan<sup>r</sup>/08, as £30,000 out of the £100,000 referred to above as being available on the 1<sup>st</sup> of Oct. next will have been devoted to the extension. It seems therefore to be a question of balancing advantages. If the Soda Lake scheme showed any signs of vitality, then it might be well to carry out the deep water extension at once; <sup>but it looks as if it will be a long time before this enterprise comes to anything and, in any case, whether the Syndicate's railway would take 2 or 3 years to construct, so that we should have ample time to make arrangements for the extension which would not cost much & could be constructed in a few months. I do not, however, wish to express my decided opinion as to whether it would be better to construct the deep water extension at once or divert the money, for the present, to the branch railway, & I would suggest that we should wait before giving a final decision.</sup>

We have had a conference with Col. Hayes & Babler, who will soon be laid, & the 779 Consulting Engineers. For the moment the Consulting Engineers have not defended sending out the invitation for tenders for the deep water extension, but, if the work is to be carried out at once, they should be set in motion again. I would not ask Mr. Currie for the explanation proposed by Mr. Ellis, as I think that the C. E., with whom Mr. Currie has been in constant communication during his stay in this country, will be able to give us all the information we require.

In what has been stated above, I have assumed that the Treas<sup>r</sup> will allow us to use the railway surplus for new works of a reproductive nature. They have treated us liberally with regard to the new Cargo Steamer & the Wharf at Kilindini, but they have recently referred to <sup>former</sup> proposals of theirs that half the surplus of the railway should be applied to the reduction of the rent <sup>as is</sup>. We are working on the principle in the case of the ordinary revenue of the colony unreserved, but I think that it would be a short-sighted policy to apply it to the railway. If it is applied, then we may give up all hope of constructing branch railways for ourselves for years to come.



... we must leave the country underdeveloped or make ~~republican~~ more or less wasteful investments with private speculation. We reduced the grant & aid last year from £216,000 to £160,000, & if we can show a further substantial reduction for next year when the estimates are under review in 2 or 3 months time, I think that we should take the opportunity to ask the Treasury to discuss in free hand with a place the whole of the surplus <sup>present</sup> ~~resources~~ at our disposal, it being of course understood that all proposals for new work will be submitted for their approval. If there is not some arrangement of this kind, we cannot very well take steps to carry out ~~work~~ such as arrangements for the carrying out of works, such as the proposed branch from Nairobi to Fort Hall, which <sup>may</sup> take <sup>some</sup> 2 or 3 years to complete.

H. J. R.

10/10

We had discussed this matter with Mr. before during his minute, and I concur in his proposals. All the information that we get about the Soda Lake

scheme seems to show that unfortunately the promoters will not get the money that they require. If they are not going to export Soda, we should certainly postpone the construction of the deep water pier. As to the Fort Hall railway, see 37804.

Wed Oct 25.

I think the general line of policy proposed by Mr. Read is quite sound and altogether in accordance with what any competent Board of Directors would adopt in similar circumstances. It is greatly to be hoped that the Treasury will not be allowed to retard the development of the Railway & of the Country which is the correct way of reducing the annual grant; we are at least as anxious to get rid of that as they can be. I got the Treasury on Mr. Read's minute.

W.L.O.  
25/10

iii minute on  
10/137909  
10.10.29

# East African Standard

721

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## Sept 6

£80,000.

TO THE DIRECTOR OF EAST AFRICAN EXHIBITION.

Dear Sir, Can you give us some official details of the way in which the £80,000 to be spent at Kisumu. I have spoken to many about it and this is what I have heard. The deep water pier is to be built close to the existing wharf. That the East Africa Syndicate has brought its influence to bear in pushing forward the project. That the scheme as at present devised will not benefit Settlers and is wholly in the slightest degree. That the Shipping Agents will not be able to finance the landing or loading charges one pier for the following reasons: (a) The pier will only accommodate one steamer at a time. (b) That the said steamer can only off load or load on one side (c) That the Agents will have to keep up their lights and steam-launches the same as before.

I hear further that it is doubtful under the circumstances whether the Shipping Companies will take advantage of the pier when built and the cost of the two piers, which will be necessary to tow the ship away from the pier before she can turn round, will be prohibitive, and lastly, there is nothing to prevent private enterprise carrying out a competitive deep water wharf scheme at half the cost. A private undertaking would be able to offer greater facilities and cheaper rates to the Shipping Companies than the Railway under the present scheme. I take it somebody will be sorry one day, if the present proposal goes through but who that somebody is I cannot find out as every official disclaims responsibility.

I am, Yours truly,  
"ENQUIRER."

I enclose my Card.

We have written to the Government for Official Information. Certainly the above is the subject of alarm. We have argued for and against the proposal, and we have made a sum of £50,000 on the ground that the water scheme is not for protecting the same deep water pier.

East India United Service Club  
 16 St James Square  
 London

Oct. 5<sup>th</sup>

G. O.
35760
REC'D
REF 6 OCT 06

The Under Secretary of State  
 for the Colonies.

Sir.

I understand that the Magadi  
 railway scheme is not likely to be  
 carried out in the immediate future  
 and that consequently the Uganda  
 Railway will not be required to, at  
 once, provide facilities at Kitindini  
 for handling large quantities of  
 nation.

Under these circumstances I beg to  
 recommend that the provision of a  
 wharf at Kitindini capable of  
 taking a steamer should be

defered and that the extensions be  
restricted at present to providing  
ample accommodation for handling cargo  
in lighters.

It will be remembered that I have from  
the first expressed the opinion that a  
wharf is not at present necessary and  
H. C. the Commissioner and the Consulting  
Engineer have concurred in this view.

The extensions can be constructed so as  
to enable a wharf to be added later if  
required and it is probable that the  
present cost will not exceed £50,000.

The balance of the £50,000 sanctioned by  
the Treasury should be retained so  
that the wharf can be erected whenever  
circumstances render it judicious necessary

I have the honor to be

Sir

Your obedient servant  
W. H. Linn

deferred and that the extensions be  
 restricted at present to providing  
 ample accommodations for handling cargo  
 in lighters.

It will be remembered that I have from  
 the first expressed the opinion that a  
 wharf is not at present necessary and  
 H. C. the Commissioner and the Consulting  
 Engineer have concurred in this view.

The extensions can be authorized so as  
 to enable a wharf to be added later if  
 required and it is probable that the  
 present cost will not exceed £50,000.

The balance of the £80,000 sanctioned by  
 the Treasury should be retained so  
 that the wharf can be erected whenever  
 circumstances render its provision necessary.

I have the honor to be  
 Sir

Your obedient servant

W. L. G.

36760

t. a. f.

00  
14  
18

784

Gray

DRAFT

C. A. G. to

15<sup>th</sup> November 56

Gentlemen

Will refer

to your letter of the  
24<sup>th</sup> September F

283/14

Mr. Read 13 Nov:  
Mr. Antrobus 13 Jan.  
partial visit

Copy sent to Mr. G. B.

I am directed by the  
tail of the same to trans-  
mit to you for your  
info the accompanying  
copy of a letter from  
Mr. H. A. F. Currie, &

Mr. Currie to CO

to inform you that  
H. A. F. has decided that,  
in accordance with Mr.  
Currie's suggestion, the  
part of the scheme for  
improving landing  
facilities at Kilmintire

Copy 36760 of this to  
Amos L. F. w.r.  
today or 35395.