

247 of the ...  
 copy of the ...  
 was ...  
 shall be ...  
 furnished with a further ...  
 report on the subject ...  
 of the ...  
 considered the ...  
 in ...



EAST AFR. PROT.  
 No. 34373

DESPATCH  
 C O  
 3473 485

No. 4844  
 1905  
 Aug 30.  
 Last previous Paper.  
 3323

(Subject)

East Africa Syndicate  
 Pres. & at Kilindini

To copy memo to ... by Mr Burns re: & advise to leaving any more land by the sea, & any facilities that may be required at Kilindini should be provided by Govt. cost of construction would be met by fees dues.

(Minutes)

Mr Contractors  
 23568 asked whether the Govt will allow us to build a pier at Kilindini & we their best endeavours to help us in procuring a piece of land at Kilindini for storage purposes. We asked for the opinions of the Commr & Mr Curran, & see we have them. The answer of the Syndicate is that in the Commr & Mr Curran agree that any pier should be built by the Govt. of the Commr.

Copy to ...  
 Under 546 & 6 Per.  
 Copy to ... to Capt 27/10

adds that he is anxious to leasing any  
more goat land at Kibera dune: so the  
E. A. Syndicate must apparently  
obtain their land for storing their  
stuff in the open market

As to the price the Commr. & Mr.  
Currie agree that whether the soda  
schemes goes through or not, a price  
should be constituted by the Govt.

There are also by J. H. Parkman  
for this work & that of Major Pringle  
& that of Mr. Currie

These two are briefly compared  
by our Consulting Engineer in  
our letter of 30/5/04

The former is much the larger, involving  
a wall 1000 ft. in length &  
a total excavation of 1000  
There is no reliable estimate  
of the cost of this.

The latter has guns (of 12 inch diameter  
the plan here was really) only about  
300 feet of waterway, but the  
cost may roughly be estimated  
at £30,000 & it is recommended  
by the Consulting Engineer as likely  
to suffice for the needs of the port  
for some time to come. (N.B. they  
did not know of the Soda scheme

FO 010  
by King

found this  
last page of  
Mr Currie's  
letter

when they write this) 186

Neither scheme in its present shape  
contemplates deep water piers or  
wharves - the loading & unloading  
will have to be done by lighters

I think the first thing to be  
done is to write to the  
Treasury, with refer to the  
last para of their letter of 17 Aug, &  
sending copy of this & of the  
C.E.'s report, saying that Mr.  
L. concurs in the view that, whatever  
loading facilities are necessary  
at Kibera dune, should be provided by  
the Govt, & ask whether they are  
prepared to consider favourably  
the charging of such a scheme  
against Railway Capital funds  
& that, if so, Mr. L. will take steps  
to procure more detailed estimates  
of what is necessary.

I should say nothing about  
the water scheme at present

W. B. Burdett  
27/9  
to proceed. W. B. Burdett

Discovery, who is now in the  
set which deals with one  
work was at Ketchikan  
the other day on his way  
home from Natal, and tells  
me that he was much im-  
pressed by the need of  
a wharf of some kind.

W.H. 10/1

34373  
REC 25 SEP 85

Commissioner's Office,

Mombasa,

August 30th 1905.

20/11

EAST AFRICA PROTECTORATE.

No. 484



Sir,

✓  
23568  
Currie  
18th  
Plans

I have had the honour to receive your despatch No. 305 of 18th ultimo enclosing correspondence which has passed between you and the East Africa Syndicate on the subject of the proposed construction of a branch line from the Uganda Railway at Kiu to Lake Magadi. In obedience to your instructions I have called upon the Manager of the Uganda Railway for his views as to the facilities which may be granted to the Syndicate for building a pier and acquiring land at Kiliqini, and I transmit herewith a copy of his Memorandum on the subject with enclosures.

2. I agree with Mr. Currie in thinking that any facilities that may be required at Kiliqini for general traffic should be provided by Government, and I am adverse to leasing any

more

Principal Secretary of State

for the Colonies,

Downing Street,

LONDON.

No. 23568

34-20.3-75

more land by the sea. In fact, except the land which is considered railway property, only a small plot is now owned by Government, the remainder belonging to private persons, e.g. Lingham and Grogan, Smith Mackenzie and Company, Dewi Jamal, the Eastern Telegraph Company, etc.

5. You will observe that Mr. Currie is in favour of a pier being erected at Kilindini, and as he states, owing to the greatly increased traffic on the Railway, the time appears to have now come for undertaking one of the two alternative schemes which he mentions, viz: the one contained in Major Pringle's report, or the one forwarded in my predecessor's despatch No. 148 of March 14th 1904.

*F. J. Harper*  
*335 SA*

4. I am of opinion that if a pier is to be built it would be well to provide one capable of taking a vessel alongside in order to save the enormous expense of loading and unloading lighters. The cost of construction would be met by charging pier dues.

5. The question of a water supply for Kilindini, which Mr. Currie has raised, is a difficult one. As you are doubtless aware, this matter has been reported on by various people, and perhaps the best authority would

*F. J. Harper*

100,000

Boyle, R. B. estimated that it would cost nearly one hundred thousand pounds. (Vide letter from the Crown Agents for the Colonies to the Foreign Office April 11th 1900). This estimate has since been considered rather excessive, but the construction of water works and the provision of a supply of water from the Shimba Hills would doubtless cost at least sixty thousand

100,000

~~pounds~~

I have the honour to be,

Sir,

Your most obedient,

humble servant,



(In the absence of H.M. Commissioner)

3

C.O.  
34375  
25 SEP 09

490

MEMORANDUM.

The most feasible site for a pier at Kilindini with easy access for the railway, is on Railway land. Numerous parties have within the last two years made applications to you for the lease or sale of part of this land with a view to erecting a pier or wharf, and on all such applications - as have been passed on to me for remarks - I have strongly urged that no Railway land at Kilindini be alienated.

In my opinion any facilities that may be required at Kilindini for general traffic should be provided by Government.

In this connection I beg to refer you to pages 30, 31 and 32 of Major Pringle's report - printed as East Africa Confidential No 3, Section 3, November 4, 1905 - and to my letter No. 65/24 dated 12th March 1904 to Sir C. Elliot. (The boundaries of Railway land are shown in dotted lines on the plan - enclosure 8 to Major Pringle's report).

The reasons therein advanced for providing increased accommodation at Kilindini are now much more forcible than they were when those letters were written. Since then our traffic has greatly increased and I am now constantly receiving complaints from the Shipping Agents about the want of facilities at Kilindini for dealing with consignments. In my opinion even without the natron traffic the time has come for undertaking one of the two alternative schemes referred to.

The Consulting Engineers' remarks on these schemes are contained in the enclosure to Foreign Office despatch No. 354 dated 18th June 1904. I regret I have not had the leisure to revise the figures and being so short of engineers I have no one at present I can put on to do it.

However

COPY.

Mombasa  
STR. D. STEWART.

No. 484

Reference C. O. Despatch No. 107 of  
July 1904 & our despatch  
No. 14 of March 1904.

Inclosures - 2.

Received

by bag

*E. A. Sweeney's application  
for land for a pier at Kilindini  
& Mr. Kinnear's memo*

490A

However as soon as I hear that the Colonial Office have decided that the necessary facilities will be provided by Government I will again go into the question. I assume that for the reasons given by the Consulting Engineers it will not be necessary to have a pier capable of taking a vessel alongside, all that will be required is ample rail and shed accommodation with efficient facilities for loading and unloading lighters.

The short line shown as A B on Major Pringle's plan is in hand and about  $\frac{1}{2}$  of the excavation has been completed.

I can only add that I am still in favour of my own scheme which is certain to be much cheaper than Major Pringle's and will I believe provide all the facilities that will ever be required.

I enclose ferro-type copies of the plans of the two schemes. The one signed by Mr. Anderson is Major Pringle's, the other headed "alternative proposal for wharf" and signed by myself is my scheme. This latter scheme will require considerable revision (there are now no 80 lbs. rails left to form the proposed pier) before it could be undertaken but it is probable that about £ 30,000 would cover the cost of its execution.

This question brings up another viz: the water supply of Kilindini. At present all fresh water is taken from the locomotive well in Kilindini yard which is barely able to cope with the existing demand. We must either pipe water into Kilindini or sink another well near Kilindini. The first proposal is a big undertaking about which there has been considerable correspondence since 1901. The latter, whilst costing a comparatively small amount, will only afford a very limited increase in supply but probably sufficient to meet actual railway requirements.



Comme to let  
34273

491

20/11



DRAFT.

The Secy to the  
Treasury

MINUTE.

- Mr. ~~Whe~~ 9/11
- Mr. ~~Head~~ 8
- Mr. Antrobas. 9
- Mr. Cox.
- Mr. Lucas.
- Mr. Graham
- Sir M. Osmannoy.
- The Duke of Marlborough.
- Mr. Lyttelton.

29803

11 November  
 Sir  
 Will refer to the list  
 here of your letter 14608/08  
 of the 17<sup>th</sup> of Augt. I am  
 directed by Mr. Secy  
 Lyttelton to transmit  
 to you, to be laid before  
 the L.C. of the Treasury  
 the accompanying papers  
 of course on the subject  
 of the proposed Bill  
 at Kensington in the  
 E. A. P.  
 It appears from the  
 Mr. Lyttelton's message  
 in Mr. Jackson's  
 opinion that it is

Old to P. P. No. 404 30 Augt.  
 (Corrected and hand)  
 Messrs. Rendel & Robinson to F.O. 30 Augt. 1917

Lyttelton 5466 B

11-13-1917

2031 13

landing facilities are  
required at Kilmahon,  
to be supplied by  
the Govt, and he is  
also disposed to agree  
with the Genl. Manager  
of the Railway that  
additional facilities  
are required ~~at the~~  
vicinity of the lower  
downs of the tra-  
naction traffic.

It will be found that  
the scheme recommended  
by the Consulting Engineer  
in 1904, before the  
time for developing  
the water had  
been ~~formulated~~ formulated,  
provided remedy for  
a still water

which involving the con-  
tinued use of lighters.  
Through stimulus  
the cost of the scheme  
was £30,000. 492

Mr. Jackson, however,  
expressed himself in  
favor of a deep  
water pier alongside  
which ocean-going  
vessels could  
lie, and it seems  
probable that, if the  
road traffic is  
established, & developed  
in the manner antici-  
pated by the project,  
a larger volume of  
the nature would  
pass the same amount.

Mr. Lythell  
would be glad to  
learn whether the  
it would be safe  
to construct the pier

balance of the Capital funds  
 of the Railway on the  
 provision of better looking  
 facilities at Kilmorie &  
 if so, he would prefer  
 to obtain more detailed  
 plans & estimates of  
 the cost of (a) a deep  
 water pier & (b) a  
 wharf & pier including  
 the use of lighters, and  
~~what is the receipt~~  
 to submit the matter  
 again for T.C.'s consideration.  
 The cost of obtaining  
 these plans would be  
 likewise debited against  
 the Capital account of  
 the Railway.

17 NOV 1885

J. G. ...  
 (20) ...

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# END

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