

EAST AFR. PROT

13194

13194

Cranworth Park

1914

Kenia Forest Concession

9 Apr

Regards

Kenia Forest Concession

Mr. Read,

I have thought it best to keep this for you & Mr. G. Tucker. Mr. Lloyd called on the 11th and told me that Lord Cranworth had been "pumping" him about the Kenia Forest project & had subsequently asked whether he might quote some correspondence in writing to Mr. C. about a Kenia railway. Mr. Lloyd replied "Certainly not". He expected that Lord C. would soon put forward a proposal for a Kenia railway on the same terms (as in the 1st case) as proposed.

Full name of person

Full name of person

(then) as the Union League proposed
 He is ^{not} opposed that the Protestant
 cannot sit present here both,
 in addition to the new house
 changes, and suggestions of change
 but the Protestant, with both
 projects before them, would expect
 both. He wanted a pledge
 that the Union League would
 all be obtained could be
 nothing on hand. I said I
 could give it (making it
 clear that he would be entitled
 to talk over with anyone as
 regards them) and that
 in addition that if a Protestant
 was not out of our present
 past business, would not say
 both, but our present would
 have priority
 - I said he would be entitled to vote
 in such that he other Federal
 of the Union should be agreed to
 until he or the present
 arrangements had been
 completed. It has not yet
 done so
 - He Lloyd is not present
 Captain is not present

ability to put the thing through, but
 clearly he would be allowed to
 formulate his proposals?

G.C.S. 18/4/14

Dr. G. Fisher

You have seen Mr Lloyd & he
 is not satisfied - but we must find
 out the interests for which he
 was

H. J. R.
 20/12/14

I had to tell him when it was a
 matter for the time for. I feel sure
 that if the Union League and a line
 of business were in competition the former
 would have preference - the general interests
 of the party

You have to let the Board in
 and make it clear to them
 Dec 20. 14

H. J. R.

22. 14

matter from
 Treasurer
 and dated 12/14

Geo. H. J. R.

Mr. G. Diller

Lord C. seemed to tell me at the beginning of the week. The gist of the message was that he would not know whether it was the policy of the Govt to keep railway construction in the S.A. entirely in their own hands or whether they were prepared to allow railway construction by private enterprise. If the latter some funds of his would be prepared to put up £500,000 for the extension of the Thika branch to Ngara via Fort Hall - a distance of 80 or 90 miles (the deep level) - would they do the extension themselves - or would require no subsidy of any kind from the Govt. I promised to lay the matter before the authorities & let him know the result. He said that Ngara was a real district & that the Govt. should pay for the start.

Mr. G. Diller called a day or two later. He said that while Lord C. would raise £500,000 or, in any case, it was evident that he was not free much aggrieved if another scheme was brought forward which his own was more serious - he referred to a difficulty which had also occurred to me, namely the labour difficulty of this area. This unexpected interference I had called ~~at~~ at the beginning as they were ~~at~~ at the beginning.

inspection of the country, & it is my actual
 finding that we know what that line was to be in the
 case of the Madras & Mysore extension; but we
 have built the 30 miles of line from Narsipatnam
 to Thiruvananthapuram for about £50,000 & I do not
 see why the 30-40 miles from Thiruvananthapuram to
 Tuticorin could not be built for £170,000 or less.
 The whole lot of 70 miles to be laid out
 by the new line the first line from
 Pondicherry to Tuticorin
 & back to Mysore depending on 1,000,000
 including
 running Tuticorin & Mysore to be from
 the total distance of the rest of the work
 to be done. The total cost 2,000,000
 to be spent on the Madras Tuticorin
 extension & the Mysore & Tuticorin extension
 The same to be rather a lot to spend
 on a road with which a railway already
 complete for 30 miles & with which in a
 few years a railway may compete for the
 whole length.

J. R.
 1/11/14

I agree with the Board that the (1) and
 strong financial objections against long term
 and present to make the necessary provision of
 the main line.

1/11/14
 5-14

I agree with what is proposed here

but I am beginning to be seriously ~~concerned~~
 about the future of the Uganda Ry &
 Kileleshie port. What tonnage can
 be expeditiously handled at Kileleshie
 when the proposed alt^s are carried
 out? And what ~~is~~ ^{will} be the main ~~obj~~
 when the crossings are completed, be
 capable of handling? Suppose over
 200,000 tons will be carried this year.
 What is the maximum a single line
 will do? I gather the port is likely
 to be the difficulty during the next
 four years; but it w^d take L'Oranville
 a long time to get the money together
 build his railway. It is really annoying
 to have to refuse to make branch lines
 ourselves or to let others make them
 because we are afraid of the increase
 of traffic. I can't get over the Road's
 (2) & (4); but I am convinced we ought
 to be looking ahead so far as to enable
 us to decide where we shall be crippled
 next & how we can best remove the
 particular things that are likely to
 cripple us.

6.20.5.141

I agree with the road, and I'll suggest

8.11.141

GRUNDISBURGH HALL
WOODBRIDGE,
SUFFOLK.

April 28th. 1914.

H.H.'s Under Secretary for the Colonies,
(BRITISH EAST AFRICA)

Downing St.
LONDON.

RECEIVED
25 APR 1914
COL. OFFICE

Sir,
Some ten days ago I had the honour to write asking for an interview with regard to railway extension in East Africa. I fear that this letter must have miscarried and therefore beg to repeat my request.

I have the honour to remain,

Yours faithfully,

Crawthorn

Stephens, Grandborough
Stam. Buildings

Grandborough Hall,
Woodbridge,
Suffolk

12 106

13 104

April 5th

Sir

I thank you for your
letter of the 5th inst.

The question resolves itself, to
a great extent as to what
terms the Government are prepared
to allow private enterprise to
construct a railway.

CY 13794 Lab

SS

17/4

The Lord Chamberlain

25 April 1914

My Lord.

I am etc. to acknowledge the receipt of your letter of the ^{19th} 22nd of April requesting an interview on the subject of railway extension in ~~London~~ East Africa, and inform you that Mr. H. J. Read of the E. African Dept. will be glad to see you, if you will call at the Col. Office on any

at 24/4/14
Read 24/

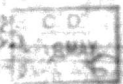
2

may wish to add
nothing as to
my return
deed

by not out (except
Saturday) between the
hours of 3 & 4 p.m.

I do however regret
the delay which
has caused in answering
your letter of the 21st
of April.

C/13196 East



DRAFT

The Lord Cramworth

Amesbury
1-6-99

1 May 1914

Dear Lord Cramworth -

MINUTE

Dec 7/14

Mr. *Atkinson*

Mr. *Read* &

Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Emmott.

Mr. Harcourt.

I have put before the authorities here the substance of our conversation about railway extension to Nyoni.

Would you now be good enough to state in writing what you saw & saw in the subject?

Your statement can then be submitted

Mr. Gault
Mr. Read's signature

for the Governor's consent; but you will
^(understand) that of course this does not
in any way imply that your
proposal will be agreed to.

Yours sincerely