

EAST AFR PROT

13194

13194

Received by

1914

9 Apr.

Last previous page

Kenia Forest Commission

Report on

To Read.

I have thought it best to keep this for you, big trouble. Mr. Lloyd called on R.A.F. and told me he had heard from you. He was jumping "him" about the Marin girls project & his language was rather the night quote. He was apologetic & willing to do what he knew, anything. Mr. Lloyd's reply "nothing and nothing". He expected that had C. written him for and a proposal for Kenya sailing on the same day (as far as I know) would be done.

then) as Mr. Mann's plan proposed
He suggested that the Protection
could at present bear both,
in addition to the new loan
charges, and suggested a plan
but he left early, did little
proposing before them, and refused
that he could - assure
that the money necessary would
not be obtained until his
return on April 1st (as they had
done that on one's arrival
to take care with a anyone or
anybody there) but still I
mention that, if a budget
be made, it may find that
these amounts are not very
large, so far as protection and
loan financing.

Then, he desired to make
a note, that as the balance
of the loan should be agreed to
with him on financial
arrangement, had been
completed. It has not yet
been done.

He stayed the night and
left on the 2nd morning.

ability to put the things through, but
during his stay he allowed time to
formulate his proposals?

6.C.B. 18/4/14

Dr. G. Field

You have seen Mr. Lloyd - he
is not satisfied - but we must find
and pay the interests for which he
was

A. J.R.
20/4/14

I have written to him to say -
matter for the loan first. I feel sure
that, if the loan given by us a loan
of \$100,000 is completed in full
within six months - the general account
will be paid.

Very kind to let me know
what you think him.

Re 22/4/14

Mr. 22/4/14

\$22 4/14

yes for 22/4/14

Mr G. Dillier

Lord C. used to see me at the
beginning of the week. He gave me the
news in that he intended to
know whether it was the policy of the
Govt to keep railway construction
to 1921 entirely in the hands of
states they were prepared to allow
any contractor by small enterprises
of the states some power of the railroads
be prepared to put up £500,000
for the extension of the Thika road
to Nyandarua. Govt will - a distance
of 80 or 90 miles (the deep basin) -
would hardly be between themselves -
would require no slippage of any
kind from the Govt. I passed to
Mr. Mather before the authorities
settled on for the result. He said
that Govt was in full intent & that
he had been doing from the start.

Mr G. Lloyd called a day or two
later to call Mr. Dillier and C. and
gave £800,000, - my info. It was
evident that he at first much opposed
of another scheme we brought forward
as our own man would - who refused
to a different which had also occurred
to us, namely the later differently if
the one ^{at first} the competing enterprises
had been ~~assisted~~ ^{at first} at the beginning
as they must have done.

(1) It will probably prejudice our
negotiations with Mr. Lloyd. You should
let me know what you think.

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(2) We are probably going to have very
great difficulty, as it is over the labour
question, in view of the big programme
of public works which is to be carried out
in the near future & of the increasing
demands of the settlers. The Govt.
appear to contemplate imported labour
for the deep-water wharf & the Nelson
dunical stone, but it is extremely improbable
that a view of public opinion - like
the idea just mentioned - may restrain
of the adoption of such a system - & in any case, we
do not want to further import into
by removing the idea element in the

S&P ^{along with}
(3) I think that the action of the
populists between the Tukia
& Fort Hall should be a just basis.
The Tukia line ought to be
relocated westwardly so Fort Hall to
move & possibly to the Bear River
bank; with a view to tapping the
Kamchatka to facilitate the
transport of labour from the country
adjoining, & also all things to
be done in connection with the northern

function + & facilitating trade and
commerce - also the work of administration

(4) I am afraid that we understand
countries we are going to have for
all of traffic - carrying the staff which
is offered to the Uganda Rail + far
more trouble in dealing with it at
Makindu port. They appear from Mr.

Taylor's recent letter, to be reply
reaching the limit of the ports
capacity + we can scarcely hope
for any ~~well~~ ^{well} relief from the new
staff for another 6 years. This
will no doubt be a considerable
necessity in the present traffic of
the R.R. owing to natural expansion +
the S.S.R. + Uganda with a present transport
problem - the Uganda traffic - one
to start a day + after they had
the rail put + will struggle at effort
extremely. It will add £ to
construction + to railway staff - if a
bit off of the ~~more~~ ^{more} ~~less~~ ^{less} road has
begin to give no traffic, I fear that
this will become.

I do suggest that D.R.L. make to
and C. + ask him to state + say
what he said + we say that if
he will do so, we will cancel the port

in the next 30
years

but that I will of course understand
that this does not in any way imply
that the proposal will be agreed to
- then when he has sent a his letter
we had better agree it to be ¹⁰⁰ ~~so~~ giving
him a strong hand + the sense of what
I have stated above?

[At this conclusion I must say that I
hope that the Thika line will be
~~longer~~ extended to Fort Hall as soon as we
have got no other commitments out of
the way. The distance is only 30 or 40
miles + as I have stated above, the
line quite apart from the fact of the
topping to some extent the reliable Ngong
district, would be a valuable one for other
reasons. In the last one ~~say~~ ^{say} ~~last~~ ^{last} 4891/3]

Mr Taylor for the cost of an extension
from the Thika to Mt Kenya (60 miles)
as £200,000 - to which offering two
per mile of land to be added if new
rails were laid - (say) £250,000.
allowance - the cost of the Thika - Fort Hall
section again per mile £ $\frac{2}{3}$ of £1000
(this - say) £200,000. Mr Taylor says
that he would like to see a band of fire.

forwards + so facilitating trade with
 Abyssinia - also the work of about 2
 months in our favor to have ^{in the next 2}
 100 ft of rubble - carrying the stuff which
 is offered to the Afars is a far
 more trouble in dealing with it at
 Melkadem fort. They appear from Mr.

Taylor's recent letter to be rapidly
 reaching the limit of their power
 capacity - we can hardly hope
 for any real relief from the new
 chief for another 6 years. There
 will no doubt be a considerable
 increase in the present traffic of
 the R.R. owing to internal expansion in
 the E.A.P. - together with a great tourist
 population - the present traffic - due
 to start in Sept + unless they have
 the road built + will struggle at effort
 Melkadem actually. I will add C.R.
 connection - the railway stuff - taking
 the top of the road which has
 begun to form a traffic, I fear that
 there will be delay.

So far off set £320 worth to
 land C.R. cost £340 & rice + barley
 what he paid + we say that if
 he will do so, we will do it the fair
 way

but that I will of course understand
 that this does not in any way imply
 that the proposal will be agreed to
 - then when he has sent in his letter
 we had better refer it to the P.C. giving
 them a strong lead + the sense of which
 I have stated above?

[In this connexion I must say that I
 hope that the Thesi line will be
 extended to Fort Hall as soon as we
 have got our other commitments out of
 the way. The distance is only 30 + or
 miles + as I have stated above, the
 line would open for the fort by the
 tapping of one vital the valuable Nyan
 district, would be a valuable one for the
 roads. In the last case a sum ~~of~~ £^{100,000} /-
 to Taylor for the cost of an extension
 from the Thesi to M'Kemie (60 miles)

is £200,000 - I will offer £200
 per mile of line to be added if our
 roads are built in (say) £250,000
 altogether - the cost of the Thesi - Fort Hall
 section - up to present £^{100,000} /-
 this - (say) £700,000. Mr Taylor says
 that he figures £2,500,000 but I have

imposition of the country & not a very actual
truly we know what that will come to - the
cost of the main branch extension; but we
have built the 30 miles of line from Nairobi
& Thika for about £60,000 a mile &
so why the 30-40 miles from Thika to
Nariobi will cost us £70,000 or less.
But still will not be built for £70,000 or less.
The whole lot of 1000 lots to be divided up
by the new law the price is not down
and for Nairobi to 2nd
a half a year depending on £60,000
settling
running 2nd with a year to a few
to 1st section. Third will not
be imposed on the land over £60,000
to 2nd - the 1st will not be imposed
on the same to be with a lot to that
or not with which a railway already
is made for 30 miles & with which is
imposed for 30 miles & with which is
for you & riding may expect price
the cost of

* 2 R

17/1/14

I agree with Mr. Read: that the 1st & 2nd ad
strong practical objections against being over
set price to enable the buying power of
the main line to go

as proposed to 5-14

from what is proposed for

111

but have beginning to be seriously concerned about the future of the Uganda by the Kilindini port. What townships can be expeditiously handled at Kilindini when the proposed alterations are carried out? And what ~~is~~^{will be} the main difficulty 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 will take L'Dawson a long time to get the money together to build his railway. It is really annoying to have to refuse to make branch lines ourselves or to let others make them only because we are afraid of the increase of traffic. I can't get over the Roads (2) & (4); but being convinced we ought to be following 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.

Oct 20, 1914

I agree with you read and will support

April 23rd.

1914.

GRUNDISBURGH HALL

WOODBRIDGE,

SUFFOLK.

H.M.'s Under Secretary for the Colonies,

(BRITISH EAST AFRICA)

Bonning 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,

Crawforth

~~1~~ 105
Borough, Grinsteadshire,
Surrey Buildings

Grinstead Hall,
Woodbridge,
~~Suffolk~~

12:106.

13:94

April: 5:

Sir

I thank you for your
Circular

Letter of the 5th inst.

The question involves itself

a great deal as to what

now H.M. Government are prepared

to allow private enterprise to

construct a railway.

in next morning while
in with him most
of evenings got to know
many people very
well and we were all
most in touch with
each other and
very happy.

Aug 20th - Grandisburgh Hall,
Woodbridge, Suffolk

naturally of course the
next day.

Any time during Monday.

Sunday will be concert
by myself.

By J. Ballou

Cawston

Cl 1344 Sab
SD

Dr. P.

Mr. Landbeamath

of 24/4/1914

and 24/4/

D

way with Dade
going on to
my time's
act

25 April 1914

Very low -

I am etc. to advise the
receipt of your letters of
~~the 22nd & 23rd~~
the 22nd & 23rd April requesting
an interview on the
subject of railway
extension in Beaufort
out area, and inform you
that W. H. Read of
the S. African Dept. will
be glad to see you,
if you will call at
our Col. office on any
evening

day just out (except
Saturday) between the
hours of 3 & 4 p.m.

I'll forward report

describing the story about
the man who answered
your letter to the
"Independent".

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C/ 13194 Tab



DRAFT

The Lord Cranworth

April 1st 1919

1 May 1919

Dear Lord Cranworth -

MINUTE
Recd 11/5/19

Mr. Armstrong & Son
Mr. Read &
Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Bennett.

Mr. Harcourt.

I have put before
the authorities here the
 substance of our con-
versation about military
 intervention to Nyoni.

Would you now be
good enough to state
exactly what you have
done on the subject?

Your statement can
then be submitted for

for all Governor's cousin; but you will
understand that this does not
of course, this does not

in any way imply that your
proposal will be agreed to.

Yours sincerely