

1934
23287

1934
23287

KENYA
CO 533/451

Reports on the Mining Area.

Previous

3002/35.

Subsequent

no 25526/50

leg 297	29/1
Room 309	1/0
In transter	1/10
De Nord	2/10
St. C. 0276/10	3/10
Exp. trapping	4/5
R 297	14/0
Room 309	1
298	20/10
297	9/1
Room 309	
297 R 297	

C.F.
Roads:-
Nominal:-

Major G. Alexander (i.o) _____ 27 Sept. 44.

Encs. a copy of a letter received from their representative in Kenya in which he points out that the roads in the mining areas are in such bad condition that progress of development work is becoming hampered. Enquiries whether overtures by the mining cos. concerning a loan or grant in aid for expenditure on roads suggested therein would receive favourable answer.

2 To Major G. Alexander (i.o) _____ 28 Sept. 44.

The suggestion is -

- (a) that the roads in the mining area should be completely reconstructed at a cost of £100,000
- or (b) that the railway should be extended from Butere to Kakamega at a cost of £100,000.

I annex a rough sketch of the mining district showing existing roads and the position of the railway.

It appears from Mr. Bayne's letter that the Executive Engineer, P.W.D., at Kisumu has persuaded the Public Works Department to submit a case to the Kenya Government for the construction of all-weather roads in the mining area but we have heard nothing of this from the Governor.

No/ 3007/53.

We know that the roads are practically earth roads and soon become impassible under heavy rainfall. But it is obvious that Kenya could not contemplate the expenditure of £100,000 from revenue or from loan funds on the construction of all-weather roads for the benefit of the mining industry. As regards expenditure from loan funds, it would seem from the report of the ^{Sub}committee on the ^{est}Estimates for 1954, that only £4,000 of loan funds allocated to road construction remain unexpended. Incidentally, improvements costing

See page 15
Report of the
Committee

2007/33

23,000 were carried out on roads in the mining area during 1933.

The question of a ~~loan~~ grant-in-aid from the British Government would ~~also~~ appear to be out of the question, but possibly the C.D.A.C. might be prepared to consider a grant for the purpose, provided the industry were prepared to assist in some way.

Left had the fact of Kenya are aware of the need for improving the roads in the mining areas, but that their resources are appreciable that the Govt would be unable to assist at a time when will regard to the suggestion put forward, without consulting the Govt of Kenya. It is being considered accordingly. City comes to finance, by means of loan.

We can't even send the cable till we know the Governor's attitude

? As proposed
[Signature]

This kind of thing simply won't do. If Sir Ronald Williams wants to bring matters about roads in Kenya to the notice of Government, the place to do it is in Nairobi and the appropriate way to do it is by addressing communications to the Colonial Secretary or the Director of Public Works. It is probably,

however,

however, beyond hope that in the case of Kenya we shall ever be able to persuade people of the proper way of going about things. The mining companies have no business ~~whatever~~ to take the matter up in London but, things being as they are, they will no doubt try.

It is, of course, the case that the roads, to give them a courtesy title, in the gold field area are not up to the wear and tear of heavy traffic. They were not built for heavy work and it would be a difficult and costly matter to bring them up to the necessary standard to carry heavy lorry traffic. Unfortunately ~~it is hard to see~~ why Government should specially desire to expend money on road development simply in order to help the mining industry. If the gold miners are really able and willing to develop the ~~area~~ ~~area~~, they can do so. The Government can help by reasonable expenditure on roads but at the present time Government has not got the money and there is no hope whatever that more money will be made available for road improvement in Kenya.

As the enclosure says, it is out of the question for the Kenya Government to provide the necessary sum from revenue but there is no other source from which it can be obtained. It would be wrong of Kenya to raise a loan for road development for this purpose and I cannot see the British tax payer ~~wanted~~ a grant-in-aid for the purpose.

With regard to the possible extension of the railway, I cannot see any chance of that proving acceptable in any event. The railway is sufficiently overburdened as it is with branches which do not pay and to construct a branch simply in order to help out a gold field which, by the nature of things, will not last for ever, would not be justified.

I think then the answer can be much more

definite

Meeting to discuss the Kenya road situation to the Governor to be held in Nairobi. The Govt. will be asked to consider the possibility of a grant-in-aid for the purpose.
S.O. Colm.
1.1.

definite and more stand-offish and I submit a draft. I cannot see the Colonial Development Fund assisting in a matter like this, they would say it is purely a local palaver.

J. F. W. Hunt
3-10

W. H. B. 3.10.34

[When Mr. Payne says that the Nyanga Province has money to spare, I am afraid he means that native taxation should be used to build main roads]

At au
J. H. M.
4/12

Rec'd. for colt
1000/-
50/-
1/10

3 To Nyanga District Alexander (100) - received - 10 Oct 34.

for Nyanga District Alexander (100) - 10 Oct 34.

RECEIVED UNDER STATUTE No 3 vouchers checks for action taken.

100/- ? sent by
Group G. Sir Payne
Hunt
C. J. Payne
10.10.34

By Bag 5 To Sir of Nyanga (2001.34 10) etc done 20/10/34
10/10/34

Reply to No 6 has not yet been received, but in view of correspondence on 20326/34? no further action is necessary.

J. F. W. Hunt 9.1.35
By 297
Mr C. J. Payne 197/35
J. F. W. Hunt
10 Oct

J. M.

20207/34

C. O.

Mr. *Erasmus*
Mr. *Erasmus*

15/7/34
15/7/34

4/ to Sir J. Mackay's signature

Mr.
Mr. Parkinson
Sir G. Tomlinson
Sir C. Bottomley
Sir J. Shuckburgh
Permt. U.S. of S.
Parly. U.S. of S.
Secretary of State.



20 Oct. 1934

Dear Sir

You will see from the enclosed copies of correspondence that Sir Robert Williams has been making private representations with regard to the State of the roads in the mining area in Kenya.

The suggestion put forward as, I fear, quite desirable and Major Alexander, who writes for Sir Robert Williams, has been told so. Nevertheless I should be glad if you would let me know, in due course, what proposal there is of doing anything to help the mining Companies
yours sincerely
(144) J.H. Moffat

DRAFT.

Sir Joseph Byrne,
G.C.S., K.B.E., C.B.

To Major Alexander 27/9/34 (No. 1)
From "O.S. (New)" 10/10/34 (No. 2)

FURTHER ACTION.

C. O.

83287/34.

Mr. Flood. 3. (b)

Mr.

Mr.

Mr. Parkinson.

Sir G. Tomlinson.

Sir C. Bottomley. J. 10.

Sir J. Skelton.

→ Perm. U.S. of S. X 4/10 fj

Parly. U.S. of S.

Secretary of State.

Downing Street,

10th October, 1934.



DRAFT.

MAJOR ULICK ALEXANDER, C.M.G.,
C.V.O., O.B.E.

Dear Major Alexander,

I have now looked into the matter of the roads in the mining area of Kenya about which you wrote to me on the 27th September. It is, of course, the case that the roads were not designed to deal with heavy traffic throughout the year, and I can well imagine that their condition in the wet season must be impossible. I think however, that the Colonial Government is perfectly aware of the need for improving the roads where the traffic warrants it and the correct course to adopt is to communicate, not with anybody in London, but with either the Colonial Secretary or the Director of Public Works in

⑤
copy to Mr. J. Payne

FURTHER ACTION.

Nairobi.

Nairobi. There is no point in approaching any authority in London.

I note from the enclosure to your letter that it is suggested that a sum of £100,000 would be sufficient to provide permanent all-weather roads but I very much fear that this sum is at present altogether out of the capacity of Kenya to provide, and it is out of the question for Kenya to attempt to raise any further loans. A grant-in-aid from the Colonial Office is also out of the question. The Colonial Office has no funds to make grants and any funds to be provided from this country would have to be provided by the Treasury and voted by Parliament, and I think you will agree that there is not much prospect of that. It is very doubtful whether a railway extension would be justified since it can only be supported on the grounds of the gold field traffic and when that is done the extension would be left in the air. At the same time, while I set out these

C. O.

Mr.

Mr.

Mr.

Mr. Parkinson.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Permt. U.S. of S.

Parly. U.S. of S.

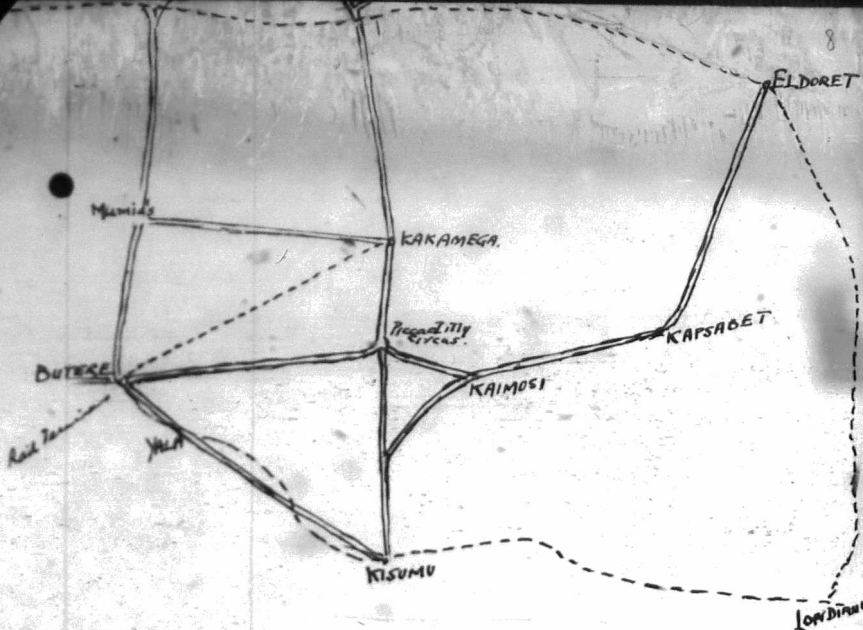
Secretary of State.

DRAFT.

7
these various considerations. I do not want
you to think that I am turning down the idea
of improving the roads in Kenya where
possible and I am accordingly sending a
copy of the correspondence to the Governor
and asking him to take it into consideration
and let me know in due course what prospect
there is of doing anything to help out the
mining companies.

(sgd) J. L. Maffey

FURTHER ACTION.



- ==== Road
- Railway
- Suggested railway extension

9
2
28th September, 1934.

Dear Major Alexander,

Sir John Maffey has asked me to let you know that he has received your letter of the 27th September concerning the condition of roads in the mining area of Kenya, and that he is looking into the matter.

*Yours very truly
(Sd) G. L. Maffey*

MAJOR OLIVER ALEXANDER, C.M.G., C.F.O., O.S.B.

TELEGRAMS:
EGGPOREY, 0871, LONDON
TELEPHONE:
METROPOLITAN 0871,
(10 LINES)

PRINCES HOUSE,
95, GRESHAM STREET,
LONDON, E. C. 2.

27th September 1934.

Sir John Maffey, K.C.M.G., K.C.V.O.,
Colonial Office,
Downing Street, S.W.1.

Dear Sir John,

Sir Robert Williams has asked me if I would bring to your personal notice the enclosed copy of a letter Mr. Hutchinson has received from Mr. Bayne, who is our representative in Kenya, regarding the condition of road transport in the mining area of that Colony, from which you will see that the roads are in such a bad state of repair that they are becoming a serious factor in hampering the progress of development work on the mines.

We are, at present, undertaking a large development and plant erection programme, and any delay, apart from being very costly, might seriously interfere with the organisation of our work.

Quite recently, the progress of our work at the Kisingini Mine has suffered through the closing of certain sections of roads, which has cut off timber supplies to the mine

Answer 28 Sept. 34

Copy to Sir J. Bayne (5)

TELEGRAMS
EIGHTH CENT. LONDON
TELEPHONE
METROPOLITAN DIST.
17 CAMEL

PRINCES HOUSE,
95, GRESHAM STREET,
LONDON, E. C. 2.

27th September 1934.

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Colonial Office,
Downing Street, S.W.1.

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*Answer 28 Sept. 34
Copy to Sir J. Agnew (5)*

from our saw mills, and we understand that even more serious effects are likely to arise if delays occur in the delivery of our machinery and supplies from railhead, owing to the unsatisfactory condition of road communications.

In view of these facts, and believing that the Colonial Office is anxious for us to go ahead as fast as possible with the development of the mines for the good of the Colony, it would be most helpful to know if you think any overtures made officially by the Mining Companies concerned for a loan or grant in aid on the lines suggested in Mr. Bayne's letter would be likely to receive favourable consideration.

Yours sincerely,

Wick Alexander

Encl.

COPY

Kisumu,

11th September 1934.

G. C. Hutchinson, Esq.,
c/o Sir Robert Williams & Co.,
LONDON E.C.2.

Dear Mr. Hutchinson,

A few days ago I was in Kisumu and I saw the Executive Engineer of the Public Works Department. He is greatly concerned about the state of the local roads, which, as he rightly says, is little better than it was two years ago. With the funds at his disposal he is unable to do more than patch the worst places, and this is really a waste of money, for after a shower of rain the heavy traffic destroys the new surface in a few hours. To give an idea of the density of traffic, a recent census at the railway crossing just outside Kisumu showed that over 200 cars and lorries passed in a day, while at "Piccadilly Circus" over 1000 motor vehicles passed in 12 hours. It is clearly impossible for the existing roads, which were constructed without proper foundation, to carry such a weight of traffic, and, as road transport is an absolutely vital necessity for the mines here, complete reconstruction appears to be indicated.

The Executive Engineer, after a great deal of correspondence with Baird, has now persuaded his Department to

submit a case to the Kenya Government. The programme proposed is the complete reconstruction of the Kisumu-Kakamega road, and of parts of the Butere-Piccadilly-Circus road, the Piccadilly-Circus-Kapsabet road, and the Kisumu-Kaimosi road. Permanent all-weather roads would be made, and the estimated cost is £100,000.

It is of course out of the question for the Kenya Government to provide such a sum from revenue; it would have to be obtained as a loan or a grant-in-aid from the Colonial Office. Even so there is a strong case for such a loan. It is clear that road transport, already heavy, will increase still further in the next few years, and unless something is done the mining industry may be brought to a stand-still. It is estimated that the revenue received by the Government from the users of the roads (in the form of tax on petrol, licences, etc.) would be enough to pay for the upkeep of the new roads (which would be very small) and also provide interest and a sinking fund for the loan. It is well known that the revenue collected from the Nyanza Province is far in excess of the amount which it receives back in services, but it is not such good advancing this argument to the Government, which holds that the colony must be viewed as a whole, and the richer provinces must help to pay for the poorer ones.

It has been suggested, however, that the mining companies might help, particularly by getting their principals

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END

to take the matter up in London, and that is the reason for this letter to you. I look upon the matter as a very urgent one; if the Government, both here in Kenya and at home, is really anxious to see the mining industry at Kakamega go ahead, they should help us in this matter.

The only real answer which, in my opinion, can be made to the case for expenditure on permanent roads is that for the sum required the railway could be extended from Butere to the goldfields, and that is an equally acceptable solution of the transport problem.

I must apologise for the length of this letter; I thought it better to write to you personally, rather than to the firm, on such a question. If you want a description of Kakamega roads during the heavy rains no doubt Barnard will be able to supply it; considerable stretches of them are now in the same condition as they were in 1932.

Yours sincerely,

sgd. T. D. BAYNE.