

1930.

Kenya.

No. 16278

SUBJECT

CO 533/401

Kedowa - Jamji Branch Railway.

Previous

See 16100/30. (bol. Loan)

Subsequent

18273/32.

1. Gov. Conf. 118..... 8th Aug. 30.

Trans. copy of a Report, with Plan, of a Reconnaissance Survey carried out in 1929 by Captain Slingsby and a copy of an Economic Survey of the area concerned made by a Committee presided over by the Deputy Director of Agriculture. Submits observations and requests approval to the construction beginning immediately upon the conclusion of the North Kavirondo Branch.

16277/30

x la

This is one of the three branch lines contemplated by the Loan programme. We have had a separate despatch with regard to one of the other Extensions, namely that from Yala to Butere but are still awaiting the promised despatch with regard to the third, namely, that from Thika to Donyo Sabuk. For convenience of reference, I attach a copy of a memorandum which I have prepared dealing with the Butere extension, as it and the extract attached are to some extent relevant.

Yes. acc.

In the case of the Thompson Falls extension, the proposals and reports were submitted to the Board in due season for their observations, and I presume that before any decision is taken with regard to the proposed branch at all, it will also be referred to the Board. In any case it will be necessary to get the necessary approval for the construction of the road as the Loan programme before any decision is taken, and really one would like to have the Donyo Sabuk proposal up at the same time.

It will be noted that it is not proposed to call upon the Government of Kenya for any guarantee in respect of this Extension.

There

There is no immediate hurry about this extension and I think it would be best to arrange a talk with General Rhodes before going further.

J.H. Allen

9/9/30

Mr Allen is now away; I am not clear what point he wanted to discuss with Gen. Rhodes.

It seems to me that a good case is made for the branch line of 42 miles from Medora.

Assuming that the proposed route is satisfactory technically, it is ~~unconcerned~~ <sup>conveniently</sup> criticized from the political point of view <sup>on a large extent</sup> running, as it does, along the dividing line between native area & alienated farms.

As far as Jaurji - i.e. the 42 miles now proposed - there is really no doubt as to route. It is after that point that there is room for difference of opinion; but for the time being we are not concerned with a continuation whether by Chemogel and Gelelele or by Ngoina.

I see no reason why

the despatch and its enclosures should now be referred forthwith to the Consulting Engineers through the Crown Agents for report.

The question of finance would need to be taken up with the Treasury; but provided that the Consulting Engineers are satisfied with the scheme, I hope that we can get the necessary sum (£300,000) included in the loan requirements.

A.C.C. Parkinson.

21.9.30.

J. Campbell,

22.9.30.

As at A.

W.A.B. 22.9.30. At once.

- 2. To C.A. (with copy 1 and encl 1) for return *1/11 10 30*

cons.

~~The Consulting Engineers make 2 points.~~

- 3. Crown Agents \_\_\_\_\_ 5th November.

Enclose copy letter from Messrs Rendel, Palmer and Tritton submitting observations on proposed construction of branch line; comment on figures for cost of line and state further detailed information necessary.

The Consulting Engineers make 2 points.

(1) That the estimated cost on Captain Slingsby's figures works out at about £200,000, whereas the figure given in the Governor's covering despatch is £300,000. This is apparently based on a figure of £347,000 for a 52-mile line given in a <sup>Scot's</sup> reconnaissance survey, ~~which is not correct.~~ *but I can't find it there.* See

paragraph

There is no immediate hurry about this extension and I think it would be best to arrange a talk with General Rhodes before going further.

W. A. B.

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paragraph

paragraph 3(b) of despatch, page 6. *The former*  
*affairs* (2) that before a final decision could be  
 taken a detailed survey with plans and estimates  
 would be required.

X Es - x es I  
 understood it his  
 purpose was based  
 on the fact that  
 the work referred was  
 inadequate & liable  
 to be referred  
 to the Board!

I believe that when General Rhodes was  
 home he was surprised to learn that this proposal  
 had ever been referred to the Consulting Engineers  
 at all & that he apparently expected that it  
 would be approved off-hand. In the last para-  
 graph of the Government's despatch, however, it was  
 clearly assumed that it would be referred to the  
 Consulting Engineers.

I do not see how we can possibly go to the  
 Treasury and invite sanction for the inclusion  
 of the cost in the Loan Schedule on the papers  
 which we have. It seems clear that we must  
 refer it to the local Government. The only  
 question is whether it should be done by despatch  
 or telegraph. It is desired to start work  
 on this extension as soon as <sup>the</sup> ~~the~~ ten-mile  
 extension has been completed. ~~Work~~ Work on  
 it should now be starting at this moment.  
 It is desired, therefore, to save three weeks  
 by telegraphing and after speaking to you, I  
 submit a draft herewith for consen. & a copy

The time to be  
 on the subject  
 to be done  
 to be done  
 to be done

Reas  
 12

22/11/30  
 12/11/30

W. K. Lee  
 15/11/30

all 15.11.30  
 at once

12/11/30

To Govt 278 - 15 Nov 30  
 To: Cav Comd (4) - (7/2 + 3/4 mile) - cons -  
 (No. further answer)

16/3/31  
 19 NOV 1930

paragraph 3(b) of despatch, page 6. *The former*  
*after discussion.*  
(2) that before a final decision could be taken a detailed survey with plans and estimates would be required.

I believe that when General Rhodes was home he was surprised to learn that this proposal had ever been referred to the Consulting Engineers at all & that he apparently expected that it would be approved off-hand. In the last paragraph of the Government's despatch, however, it was clearly assumed that it would be referred to the Consulting Engineers.

It is possible, of course, to see how we can possibly go to the Treasury and secure sanction for the inclusion of the cost of the loan schedule on the papers which we are submitting. It seems clear that we must refer this to the local government. The only question is whether it should be done by despatch or by telegram. It is desired to start work on the extension as soon as the ten-mile extension has been completed. ~~It is~~ ~~to~~ ~~be~~ ~~started~~ ~~at~~ ~~this~~ ~~moment~~. It is desired to save three weeks by referring this matter to you. I am sure that you will be able to do this for us.

W. Allen

15/11/30

acc! 15.11.30 atones

To Gen Sec 278 - 15 Nov 30  
To Gen Sec 278 - (for 243 - final) - 16/3/31  
(Not further answer) - 19 NOV 1930

6. O.A.G. tel. 435 Conf.

13th December.

States as to difference in estimate contained in Captain Slingsby's report and that enclosed in No. 1: further reference to Consulting Engineers not considered necessary at this stage.

Mr. Allen.

We have discussed this at some length. It is all rather unsatisfactory.

This telegram disposes in an airy way of the discrepancy of £100,000 in figures by saying that it is due to:-

- (1) The necessity of using new instead of second hand rails.
- (2) The inclusion of provision for interest during construction.
- (3) Allowing a margin for contingencies.

Captain Slingsby's estimate of the cost of second hand permanent way <sup>plus</sup> ballast was £1,200 a mile. Mr. Spiller tells me that with new material delivered locally the cost would be rather over £2,200 a mile. For 42 miles the difference in cost will therefore be something like \$45,000.

I should hardly have thought that the allowance for interest during construction could exceed £20,000. This would leave £35,000 margin for contingencies.

However the figure of £300,000 may be made up, it gives a very high cost per mile - £7,143.

Altogether it is abundantly clear that the figures which we have got are quite insufficient to enable the Secretary of State to reach a final decision about the extension at the moment. It is a little difficult to know what is to be done. In forwarding to the Treasury the schedule of the loan requirements we informed them that pending the receipt

This is how  
been explained  
in the covering  
letter

receipt of separate despatches regarding this and the other branch lines, it was not proposed to ask them to approve any provision for them.

It is for consideration whether we should now write to the Treasury asking them to agree in principle to the inclusion of £300,000 for this extension, subject to the S. of S. being satisfied, after a detailed survey has been carried out, as to the exact estimate of the cost of construction; or whether we should telegraph to Kenya saying that the S. of S. is not prepared to go to the Treasury on the figures before him and asking that a detailed survey should be carried out at once.

It is not much good having the detailed survey if after it is done the Treasury are going to refuse to allow the provision for the line to be included in the loan schedule. We thought, therefore, that perhaps we might write as in draft herewith for approval.

*Edmund*

22.12.30

I think we might consult Treasury  
as to the revised draft herewith.  
After all it is the business of  
the Railway to seek out financing  
proposals having found them  
to pursue them by other policy  
is very important.

*J. H. Allen*

23/12/30

*all particulars*  
29.12.30



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It is not clear what having the detailed survey in after it is done the Treasury are going to refuse to allow the provision for the line to be included in the loan schedule. We thought, therefore, that perhaps we might write as in draft enclosed for approval.

*Handwritten signature*

I think we might install Treasury as in the enclosed draft herewith. After all it is the business of the Railway to seek out business opportunities showing themselves to pursue them. My other policy is very straightforward.

J.V. Allen

23/11/30

acc. par. 29.12.30

I have found the draft, but I should wish that the request that will be required of Treasury agree to should contain a caveat that the H.C. should satisfy himself that the Economic Survey still holds good in the light of present prices.

News of one Solid former who has had to give up, & I should not think that he is the most inefficient.

L.V.S.

30.12.30 *initials*

7 To Treasury (w/cs 1 & small, 2, 3 & small, 4, 5 and 6)

2/2/

Cons.

2 JAN 1931

8 To Com. Comf - (to r) - A/1 - 8 JAN 1931  
(No. of Amund)

*Handwritten mark*

9 Treasury 15 January  
I intend to agree to addition of a sum not exceeding £300,000 to take programme for construction of this branch subject to conditions stated and on understanding that approval will not be given until detailed survey report and formal report by Consulting Engineer received.

Satisfactory? now write to

OAS. ref 6 & previous minutes with a mild protest as to insufficiency of info given, endorse

*Handwritten notes:*  
See memo of 30/12  
which was sent to  
the Treasury  
29.12.30





the letter to 2 from Treasury,  
 & ask for ~~the~~ <sup>a</sup> detailed  
 survey report with plans &  
 estimates to be forwarded to  
 enable the ~~set~~ <sup>set</sup> ~~budget~~ to be  
 reported on by Consulting Engineers.  
 & add the caveat in S.C.  
 Postmaster's minute of 30.12.30  
 or do you think we should telegraph?

(This has been in circulation  
 with other papers)

J. Allen  
 16.1.31

Office Secretary  
 despatch & telegraph  
 J. Allen  
 29/1/31

ackd  
 30.1.31  
 Allen

- 10 - ... 30 Jan 1931
- 11 - Co. long - (no 9) & further based - Cons. 4 FEB 1931
- 2 - Treasury (w/cs 10+11 No 9 Amend)
- 3 - Co. (w/cs 4, 5, 6, 7, 9, 10+11) 3 Amend } 1 FEB 1931

~~See  
 also  
 ...  
 ...~~

Mr Allen  
 no reply to no. 11 yet.  
 Shami

We know that this & the long <sup>of 1931</sup> ~~document~~  
 Etc. are being reconsidered. Home  
 to present } to Allen  
 of a force

C. O.

Mr. Allen 29/11

Mr. Perkins 23/11

Mr.

Mr. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Sir G. Grindle.

Permi. U.S. of S

Parly U.S. of S

Secretary of State

X.16278/30 Kenya.

Set 3.

Downing Street,

4 February 1931.

Gentlemen,

With reference to your letter

No.Z.E.438/6 of the 5th November, 1930,

I am etc. to transmit to you, for your

information, a copy of the correspondence

noted in the margin, regarding the proposed

construction of a branch of the Kenya and

Uganda Railway from Kedowa to Jamii.

I am, etc.

DRAFT. (3)

THE CROWN AGENTS

FOR THE COLONIES.

To O.A.G. Conf. Tel. No. 278  
of 15th November (4)

To O.A.G. Conf. (3)  
of 19th November (5)

To O.A.G. Conf. Tel. No. 435  
of 13th December (6)

To Treasury 2nd January '31.  
(without enclosures) (7)

To Treasury 15th January  
(8)

To O.A.G. Conf. Tel. No. 52  
of 29.11.31  
(companion draft) (9)

To Gov. Conf. des p.  
of 2.1.31  
(companion draft) (11)

4 drafts.

C. O.

Mr. Allen *7/1*  
Mr. ~~Whincup~~ *off.*  
Mr.

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

X.16278/30 Kenya.

*S+2*

Downing Street,  
*4 February*  
January, 1931.

Sir,

**DRAFT.**

THE SECRETARY,  
TREASURY.

I am etc. to acknowledge the receipt of your letter of the 15th January, No.S.32902/03/4, and to transmit to you, for the information of the Lords Commissioners of the Treasury, the accompanying copies of a telegram and a despatch which have been sent to the Officer Administering the Government of Kenya regarding the proposed construction of a branch of the Kenya and Uganda Railway from Kedowa to Jamji.

(9)

To O.A.G. Conf. Tel.  
-----  
(companion draft) No 10  
To O.A.G. Conf. des p.  
-----  
(companion draft) No 11.

*Recalculate to  
be left with  
17000 below - of.  
Make for  
JMM  
16277/30*

I am, etc.

(Signed) A. C. C. PARKINSON.

4drafts.

C. O.

Mr. Allen 26.1.31

X.16278/30 Kenya.

Mr.

Mr.

Mr. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Sir G. Grindle.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

Downing Street,

~~January, 1931.~~

4 FEB 1931

*S. J. K.*

Sir,

DRAFT.

I have the honour to confirm <sup>the</sup>

Confidential telegram No. 32... in the following terms, which I sent to you on the ..... , regarding the <sup>proposed</sup> construction of a branch railway from Kedowa to Jamji:—

*Conf. off*

KENYA

CONFIDENTIAL

Gov. *19*

4 FEB 1931

*To Head of Dept  
from Treas/15 Jan 31  
(9)*

*copy 6 to Secy*

(Here copy text of companion <sup>tel</sup> draft herewith).

2. I enclose, for your information, a copy of the <sup>copy received from</sup> ~~correspondence with~~ the Treasury; and, as stated in my telegram, I shall now await the detailed survey report with plans and revised estimated which, when received, will be referred to the Consulting Engineers.

3. I note that it is not proposed that the Government of Kenya shall be required to give any guarantee in regard

4 drafts.

I shall also be glad to learn the results of the steps taken to satisfy yourself that the Economic Survey will hold good in the light of present commodity prices.

regard





C. O.

Mr. Allen 29/11  
M. *Laurence*  
Mr. *atome*

X.16278/30 Kenya.

*Coded receipt*  
*4.0/30/1/31*

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

No. 32...

Confidential.

*Code*  
**DRAFT.** Telegram.

(6)

Governor, Nairobi.

Your Confidential telegram No.435. In absence of detailed survey and ~~definite~~ <sup>revised</sup> estimates I have not felt able to ask Treasury to give ~~definite~~ <sup>final definite</sup> sanction for provision of loan funds for Jamji extension, but as it seems reasonable that Railway Administration, before proceeding with detailed survey, should have some assurance that if results are satisfactory construction will be approved. I have approached the Treasury, and have obtained an assurance that subject to ~~Settlement~~ <sup>Settlement</sup> of outstanding questions as to Renewals and Reserve, Treasury will be prepared to agree in principle to ~~inclusion in~~ <sup>inclusion in</sup> addition to loan programme for this purpose

4 FEB 1931  
C.A. }  
C.A. }

4 drafts.

regard to this branch.

4 copy of the  
Treas letter of the 3rd  
Nov 1930, which is  
referred to in para 3  
of the Enclosed letter,  
has had ~~been~~ <sup>been</sup> ~~sent~~ <sup>sent</sup> to you ~~by~~

~~by~~ ~~dispatch~~ of the  
under cover of a  
letter ~~sent~~ <sup>sent</sup> to you.

*(See in - draft  
a. 16100/30 in file  
separately interrelated)*

1518... ELD

purpose of a sum not exceeding £300,000  
-ing  
on understand that definite approval  
for construction of line will not be  
given until detailed survey report  
with plans and revised estimates is  
available, and unless after considera-  
tion of this further information pro-  
ject is favourably reported on by  
Consulting Engineers, I shall now  
await report and estimates which when  
received will be referred to Consulting  
Engineers.

SECRET.

*I can show also  
satisfy yourself  
that the economic  
survey still holds  
good in the light  
of present commodity  
prices. ☺*

purpose of a sum not exceeding £300,000  
-ing  
on understand that definite approval  
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received will be referred to the Consulting  
Engineers.

You shall also  
satisfy yourself  
that the economic  
survey still holds  
good in the light  
of present commodity  
prices. ©

Any reply to this letter should be addressed to—  
THE SECRETARY.



RECEIVED  
THE SECRETARY  
WHITEHALL, LONDON, S.W.1  
and the following number  
S. 32902/03/21



TREASURY CHAMBERS.

10 January, 1931.

SIR,

I have laid before the Lords Commissioners of His Majesty's Treasury Mr. Parkinson's letter of the 2nd January 1931 (16278/3) enclosing a copy of a despatch from the Governor of Kenya regarding the construction of a branch railway line from Kedowa to Lamu.

My Lords note that the Secretary of State is not prepared to ask for definite sanction at this stage for the provision of loan funds for the purpose of this construction, but he considers that the Railway Administration before proceeding to a detailed survey, should have some assurance that, if the results are satisfactory, construction will be approved.

In reply I am to request you to inform Lord Passfield that subject to the fulfilment of the conditions laid down in the latter part of Treasury Letter of 3rd November 1930 (S. 32902/03/21), or such amended conditions

The Under Secretary of State,  
Colonial Office.

4 FEB 1931  
4 FEB 1931  
Copies for Lord  
Answered  
Copy to CA

no 31 a 1/10/31  
(Colonial Office)  
in case

9

Telephone No.: VICTORIA 1234.

10  
9

Any reply to this letter should be addressed to—

THE SECRETARY,

WHITEHALL, LONDON, S.W. 1

and the following number, **16228/3** 1931

S. 32902/3 2

TREASURY CHAMBERS.

20 January 1931.



RECEIVED  
16 FEB 1931

Sir,

I have laid before the Lords Commissioners of His Majesty's Treasury Mr. Parkinson's letter of the 2nd January 1931 (16228/3) enclosing a copy of a despatch from the Governor of Kenya regarding the construction of a branch railway line from Kisumu to Kapsoy.

My Lords note that the Secretary of State is not prepared to ask for definite sanction at this stage for the provision of loan funds for the purpose of this construction, but he considers that the Railway Administration before proceeding to a detailed survey, should have some assurance that if the results are satisfactory construction will be approved.

In reply I am to request you to inform Lord Passfield that subject to the fulfilment of the conditions laid down in the latter part of Treasury letter of 3rd November 1930 (S. 32902/3 2) or such amended

conditions

The Under Secretary of State,  
Colonial Office.

Com. Gov. Conf. 4 FEB 1931  
Answered 4 FEB 1931  
Copy to C.A.

NC 31 re Abou/31  
(Colonial Loans)  
in line

conditions as may be agreed following recent semi-official discussions, My Lords will be prepared to agree in principle to the addition to the loan programme for this purpose of a sum not exceeding £300,000, on the understanding that definite approval for the construction of the line will not be given until a detailed survey report, with plans and revised estimates, is available, and unless after consideration of this further information the project is favourably reported by <sup>on</sup> the Consulting Engineers.

I am,

Sir,

Your obedient servant,

*R. V. Nield Haythorn*

conditions as may be agreed following recent semi-official discussions, My Lords will be prepared to agree in principle to the addition to the loan programme for this purpose of a sum not exceeding £300,000, on the understanding that definite approval for the construction of the line will not be given until a detailed survey report, with plans and revised estimates, is available, and unless after consideration of this further information the project is favourably reported <sup>on</sup> by the Consulting Engineers.

I am,

Sir,

Your obedient Servant,

*R. V. Nand Kypthia*

C. O.

16278/30/Kenya.

58 7 11

Mr. Eastwood 22/12

Mr. Allen 29/12

Mr. Parkinson 29.12.20

Mr. Tindalson *J. Campbell* 20.12.20

Sir C. Bottomley 30.12.20

Sir J. Shuckburgh.

Sir G. Grindle.

Permt. U.S. of S.

Partly. U.S. of S.

Secretary of State.

DOWNING STREET,

2 JAN 1931

~~29 December 1930~~

*And to G.*

C. O.  
R 30DEC  
D 1931  
Sir; *Jan*

Consen. re Minutes

DRAFT.

THE SECRETARY,

TREASURY.

I am directed by

Lord Passfield to refer to the

letter from this Department,

No. 16100/30 of the 26th August

regarding the loan requirements

of the Government of Kenya,

and the Kenya and Uganda

Railways and Harbours.

In paragraph 10 B. of that

letter the Secretary of State

intimated that he proposed to

await the separate despatches

promised by the Governor of

Kenya regarding the proposals

for the construction of the

various branch lines before

approaching the Lords

Commissioners

(No. 7 on 16100/30)

4 FEB 1931

8 JAN 1931

Fr. Gov. Conf. 118 of 8th Aug 30 No. 1

To Crown Agents, 1st October, 1930 No. 2

From Cr. Agents, 5th Nov. 1930 No. 3 and enclosure.

To O.A.G. Tel. No. 278 15th Nov. 1930 No. 4

To O.A.G. Tel. No. 19/ 19th Nov. 1930 No. 5

Fr. O.A.G. Tel. No. 435. 13th Dec 30 No. 6

*Copy to C.A. 4 FEB 1931  
Copy to C.A. 8 JAN 1931*

*Copy to Secy to Secy of ref. list.*



16278/30/Kenya.

Mr. Eastwood 22/12

Mr. Allen 29/12

Mr. Partinson. 29.12.20

Mr. Tomkinson. J. Campbell 20.12.20

Sir C. Bottomley. 30.12.20

Sir J. Shuckburgh.

Sir G. Grindle.

Perm. U.S. of S.

Party. U.S. of S.

Secretary of State.

DOWNING STREET,

2 JAN 1931  
~~20 JAN 1931~~

*Ans to 9.*

G. D.  
R 30DEC  
D 19 Jan  
Sir;

Common. re Minutes

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4 FEB 1931

8 JAN 1931

- ✓ Pr. Gov. Conf. 11B of 8th Aug 1930
- ✓ No. 1
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- ✓ From Cr. Agents. 5th Nov. 1930
- ✓ No. 3 and enclosure.
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- ✓ No. 4
- ✓ To O.A.G. Tel No. 435 19th Nov. 1930
- ✓ No. 5
- ✓ Pr. O.A.G. Tel No. 435. 13th Dec 1930
- ✓ No. 6

*Copy to C.A. 4 FEB 1931  
Copy to C.A. 8 JAN 1931*

*Copy to Secy to Govt of Kenya*

Commissioners of the Treasury in regard to the provision of the necessary funds in the schedule of future loan requirements. Subsequently a despatch was received from the Governor regarding the construction of one of these extensions, namely that from Yala <sup>to</sup> Butere, which has already been approved by the Lords Commissioners in para. 2 (b) of their letter of the 3rd November, S.32902/GB/3, the cost to be met from the provision of £125,000 for branch lines already agreed.

2. I am now to transmit, to be laid before their Lordships, a copy of a despatch from the Governor of the Colony dated the 8th August last, regarding the proposed extension from Kedowa to Jamji in the neighbourhood of Kericho. Copies of subsequent correspondence with the Crown Agents for the Colonies, the Consulting Engineers and the Officer Administering the Government of Kenya

are

16100/30  
No 21.

(11

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16100/30  
No 21.

2. In order to transmit, to be laid before the Lords, a copy of a despatch from the Governor of the Colony dated the 6th August 1931, regarding the proposed extension from Kisumu to Jambo in the neighbourhood of Verdeland. Copies of subsequent correspondence with the Crown Agents for the Colonies, the Consulting Engineers and the Officers Administering the Government of Kenya

*Conf*

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are

12  
are also enclosed 0

3. The Lords Commissioners will observe that no detailed survey of the proposed extension has yet been undertaken, consequently the estimate of the cost of construction is only approximate, and in these circumstances the Consulting Engineers are not in a position to express any definite opinion on the project from the engineering point of view; and Lord Passfield would not feel justified in suggesting that the construction of the line should be finally approved at the present time. On the other hand, the Economic Survey, which forms Appendix 2 of the Governor's Confidential despatch No. 118 of the 18th August, indicated that, having regard to the production - present and prospective - of the European area

area

area, ~~and~~ to the number of native <sup>and</sup> population, <sup>and</sup> the extent of the fertility of the ~~the~~ country, <sup>and</sup> this extension ~~can~~ <sup>can</sup> ~~be~~ <sup>be</sup> safely be proceeded with, ~~at least~~ <sup>at least</sup> to ~~line 2~~, as now proposed. It will also be observed that, as the ~~loan~~ <sup>line</sup> is considered <sup>likely</sup> to be a paying proposition within a short period of its completion, the Railway Administration is prepared to accept responsibility for it, without any guarantee from the Government of Kenya.

4. <sup>While</sup> the Secretary of State is not prepared at ~~the~~ present to ask their <sup>to give definite sanction for</sup> Lordships ~~for~~ the provision of Loan Funds for the purposes of this extension, He considers it reasonable that the Railway Administration, before proceeding to a detailed survey, should have some assurance that, if the results are satisfactory, construction will be approved.

5. I am therefore to request you to invite the Lords Commissioners to agree <sup>in</sup>

It is, of course, understood that all further loan requirements of the Kenya Uganda & Abyssinia in respect to settlement of the <sup>ambassadors' Enchirion</sup> as to the provision to be made for <sup>renewals</sup> of the <sup>Kenya Road</sup>

13.  
in principle to the addition to the ~~the~~ loan programme for this purpose of a sum not exceeding £300,000, on the understanding that definite approval for the construction of the line will not be given until a detailed survey report, with plans, and revised estimates, is available, and unless after consideration of this further information the project is favourably reported upon by the Consulting Engineers <sup>o D</sup>

6. I am to add that no further communication has yet been received from the Colonial Government in regard to the third of the extensions contemplated, namely that from Thika to Donyo Sabuk.

I am, etc.

(Signed) A. G. C. PARKINSON.

DECODE

RECEIVED  
15 DEC 1930  
COL. OFFICE

146

20

✓

Angd. rec. 30/1/31

TELEGRAM from the Officer Administering the Government of Kenya to the Secretary of State for the Colonies.  
Dated 13th December 1930. Received at 1.45 p.m. on 13th December.

-----  
No. 455 CONFIDENTIAL. Your despatch of 19th November Confidential. (3). Slingsbys report and estimate is an engineering one only. His estimate was for 42 miles of line with second hand rails and makes no provision for interest during the period of construction. When amount of £300,000 asked for position and altered no second hand rails being available therefore estimate based on use of new rails and also provides for interest charge during the construction and reasonable sum to cover contingencies, in view of the fact that no detailed survey has been carried out. Further reference to consulting engineers not considered necessary at present stage.

copy to ca 4 FEB 1931  
copy to Treasury 2 JAN 1931  
Further forward. copy 4 FEB 1931

No. 5

DECODE

RECEIVED  
15 DEC 1930  
COL. OFFICE

146

14

20

Recd. - tel. 30/1/31

TELEGRAM from the Officer Administering the Government of Kenya to the Secretary of State for the Colonies. Dated 13th December 1930. Received at 1.45 p.m. on 13th December.

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4 FEB 1931

2 JUN 1931

4 FEB 1931

copy to ea  
copy to Treasury  
Further forward. Conf.

X/6278/30K 15/

G.O.

Mr. S. [redacted]  
Mr. Allan 17/11  
Mr. [redacted]  
Sir C. Bottomley.  
Sir J. Shackburgh  
Sir G. Grindle.  
-Perm. U.S. of S.  
Parly. U.S. of S.  
Secretary of State.

all no to  
Sir

G.O.  
R 18 NOV  
D 19

19 Nov 30

DRAFT.

(of [redacted])

Very  
copy (3)  
OAG.

1867 2 JAN 1931

Copy to C.A.  
Copy to Treasury

To C.A. 18X.30  
no. 2

2. 30. 5. K. 30  
2. 30. 5. K. 30  
(Dupl. available)  
no. 3.

write refer to Sir Edward  
Sugg's Coupl den as 118 of the  
8 Aug. 2 my tel: no. ....

I have etc. to have to you,  
for your caution, copies 2  
copies with the ca. for the  
col. regarding the proposed  
Grand railway from Kedowa  
to Jampi.

2. As <sup>indicated</sup> ~~stated~~ in my  
telegram, I <sup>am unable</sup> ~~cannot propose~~  
to take any further action in  
the matter until I receive  
the <sup>additional</sup> ~~further~~ inform. required.

3. I shall be glad  
if the necessity for supplying  
full particulars may be  
borne in mind when



submitting the proposal for the

Construction of <sup>to a branch</sup> <sup>DONYO</sup> <sup>to Donyo SABUK</sup> <sup>THIKA</sup> line from Thika to Sabuk, which

forms Stan A 5 of the schedule of further

transport <sup>Requirements</sup> ~~local~~ ~~schedule~~.

I have,

(Signed) CASSFIELD

Room 15 Grounds

16 H

O. C. 1. 15 NOV.

16278/30 Kenya.

Coded sent  
4:0 pm  
15/11/30

Mr. Allen 15/11/30  
Mr. Parkin 15/11/30

Sir C. Bottomley.  
Sir J. Shackburgh.  
Sir G. Grindis.  
Permt. U.S. of S.  
Parly. U.S. of S.  
Secretary of State.

Confidential.

NO. 278. Your despatch of 8th

August, Confidential, No. 118.

As requested in last paragraph papers regarding proposed ~~branch~~ railway from Kedowa have been referred to Consulting Engineers. They point out,

(1) That cost of 42-mile extension as given in last paragraph of Slingsby's report works out at £200,000 whereas ~~figure quoted~~ <sup>extra cost</sup> in your despatch is £300,000, and that there appears to be no explanation of this discrepancy.

(2) That detailed survey with plans and estimates would be required before any definite opinion from the engineering point of view could be expressed.

In the circumstances I ~~shall~~ <sup>must</sup> await

explanation and detailed information required before taking steps to approach

or approach Treasury.

<sup>cc</sup>  
DRAFT. TELEGRAM.

GOVERNOR, <sup>for comment</sup>

NAIROBI.

copy to c.c. 4 FEB 1931  
copy to Treasury 2 Jan 1931

SECRET.

submitting the proposal for the

Construction of <sup>to</sup> a branch  
line from <sup>DONYO</sup> Thika <sup>SABUK</sup> Sabuk, which  
THIKA

forms Item A 5 of the schedule of further

transport <sup>requirements</sup> ~~local~~

I have

(Signed) PASSFIELD

C. O. 15 NOV.

Room 15 Ground

16278/30 Kenya.

16 H

Mr. ~~Allen~~ <sup>Allen</sup>

Mr. ~~Allen~~ <sup>Allen</sup>

Mr. ~~Allen~~ <sup>Allen</sup>

Sir C. Bottomley.

Sir J. Shackburgh.

Sir G. Grindis.

Permt. U.S. of S.

Party. U.S. of S.

Secretary of State.

Confidential.

NO. 278-

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- (2) That ~~a~~ detailed survey with plans and estimates would be required before ~~any~~ definite opinion from ~~the~~ engineering point of view could be expressed.

In the circumstances I ~~shall~~ <sup>must</sup> await

explanation and detailed information <sup>I can connect with further</sup> required before taking steps to approach ~~Treasury.~~ <sup>Treasury.</sup>

SECRET.

<sup>etc</sup> DRAFT. TELEGRAM.

GOVERNOR, <sup>for comment</sup>

NAIROBI.

copy to C.A. 4 FEB 1931

Copy to Treasury 2 Jan 1931



ALL COMMUNICATIONS  
TO BE ADDRESSED TO THE  
CROWN AGENTS FOR THE COLONIES  
THE FOLLOWING REFERENCE AND THE  
DATE OF THIS LETTER BEING QUOTED

Z/E.438/6

TELEGRAMS: CROWN LONDON  
TELEPHONE: 7750 VICTORIA

RECEIVED  
7 NOV 1930  
CROWN AGENTS FOR THE COLONIES

173

4. MILLBANK,  
WESTMINSTER,  
LONDON. S.W.1.

5th November 1930.

Sir,

We communicated to Messrs Kennel, Palmer & Tritton the papers accompanying your letter No. 16278 of 1st October regarding the proposed construction of a branch of the Kenya and Uganda Railway from Kedowa to the neighbourhood of Kericho, and I have now the honour to transmit for the information of the Secretary of State, a copy of their observations on the scheme.

It will be seen from the Consulting Engineer's statement that the estimated cost of the proposed undertaking given in the report by Captain H. Slingsby, which accompanied your letter under reference, agrees fairly well with the average cost per mile of branch lines previously constructed viz. £4700, but they point out that in regard to the estimate in the above-mentioned report of the 6th August the sum of £4800 is mentioned as the cost of the 42 miles of line contemplated, i.e. more than £700 per mile. They therefore believe that for some reason which does not appear in the papers it has been found necessary to revise Captain Slingsby's figures.

It is difficult to state definitely how far it will be necessary for any definite estimate can be expressed on the project from an engineering point of view and at the present stage we cannot usefully add to their remarks.

The documents enclosed with your letter under reply are returned herewith as desired.

I have the honour to be, Sir,  
Your obedient servant,

*W. A. Wrightman*  
FOR CROWN AGENTS.

The Under Secretary of State,  
COLONIAL OFFICE.

*30. 11. 30*  
*imposed*  
*copy of report to Secretary*  
*copy (100 each) (C. A. Long)*

*Return to Box 3*

FROM KENDEL, PALMER & TRITTON, TO CROWN AGENTS.

55, Broadway,  
Westminster,  
London S.W.1.

30th October 1954.

Gentlemen,

With your letter K.2/E.438/6 dated 3rd October 1954, you enclose a despatch from the Governor of Kenya and connected papers regarding a "P.P." and to construct a branch railway from Kericho to the neighbourhood of Kericho for a distance of 40 miles" and you request our observations on the project.

The accompanying papers consist of a report with plan of a reconnaissance survey by Captain Slingsby and an Economic Survey of the area received from a Committee presided over by the Deputy Director of Agriculture.

The line under consideration leaves the main line at Kericho station, crosses the summit of Victoria Nyanza and the base of the hills to the north away from the main line. It then descends to the Kericho station, the Kericho River and then rises for a distance of 4 miles from a level of 7,000 feet to 7,500 feet. It then descends to a level of 7,000 feet at the site selected for Kericho Station at mile 41. The proposed location of a connecting line would be found in the opening of the Kericho river to Kericho Station as to be in this intermediate summit of 6,000 feet. The cost of this route would be justified. The line to a Kericho Station at mile 41 station at mile 41, the cost of the P.P. and branch line for no comment.

From this point the line could be extended by either of two different routes, at a further 20 miles:

(a) a route passing north of the Great Highlands.

In addition to the physical difficulties of this route the line would be of no use to the Sotik area

/and

-2-

and in the earlier part of its course would pass within 16 miles of the Lake through country already served to some extent by the Lake transport facilities.

- (b) A route by the western alternative, or Kipsonoi valley route, to Chemagal Station whence the line can be continued to the south of the Kisii Highlands.

A decision between these two routes can be deferred until surveys have been made and the effect observed of the construction of the 42 mile branch on the settlement of the country.

5. The proposed branch railway 42 miles in length would be better described as the Redowa-Jamji Section of the South Kavirondo Branch Railway. This Section passes through settled country and the Economic Survey appears to show the traffic prospects to be more than usually favourable when taken in conjunction with the future extension contemplated.

6. The estimated cost of the Redowa-Jamji Section would appear from Captain Slingsby's Report to be:

Redowa to mile 10	61,100
mile 10 to Kericho	54,500
Kericho to Jamji	<u>84,000</u>
	£200,400
	=====

or say £200,000, or about £4,760 per mile.

In the Governor of Kenya's despatch, page 6, however the estimated cost of the 42 miles is given as £300,000 (about £7,150 per mile) from which it would appear that there are other papers on the subject in which Captain Slingsby's estimates have been revised. The

/information

The information contained in the Reconnaissance Survey Report is quite insufficient to enable any independent estimate to be made and consists of the statement that viaducts may be needed in several places in the first 10 miles and that the rest of the line is easy. The average cost of four important branch lines already constructed is £4,500 per mile and at this rate the estimated cost of the 42 miles of this Branch would be £189,000 which is fairly comparable with Captain Slingsby's figures.

7. A detailed survey with plans and estimates would be required before final sanction could be accorded.

8. The despatch and enclosures which accompanied your letter are returned herewith.

We are, Gentlemen,

Your obedient servants,

(Sgd) Kemei Lamer & Tritton.

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7. A detailed survey with plans and estimates would be required before final sanction could be accorded.

8. The despatch and enclosures which accompanied your letter are returned herewith.

We are, Gentlemen,

Your obedient servants,

(Sgd) Homer Palmer & Tritton.

16290/30 k. 2A

C.O.

Mr. *Ratmond 25.9*

Mr. *Allen 29*

Sir C. Bottomley.  
Sir J. Shuckburgh.  
Sir G. Grindle.  
Permt. U.S. of S.  
Parly. U.S. of S.  
Secretary of State.



1 Oct 1930.

*Ans to 3.*  
~~See Statement.~~

I am directed to have to you a copy of a despatch from the Gov. of Kenya regarding a proposal to construct a branch railway from Kadowa to the neighbourhood of Kericho.

2. I am to request

that you will be good enough to observe the ~~draft~~ ~~to submit~~ ~~the~~ ~~of the~~ ~~to~~ ~~the~~ Consulting Engineers for

DRAFT.

Ca.

copy to Treasury 2 JAN 1931  
copy Gov. Kenya (5) - 19 NOV 1930

~~2 Gov Kenya~~ ~~no 1~~ ~~118~~ ~~8 Aug 30~~



16220/30 k. 22

O.O.  
Mr. *Easton 25.9*  
Mr. *Allen 29*  
M.

Sir C. Bottomley.  
Sir J. Shuckburgh.  
Sir G. Grindle.  
Permt. U.S. of S.  
Parly. U.S. of S.  
Secretary of State.

*Order No 3*

G.D.  
R 29SEF  
D 30

*1 Oct 1930*

*See Statement.*

I am directed to hand to you a copy of a despatch received from the Gov. of Kenya regarding a proposal to construct a branch railway from Kedowa to the neighbourhood of Kericho.

2. I am to request

that you will be good enough to obtain the observations of the ~~Dept. of the~~ ~~of the~~ ~~to submit~~ ~~the~~ Consulting Engineers for

DRAFT.

Ca.

*Copy to Treasury 2 JAN 1931  
Case 400 (and 15) - 19 NOV 1930*

*For Gov. Kenya Capt 118  
BAVJ 80  
no 1*

in the enclosed papers & the exhibits

~~These reports~~  
should be in the SD's together with your own  
notes.

3. It will be

convenient if 42

Dep. 2 copies could

be returned ~~in~~

~~back~~ to this office  
with your copy of the letter.

W. A. G. PARKINSON.

in the enclosed papers of the estimates

~~these reports~~  
about them & the SGT together with your an-  
swers.

3. It wd be

convenient if 42

Dep. General could

be returned ~~in time~~

~~before~~ to this office  
with your reply to this letter.

Signed A. G. C. PARKINSON.

MEMORANDUM.

12

1a

I attach for convenience of reference an extract from the enclosure to the Governor's Loan despatch regarding the Nanyuki Railway already authorized, and the three additional branches for which it was proposed to make provision. The approved provision in the Loan for branch lines was £125,000, of which £81,900 was allocated for the Nanyuki Extension. On this provision they anticipated savings of £18,900, leaving therefore an available balance of £62,000. In the statement of agreed requirements, the Governor put the amount for Nanyuki at £81,900 only, and provided an additional £4,000 for the three other Extensions, including this one.

As regards branch lines expenditure the following remarks were made in the letter to the Treasury of the 26th August, 1930: - "As regards the proposed Branch Lines Lord Passfield is awaiting the separate despatches which the Governor is sending and his Lordship is not disposed to ask the Lords Commissioners to approve any provision for the lines contemplated until further information has been received and considered. Of the agreed provision of £125,000 for Branch Lines only £81,900, i.e. for the Nanyuki Extension, has yet been allocated and even on this extension savings of approximately £18,900 are now anticipated (see Appendix II page 17). This would leave an unallocated balance of £62,000. In view of the proposals for further Branch Lines Lord Passfield suggests that the agreed provision of

£125,000

£125,000 should be retained in full; and pending the further information referred to, His Lordship does not propose to approve of any allocation of the balance of £62,000 nor to ask the Lords Commissioners to agree to any provision in excess of £125,000.\*

I think, having regard to the wording of the quotation give above, the Secretary of State is in a position to approve of the construction of this Extension, the cost to be met out of the balance of £62,000 of the approved provision of £125,000 for branch lines.

This proposal is for an extension for a distance of 10 miles to Butere of the Yala Extension in North Kavirondo, the cost of which was a charge against the £3½ million Excheque Loan in 1924. This line would appear to be of substantial interest to the natives, and I think this is sufficiently indicated by the fact, as will be seen from the last enclosure, that it is strongly advocated by Archdeacon Owen. In addition, and more important, is the fact that Mr. Dobbs, the Provincial Commissioner strongly urges construction in the interests of the dense and industrious native population living in the area concerned. The ultimate extension to Butere has, I think, always been contemplated, since the original object in favour of the Yala Extension was to carry construction as far towards Butere as the money out of the Exchequer Loan would allow.

It will be seen that with regard to a guarantee from the Colonial Government it is recommended that the same guarantee should be given

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It will be seen that with regard to a guarantee from the Colonial Government it is recommended that the same guarantee should be given

as in the case of the Yala Extension, namely, that the Government of Kenya should guarantee losses to the extent of loan charges. The general question of guarantees in regard to branch lines is still under consideration, but at the recent discussion with Sir John Campbell, General Rhodes, the General Manager, expressed agreement in the view that in such a case the whole losses and not merely up to the amount of loan charges should be guaranteed. If, therefore, this Extension is approved it would be necessary to enter some caveat on this point. According to the General Manager's Report for 1929, it was anticipated that the Yala Extension would be handed over to Open Lines early in July 1930. That anticipation obviously has not been realised, since the High Commissioner now says that "as the construction of the Yala Branch approaches completion it would be an advantage to have sanction to the present proposal by telegram".

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24

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+ + +  
Item A.2. Manyuki Branch Railway. £81,900.

This approved item is shown on Page 7 of Appendix 1, the Sessional Loan Statement for April, 1930. Savings approximating £18,900 are anticipated and Your Lordship's sanction is sought to utilize these savings and the balance of £43,100 remaining from the £125,000 sanctioned in the originally cited despatch for the construction of the extension to the North Kavirondo Branch line in Item A.4 below and for covering any excesses which may arise on other branch line construction.

Item A.3. Kedowa to Kericho Branch Railway £500,000.

A separate despatch will be sent upon this proposal which is briefly to construct a branch railway 42 miles in length from Kedowa to Jamji a point a few miles south of Kericho. At this point a decision can be made upon the future extension of this line so as to tap further the produce of the North Kavirondo District, the most fertile district of the Nyanza Province, containing some 300,000 natives, and the Buret-Sotik areas of both European and native cultivation.

Item A.4. Extension of the North Kavirondo Branch line to Butere. £50,000.

This proposed extension is 10 miles in length into the most fertile portion of the North Kavirondo District and is advocated by the Administration, the natives, the Kisumu Chamber of

Commerce

Col. Amery's  
Confidential  
despatch (3)  
of 9.1.30.

Commerce and the Missionary Authorities.

As stated it can be financed from the balance of an approved sum of £125,000, £81,900 of which has been expended upon the Nanyuki Branch Railway, and from the anticipated savings on that allocation. A separate despatch will be sent to Your Lordship upon this project.

Item A.5. Branch Railway Thika to Donyo Sabuk,  
£50,000

A separate despatch will be sent upon this proposal which is to construct a branch 9 miles in length from Thika towards Donyo Sabuk where there is already considerable sisal cultivation and where a large area remains suitable for either European or native production.

+ + +



- 2 -

be a possibility of 70,000 tons of mixed crops if the whole of the cultivated land, both alienated and reserved for natives, was fully developed.

The traffic potentialities appeared at the time to be nebulous and receipts for the first years working were estimated to be a little over £800 while the normal recurrent working charges were estimated at about £43,000 in the same year.

In these circumstances the late Sir Christian Belling, as General Manager of Railways, did not recommend consideration of the line until the general policy in connection with the area was more clearly defined and he concurred with the advice then tendered by the Inter-Colonial Railway Council that Government should accept all responsibility for losses on the branch. It was of course impossible for Government to consider any redistribution of land which would adversely affect the Lumbwa tribe in this connection and after examination by the standing Railway Branch Lines Committee the project remained in abeyance.

It is, however, interesting to note that the preliminary Survey of 1927 made it clear that an extension from Mogogosiet towards the South Kavirondo Native Reserve could be built and this aspect of the case I shall examine later in this despatch.

In April 1929 the present General Manager inspected the Kericho and Lotik areas and was favourably impressed with the development which had taken place and recorded his opinion "that a railway in this district should have as its final objective a terminus in the South Kavirondo Reserve". The Railway Reconnaissance and Economic Surveys which are enclosed then followed.

These/

These were considered by the standing Committee on Railway Branch Lines who advised in Resolution No. 1 of 1930 :-

- " (a) That the Railway Administration be asked to state on what terms in regard to guarantees covering interest and sinking fund charges on the capital outlay involved and of working costs that Administration would be prepared to construct and operate each of the undernoted Branch Railways; and when such charges, if any, would have to be met;
- (b) That on receipt of the information referred to above, the Railway Branch Lines Committee should reassemble for the purpose of framing recommendations in regard to each of the undernoted Branch Railways.

	<u>Approximate mileage.</u>	<u>Estimated cost of construction.</u>
Kedowa-Jamji section of the Kedowa-Kericho - Sotik branch railway.	42	283,000

reference was made by the Railway Administration to the Inter-Colonial Railway Advisory Council who agreed:-

To recommend the following proposals subject to a proviso made by the Uganda members that the recommendations made by the Government of Uganda (with regard to Branch Line Guarantees) were in no way prejudiced and that the proposed lines when constructed should be governed by whatever guarantee proposals now before the Secretary of State were approved:

(b) Kedowa - Kericho - Sotik Branch.

That this branch line, which appears to be a paying proposition within a short period of its completion, be constructed without any guarantee, provided funds can be made available. Council agrees with the General Manager that the proposed line should only be constructed as far as Mile 42, at an estimated cost of £300,000 until such time as further surveys and reconnaissances have been made as to the ultimate destination of the line should it be decided at a later date to extend it into the Kavirondo Reserve".

The proposals of the Inter-Colonial Railway Advisory Council were approved by the High Commissioner for/

for Transport and were considered by the standing Committee on Railway Branch Lines which advised in Resolution No. 3 of 1930 :-

1.(b) That the proposed Branch Railway from Kedowa towards Kericho and Sotik should be constructed as far as mile 42 on the understanding that the Kenya Government is not required to give any guarantee;

3.(a). briefly the Economic Report shows:-

1. The European area to be served is 170,000 acres of which 120,000 acres are occupied, 70,000 acres of the occupied acreage are cultivable and 10,500 acres are cultivated. The cultivation which has taken place consists of 4,300 acres of tea, 5,000 acres of coffee, 1,500 acres of maize and 527 acres of miscellaneous crops. In 1935 21,800 acres are expected to be under cultivation and there are some 1,000 acres available for alienation.

The European traffic is estimated at 4,100 tons in 1930 and 10,000 tons in 1935, the European population rose from 50 in 1925 to 120 in 1929.

2. The native area is estimated at 1,037,000 acres of which 357,000 are cultivable. In this connection it may be remarked that the Lumbwa tribe have, in addition to some of the best agricultural land in the Colony, large numbers of stock. The native population within a 30 mile radius of the proposed branch line is estimated at 126,962, - the relative native population estimate for the South Lumbwa and

the/

- 5 -

the South Kavirondo Districts in 1920 is 86,962 and 305,121.

It will be noted that the native economic prospects of the South Kavirondo District have not yet been investigated and, although the present proposal is to construct the branch railway for 42 miles, the potentialities of this district are of great importance in determining the point at which the branch should turn towards the South Kavirondo District. In this connection the Provincial Commissioner Nyanza Province states that, though a large part of the South Kavirondo District is served by the north of Kendu, Woma Bay and Karungu, the areas at a distance from Lake Victoria ~~Nyanza~~ are handicapped by the cost of transport. He is of opinion that if the line went towards Gelelele, as indicated in the Reconnaissance Survey, it would not serve the South Kavirondo District so efficiently as if it entered that district at Ngoina and that if entry was made at or near Ngoina an enormous area of potentially rich land would be opened up. Furthermore, he points out that if the line was brought to a point on the Ngoina ridge it would suit the forest area in the South Lumbwa District almost as well as if it went to Chemagel. Finally, the Provincial Commissioner, who has a long experience of the Nyanza Province, considers the potentialities of the South Kavirondo District greater even than those of the other two Kavirondo Districts.

(b)/

? 66 miles  
£ 323 000

(b). The Reconnaissance Survey shows that the cost of a 52 mile branch line would be £347,000, but, as stated above, the present proposal is to construct for 42 miles only at the outset and the amount for which your approval has been sought in the despatch under reference has, in consequence, been reduced to £300,000. The General Manager estimates that the profit on a 52 mile branch in 1935 would be £3,438 and in 1940 £23,124, this estimate is based on a 1935 acreage of 31,830 and a tonnage of 10,610.

An alternative of an all-weather road has been considered and the Road Engineer reports that the cost would be from £2,000 to £2,500 per mile; the construction of an all weather road would not, in my opinion, be as economic a proposal as a branch line either for the Railway on account of revenue or for the European and native producers on account of the cost of supplying their own road transport.

4. In conclusion I trust Your Lordship, in referring the enclosed Reconnaissance Report to the Consulting Engineers, will agree that this branch line is among the most favourable that has been under consideration of recent years and I hope to receive Your Lordship's approval to the construction beginning immediately upon the conclusion of the extension of the North Kavirondo Branch to Butere, with which I am dealing in a separate despatch.

7/01 on  
16 277/30

I have the honour to be,  
My Lord,

Your Lordship's most obedient humble servant,  
*Edward Gugg*  
GOVERNOR



- 6 -

(b). The Reconnaissance Survey shows that the cost of a 52 mile branch line would be £347,000, but, as stated above, the present proposal is to construct for 42 miles only at the outset and the amount for which your approval has been sought in the despatch under reference has, in consequence, been reduced to £300,000. The General Manager estimates that the profit on a 52 mile branch in 1935 would be £3,438 and in 1940 £23,124, this estimate is based on a 1935 acreage of 31,830 and a tonnage of 10,610.

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I have the honour to be,

My Lord,

Your Lordship's most obedient humble servant,

Edward Sugg,  
GOVERNOR

? 66 miles  
£ 1323 000

7/1 on  
16 277/30

## APPENDIX I

The Acting Chief Engineer,  
Kenya and Uganda Railways and Harbours,  
NAIROBI.

KEDOWA - KERICHU - SOTIK  
RECONNAISSANCE.

Sir,

In accordance with your instructions, I have conducted a reconnaissance for a railway in the above area, and beg to report as follows.

1. ROUTE.

- (a) From Kedowa to Kericho the route followed would be very much that mentioned as an alternative route in paras. 13 and 14 of the report on the Turi-Sotik Line (p.3). Starting from Kedowa station, the line would proceed in a north-easterly direction, falling at maximum grade in order to cross that branch of the Tugenon River which passes Kedowa Station. This river narrows about half a mile above the station, passing through a rocky gorge 40 ft. wide, at which point it could easily be bridged. After crossing this stream the line would turn south west and climb at maximum grade along the slope of the Mau Escarpment, past the farms of Mr. Watts and Usher Jones, for a distance of some 9 miles. This portion of the line is through densely wooded and broken country, as the line must cling to the side of the escarpment and in so doing will have to cross some seven gullies: viaducts may be needed in several places. In this stretch the line will rise from 7,090 ft. to about 7,680 feet, which is the height of the watershed between the Tugenon and Sigerie streams, lying

lying on the farm occupied by Major Farrar. There is a portion of flat land on Watts farm (Mile 6) but this ground is swampy in wet weather and not suitable for a railway, which should remain on the slope of the hills. There does not appear to be much in the way of rock outcrop on this section, but the cost of clearing will be comparatively heavy. From the watershed at about Mile 10 to Kericho Station, the line would follow the watershed between the Kibiriswa and Tukenon systems. This portion of the line presents few difficulties and will be comparatively inexpensive to build; being on a watershed no culverts will be required. A station site can be provided at about Mile 11 as a passing siding.

Kericho station, in my opinion, should be located alongside the existing Lumbwa-Kericho road at about road mile 17 $\frac{1}{4}$  from Lumbwa station, i.e. some three miles from Kericho Boma. The site would be to the south of the road, on land owned by the Lumbwa Industrial Mission, at a height of some 6,800 feet, and at about Mile 22 from Kedowa station. The reason for not locating the station nearer to Kericho Boma is because the Boma lies on a long and narrow tongue of land between the Kirisus and Kima, u Rivers, and it would be impossible to find a suitable station site, except on the very top of the ridge, which is occupied by the Boma, and even then it would be impossible to get away from such a station in the direction required.

- (b) Kericho - Jemji. From Kericho onward the line will diverge from that suggested in Col. Homer's report, in order to avoid crossing the rivers which rise in the

the Mau forests and flow westward. From Kericho station the line would cross the existing Lumbwa-Kericho road and passing round the headwaters of the Kirisua River would follow down the watershed between the Kitho and Narabarowith Rivers, falling all the way, until it reached the valley of the Yurith River, near where the main Kericho-Sotik road crosses the River. This section of the line would be some 20 miles long and would present few engineering difficulties. Such development as may be required can be obtained at the headwaters of the Kirisua and in the small valleys near Jamji. The line will drop from 6,800 ft. to 5,600 ft. in some 20 miles. A station site can be found at a point near Jamji convenient to the main road and at such a height as to render it possible for the line to be extended in future by means of a bridge over the Yurith River below the junction of the Kitho and Chepkoisi Rivers and above the junction of the Narobarowith and Yurith Rivers.

(c) Extension beyond Jamji.

Three routes for possible future extensions beyond Jamji were examined

- (1) A route passing down the Yurith and Sonde Valleys to cross the latter river to the north of the Kisii Highlands, turning south west and proceeding towards Kisii Boma.

This route is not recommended: it would be of no use to most of the Sotik area, would pass through country very sparsely inhabited and would traverse rocky, steep and very difficult country in passing down the valleys of the Yurith and Sonde Rivers.

- (2) A route passing up the valley of the Chepkoisi River and its tributary to Litain, thence down the valley of the Ainaboi River to Chema, a police post.

Such/

Such a line would require to mount at maximum grade with considerable development at Litein, whence it would fall again to Chemagal. This line would be very twisty and would be longer than route (3).

- (3) The route recommended would cross the Yurith River by a bridge about 80 feet long at the point indicated in para(c) above, mounting from the Yurith Valley at maximum grade would cross into the Thoimbili Valley, follow that valley down towards its junction with the Kipsonoi, and then follow the Kipsonoi Valley up to near its junction with the Sisi River, where a station for the Sotik Area would be located. The streams flowing from the Buret Reserve to the Yurith and Kipsonoi Rivers are short and of small importance, and the valleys are not difficult to cross. The line would be comparatively inexpensive and would be the shortest way to reach a station in the centre of the Sotik area. The length from Jamji would be about 24 miles, and an intermediate station near the Thoimbili River could be provided to serve the northern part of the Buret Reserve and of the Sotik farms.

In the future, an extension could, if necessary, be run to cross the Kipsonoi River, run up the Sisi River valley and thence either south through the edge of the Chapanand Hills or by turning west reach the Kuja valley, thus passing south of the Kisii Highlands to tap the country between those Highlands and Lake Victoria. At the present time there is no white settlement beyond the Sotik area, and

5.

and the country beyond that point is very sparsely populated and appears to produce very little. The Kisii Highlands constitute an impassable barrier, and the line must pass either to the north or south of them.

2. GENERAL.

It will be seen from reference to the map that the line for the first 42 miles (to Jamji) passes either through or alongside a settled area. The Mau Escarpment, along which the line passes for the first ten miles, is very densely afforested and would provide large quantities of fuel for years to come. The settled country to the north of the line as far as Mile 10 is given over to maize and stock farming. At Mile 10 the line enters the coffee and tea area, which continues as far as Jamji. I am given to understand that the land occupied by natives in the Euret and Lumbwa Reserves is now producing maize for export and is expected to produce considerably larger quantities in the near future, as ploughs have recently come into use. The Sotik area is producing coffee and will produce maize and dairy products as soon as railway transport becomes available. There should therefore be considerable traffic as soon as the line is constructed, but no doubt a full report on this will be provided by the Economic Commission.

3. GRADE.

I would recommend that a grade of 2% compensated be adopted.

4. CURVES.

No curves over 10 degrees will be required.

5. OPENINGS.

No major bridges will be required until the bridge over the Yurith is reached (M.43). This will need an 80 ft. opening, though possibly a 60 ft. span could be used if a sufficiently narrow portion of the river can be found by close examination in the very dense bush. There is rock almost everywhere in the river bed. A 60 ft. opening would suffice for the Kipsonoi. It may be desirable to use viaducts over several of the gullies in the first 10 miles, but here again the forest is so dense that nothing short of a tachometer survey with considerable cutting will suffice to determine the economy of viaducts as against banks.

From Mile 10 to Mile 42, pipes alone should be required, with possibly three culverts close to Jamji Station.

Four culverts will be required between Jamji and Chemagel.

6. SAND.

There is little or no sand available and it would probably be necessary to bring it from Kisumu, whence sand is now being brought for the hospital building at Kericho by the Public Works Department.

7. STONE.

Stone is available everywhere.

8. WATER.

The rainfall varies from 48 inches at Kedowa to 74 inches at Kericho and to about 55 inches at Sotik; there are rivers everywhere.

A Water Tank will be required at Kedowa Station, where there is not one at present. The river is only 1/8 mile away and about 80 ft. below platform level. Considerable extension will be needed in the Station. At Kericho Station the river is 1/3 mile away and at Janji and Chomael about the same distance.

9. COST.

A provisional estimate of cost is appended, from which it appears likely that the cost would work out as follows:-

Kedowa to M.L.C	10 miles @ £6110 p.mile	- £61,100
M.L.C to Kericho	12 " " £4530 " "	- 54,360
Kericho to Janji	20 " " £4250 " "	- 85,000
Janji to Chomael	24 " " £5120 " "	- 122,880
Total,	<u>66 miles @ £4975 " "</u>	<u>- £323,340</u>

This allows for second hand 50 lb. rail at £750 per mile.

If this line is proceeded with, I would suggest that it would be most economical in the long run to build the section from Kedowa to Janji in one operation, as the station at Janji would sufficiently serve the entire Setik for years to come, while if the line were to stop at Kericho there would undoubtedly be an agitation very soon for its extension. The section from Kericho to Janji is not an expensive section and a saving would be made if the Kedowa-Janji piece was built as one operation instead of two.

I have the honour to be,

Sir,

Your obedient servant,

(Sd.) H. Slingsby.



KEDOWA - KERICHO - SOTIK LINE.

ESTIMATED COST.

Head	Cost per mile.			
	Kedowa to M.10	M.10 to Kericho	Kericho to Janji	Janji to Chema-el.
Preliminary Expenses	110	60	60	70
Land	30	50	50	30
Formation	2,000	1,500	1,500	1,700
Bridge Work (a)	1,300	300	300	800
Fencing	20	20	20	20
Telegraph	80	80	80	80
Permanent Way and Ballast(second hand)	1,200	1,200	1,200	1,200
Stations and Buildings (b)	650	(1) 600	(1) 320	(2) 500
Plant	320	320	320	320
General Charges	400	400	400	400
	6,110	4,630	4,250	5,120

(a) Allows for viaducts.

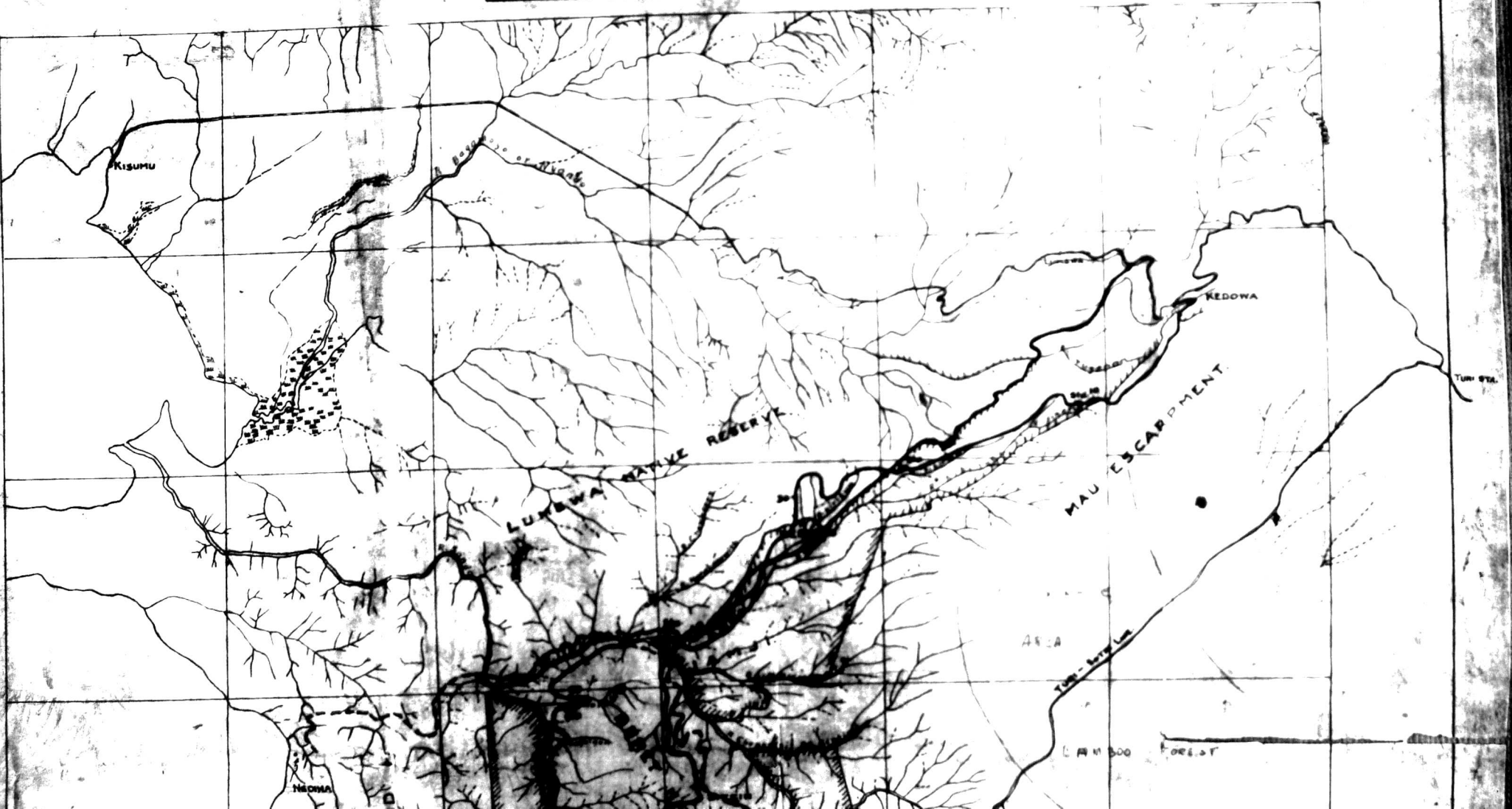
(b) Includes allowance of £1,000 for alterations to Kedowa Station.

KENYA AND UGANDA RAILWAYS AND HARBOURS

KEDOWA - KISUMU - PORT BRANCH

PLAN TO ACCOMPANY REPORT ON RECONNAISSANCE

SCALE - 1" = 3.98 MILES



APPENDIX II.

**ECONOMIC SURVEY  
KEDOWA - SOTIK RAILWAY.**

The following Economic Report on the land and development effected and prospective in the area which would be immediately and remotely served by the proposed Branch, should be read in conjunction with the first Economic Survey (on the alternative Turi-Litein Branch) presented on August 7th, 1925.

The areas which would be served by a Branch Line to a point say 50 miles from Kedowa are:-

- (I) Part of the Western Mau Forest Reserve.
- (II) The Kericho-Jaraji Settlement.
- (III) The South Lumbwa Reserve (Portion of)
- (IV) The Sotik Farm Area
- (V) The Buret Native Reserve
- (VI) Eastern Kisii Highlands.

and more remotely :-

- (a) The Southern Kisii Highlands
- (b) The Chepalungu area.
- (c) The Masai Reserve (Western end).
- (d) The Native area in the direction of Sotik Post.

Reference to the map accompanying this report will show approximately the alignment of the railway line and the zones which would be served by it.

The primary area within the blue line, is 380,000 acres in extent and of which it is computed some 135,000 acres may be cultivated in time.

The Secondary area within the red line, is 350,000 acres in extent and of which it is computed some 130,000 acres may be cultivated in time.

The Tertiary area within the green line, is

537,600 acres in extent and of which it is computed some 260,000 acres may be cultivated in time.

A description of the above areas need not be given as they were described in the first Economic Report. What is important now is to consider :

- (a) The area in European hands, the extent of its present and future development.
- (b) Unalienated Crown land.
- (c) The area in Native hands, with its present and prospective development.
- (d) Forest areas.

The area now in European hands is 176,000 acres, of which 120,000 is in occupation. Of the 176,000 acres alienated it is computed that approximately 40% of the area is cultivable, that is, 70,000 acres. Of the 70,000 acres; at present 12,500 acres are under cultivation bearing the following crops:

Tea	4,392 acres
Coffee	5,065 "
Maize	2,570 "
Others	522 "
	<u>12,500 acres</u>

The development expected by 1935, for which in many cases the Capital is provided, and definite schedules of development are laid down, is assessed as follows:-

Tea	17,280 acres
Coffee	8,517 "
Maize	4,840 "
Others	1,193 "
	<u>31,830 acres.</u>

In other words, in 1935, almost half of the cultivable land in the alienated area is expected to be under the plough.

The balance of the cultivable area is classed as being approximately 20% Tea land, 50% Coffee land, and 30% for Maize and other Crops.

Unalienated land which may come under European occupation/

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- (d) Forest areas.

The area now in European hands is 176,000 acres, of which 120,000 is in occupation. Of the 176,000 acres alienated it is computed that approximately 40% of the area is cultivable, that is, 70,000 acres. Of the 70,000 acres, at present 12,500 acres are under cultivation bearing the following crops:

Tea	1,392	acres
Coffee	5,065	"
Maize	2,570	"
Others	522	"
	<u>12,500</u>	<u>acres</u>

The development expected by 1935, for which in many cases the Capital is provided, and definite schedules of development are laid down, is assessed as follows:-

Tea	17,280	acres
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Maize	4,840	"
Others	1,193	"
	<u>31,830</u>	<u>acres.</u>

In other words, in 1935, almost half of the cultivable land in the alienated area is expected to be under the plough.

The balance of the cultivable area is classed as being approximately 20% Tea land, 50% Coffee land, and 30% for Maize and other Crops.

Unalienated land which may come under European occupation/

occupation and development could be expected to add some 12,000 acres to the total figure of arable land, or, say, approximately 82,000 acres of arable land in European ownership, of which over half is expected to carry high priced crops like Tea and Coffee. On a minimum average production of one-third of a ton of surplus material per acre, the tonnage of outward traffic arising from the European area is anticipated as 4,166 tons in 1930, and 10,600 tons in 1935, of which quite one half may be termed high priced produce.

One must not overlook the fact that with the advent of a Railway, large farms would be subdivided, unoccupied and unalienated land would be taken up and more intensive (and) development would ensue. To this one must add the increasing trade, labour requirements, and therefore traffic inwards to the district.

Population: European, in 1925 numbered 59; in 1929 186. This increase is mainly a reflection of large scale enterprise, and increased development in the district.

The area served by the Railway which is in Native hands is considerably larger, and under proper development capable of greater total production than the European areas. The population in the areas served by the proposed railway is now taken as 126,962, occupying an area of 1,035,600 acres. At a conservative estimate 355,000 acres is cultivable with modern implements within the compass of a native cultivator. The native for some years will concentrate on foodstuffs, for his own use and for sale to estates in the neighbourhood, and also to the Masai people. With the establishment of a local market a freer flow of money and therefore greater trade may be anticipated with advantage to the import traffic. Undoubtedly crops such as Beans, Peas, Maize, etc. will be produced to surplus and exported from the district. It is estimated/

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estimated that for the food maintenance of the people and the rations for labour employed in the area in 1935, an area of 85,000 acres of cultivated land is needed. There is, therefore, a large amount of cultivable land available for surplus production. The use of ploughs is extending and is likely to continue to extend. Further, the Lumbwa people are able to produce Butter Fat for sale and have done so for some years, thus utilizing non-cultivable country.

It is not proposed to give an immediate figure for Native exports along the route of the line as the figure will be strongly affected by inter-tribal trade induced as a result of the building of the line. In the future from the area capable of being cultivated 65,000 tons of surplus may be anticipated.

THE MASAI RESERVE: The fertile and most densely populated region of the Masai Reserve may be found south of Sotik along the Amala River. The present outlet for Hides and Stock is via Narok. Were the line built it is reasonable to assume an effort would be made to divert that traffic, particularly as the Masai in this region at present secure food from the Lumbwa Reserve. The District Commissioner, Narok, estimates the in and out traffic would be in the region of 2,000 tons per annum: outwards consisting of Hides, Livestock and Ghee, and inwards Maize Meal and Trade Goods.

SOUTH KAVIRONDO RESERVE: In view of the fact that the area bordering on the Sotik farms is not populated, and that only now are people moving into the wonderfully fertile vacant lands in the southerly eastern border of the South Kavirondo Reserve, we do not feel at all justified in quoting a figure for the present day production. The total tonnage of production from South Kavirondo is stated to/



to be 7,000 tons annually, this is handled mainly through Kendu Bay and Homa Bay. There is constant and steady evacuation of the Gulf Locations by the people who are moving up the slopes into more fertile and less droughty areas. Further, there is a migration of people from the Locations of Central Kavirondo to certain locations in South Kavirondo. The Kisii people are thus moving east and south and in time the land bordering the Sotik farms and the Masai Reserve will become populated and productive. As things are today, a proportion of the South Kavirondo produce will be attracted to the Branch increasing as the people migrate nearer and increase cultivation.

The Committee was given a figure of 23,500 tons as the possible import and export tonnage which would be handled at once by the line were it built. It is not disposed to accept these figures as indicating the immediate traffic but would rather adopt the figures from European production for export and then indicate that from globular figures of acreage influenced together with a consideration of the per centage cultivable what is likely to happen in due course if the railway is built and later extended. It has further to be borne in mind that present day surplus production finds its way to the railway irrespective of whether there is a line or not, it is the accelerated or enhanced production which the line, if built, will induce, which is the influencing factor and the fertility and extent of the area affected, together with the population and its tendencies, which is important from the point of view of new Railway construction.

We would therefore consider that as a first step the line be built on the proposed alignment to a point approximately 52 miles from Kedowa. Such a point would bring practically all European producing areas within 20 miles/

miles of Railhead. It would bring over 50% of the Lumbwa Native area within the same radius. It would also affect a goodly portion of the South Kavirondo Reserve and should be the means of diverting a portion of the traffic which at present moves through Narok in the Masai Reserve to Kijabe.

The adjustment of trade and transport routes thus having been effected, at some early future date consideration should be given to the extension of the line from the point mentioned, namely, Mile 52, not to Chemagel but as far beyond that point as will enable the line to have a terminus in either the Masai or South Kavirondo Reserve, beyond Manga. Such a projection will influence the development of the isolated locations, Utende, Nyabassi, etc., in the Southernmost portion of South Kavirondo, and possibly a few locations in Tanganyika Territory, e.g. Bukira, would be affected.

Population figures for areas in South Kavirondo are not available, but from observation it is estimated that in the areas which would provide the line with traffic the present population is as thin as 70 per square mile.

We feel that on the production - present and prospective - of the European area, together with the numbers of native people and the extent and fertility of their country, Government could safely proceed with a Branch to Mile 52. Any extension from that point in a southerly direction will be influenced by development in the Southernmost portion of Sotik, the alienation of the so-called Forest-Chepalungu area, the continued migration of South Kavirondo people and the opening of Masai and Tanganyika trade.

Forest Area. X. The tonnage coming to the line cannot be computed.

Roads/

Roads. For the service of this line with its terminus at Mile 52 from Kedowa, it is considered that two roads are immediately necessary:

- (1) Rail head near Ngoima to North Migirango in the Kisii Reserve.
- (2) Kipsongi via Sotik Post to Mara, a large portion of which will supersede an existing track

and that a road from Janji to Kaptien will be necessary in the near future.

To sum up, a line to Mile 52 from Kedowa would serve -

- (a) Approximately, 200,000 acres of land in European hands or available for alienation, of which 90,000 acres is cultivable.
- (b) Approximately 500,000 acres of land in the occupation of the Lumbwa people, of which 180,000 acres is cultivable.
- (c) Affect production in about another 550,000 acres of good agricultural country.
- (d) Deflect Masai and South Kavirondo trade routes and endanger inter-tribal trade.
- (e) Serve as an outlet for any timber trade which may arise on the Westerly slopes of the Western Mau Forest area.
- (f) Justify the subdivision and alienation of the so-called Chepalungu "forest" which to-day is a sanctuary for thieves.
- (g) Increase population by inducing subdivision of large farms.

Population affected:

	European	...	...	157
	Indian	...	...	340
	Natives	...	...	87000
and	Remotely, say	...	...	40000

Total/

<u>Total acreage:</u>		1,271,600 acres, of which	
Primary	...	384,000	} Cultivable 445,000 acres.
Secondary	...	350,000	
Tertiary and Remote		537,600	

After making due allowance for the anticipated increase in native population, and the consequently greater acreage of land needed for the production of food for its maintenance, it is estimated that an average surplus production of a quarter of a ton per acre may be accepted as reasonable. On this basis the ultimate exportable tonnage, when the cultivable areas have been developed, would be 110,000 tons per annum.

Road alternatives: The Acting Road Engineer states that on account of the nature of the soil, and the country through which it would pass, together with an absence of rock, the cost of construction of a permanent all weather road to carry the traffic which is almost within sight would be so high and its annual upkeep so heavy that he is unable to recommend that any alternative road proposal be considered.

- (Signed) E. Harrison  
DEPUTY DIRECTOR OF AGRICULTURE.
- (Signed) F. Browning  
SUPERINTENDENT OF THE L.I.E.
- (Signed) J. Fleming  
ACTING ROAD ENGINEER.
- (Signed) P.H. Filleul  
DISTRICT COMMISSIONER, KERICHO.

Nairobi,  
10th December, 1929.

Total acreage: 1,271,600 acres. of which

Primary	...	384,000	} Cultivable 445,000 acres.
Secondary	...	350,000	
Tertiary and Remote		537,600	

After making due allowance for the anticipated increase in native population, and the consequently greater acreage of land needed for the production of food for its maintenance, it is estimated that an average surplus production of a quarter of a ton per acre may be accepted as reasonable. On this basis the ultimate exportable tonnage, when the cultivable areas have been developed, would be 110,000 tons per annum.

Road alternatives: The Acting Road Engineer states that on account of the nature of the soil, and the country through which it would pass, together with an absence of rock, the cost of construction of a permanent all weather road to carry the traffic which is almost within sight would be so high and its annual upkeep so heavy that he is unable to recommend that any alternative road proposal be considered.

(Signed) E. Harrison

DEPUTY DIRECTOR OF AGRICULTURE.

(Signed) F. Browning  
SUPERINTENDENT OF THE LINE.

(Signed) J. Fleming  
ACTING ROAD ENGINEER.

(Signed) P.R. Filleul

DISTRICT COMMISSIONER, KERICHO.

Nairobi,

10th December, 1929.