

1922

KENYA

CAO  
43526

DATE  
22ND JULY 1922

RE 51 AUG 22

OFFICE OF THE  
COMMISSIONER

NO. 118

PROVINCIAL

MEMORANDUM

Mr. H. Lambert

MR. KUMAR

Mr. Lambert

Sir H. Lambert

Mr. H. Road

Mr. H. Road

Mr. H. Road

Received from the Director  
works completion of the bridge at  
Kororua on the 22nd July 1922.  
The bridge was completed on the 22nd July 1922.  
The bridge was completed on the 22nd July 1922.  
The bridge was completed on the 22nd July 1922.

MINUTES

Please see minutes of the  
meeting of the 19th July 1922.  
The Committee has decided  
to believe in the  
proposed scheme.  
I have attached a memorandum  
to the minutes.

Mr. H. Road came to me  
today. He was somewhat worried  
that the amount of 2000/- for the  
fund was being applied  
only to the retrenchment (see list  
on 18/7/22). He will probably ask us  
to clear up the point.  
He may also try to raise the  
whole question of the Robertson's  
estate trust that is in def.  
If it is necessary to  
be done, it may be necessary to

Stationery Paper

23  
2026  
23

There are 3 proposals here, all concerned really with one thing - the position as of how the George Rose and the Director of Public Works in

4313 deals with the <sup>proposal</sup> ~~draft~~ reduce the <sup>cost</sup> ~~value~~ of the to establish the post of Secretary D.P.W.

4345 deals with the future policy of the P.W. Dept.

43526 deals with the quarrel between the <sup>Director</sup> ~~Director~~ & Col Robertson over the various construction exchange units.

I do not think the first draft requires very serious comment. The proposals have been approved, and there is certainly no ground for reconsidering

arguing the right of way of the River  
The first part of  
para 3 of the Gov's des. is

correct and the following should  
be already done.

Dispatch



would work in harmony with the  
district surveyor.

The Gov's committee has become  
quite workable, but prefers to retain  
the old route (i.e. the S. side).

think this is right, since  
(1) if there was not a technical  
head, the technical adviser would  
necessarily have to answer and the  
Gov's representative would  
be the only one in a position of  
finality and of complaints of inadequacy  
of salary for the technical work.

Gov's committee is better a technical  
adviser and a technical adviser  
should be appointed to deal with  
the technical work and the  
Gov's representative should be  
in a position to deal with the  
general work.

The Gov's committee is a  
committee and the technical  
adviser is a technical adviser  
and the Gov's representative is  
a representative.

Gov's committee is a  
committee and the technical  
adviser is a technical adviser  
and the Gov's representative is  
a representative.

Gov. were misled by Col. Robertson in  
adopting the lake route and  
they should have changed their minds  
when he pointed out the true path.

(2) Tanka-Nyiri Rly; he claims  
that

That the surveyor instructed should be  
instructed to the P.W.D.

In regard to (1) take it that  
the survey will not be made  
up the ancient maps.

It is not an argument in favour  
of (2).

Whatever the result of (2),  
the matter has been decided by  
our letters 30198/22 & 30492/22; i.e.  
the survey is to be carried out by  
Col. Robertson, & the possibility of the  
construction being entrusted to the  
P.W.D., though not favoured, is  
not excluded. It would be  
impossible to go back on the decision.

As to the survey without a very  
good reason, and the attacks  
on Col. Robertson are so obvious,  
Coloured by personal opinion that  
they fail to destroy confidence in  
him, & his long service & returns the  
attitude.

It is thought that a very  
large sum will be required.  
I think that all these objections  
may be answered at the same  
time. The reply might be on  
the following lines:

That the S. of. has received  
for Ross' petitions, & that  
comments on the various points  
at issue are:

(1) The ~~reduction~~ reduction of the salary  
of the post of D. P.W., and the  
abolition of the Deputy have been  
approved, and it is not proposed



then his thought - There has been a  
real railway) or the amount of  
exact survey. The fact that the  
survey party found a route of  
all the mountains is <sup>of course</sup> the  
clear <sup>and</sup> <sup>is</sup> <sup>not</sup> <sup>impossible</sup>

(6) Major Grogan's theory

Major Grogan's Forest runs down from a  
level of about 5,000 feet to 7,000 feet or lower,  
and Mr. Post appears still to consider that it is  
as easy or nearly as easy to tap it from the top  
as from the bottom, even though Major Grogan's  
factories have been erected at a low level. I do  
not see how he can possibly be right. <sup>Why</sup> can  
he get out of Major Grogan in the way of  
freight if what he can <sup>carry</sup> <sup>down</sup> <sup>is</sup> <sup>to</sup> <sup>be</sup> <sup>had</sup>  
to carry his <sup>goods</sup> <sup>up</sup> <sup>to</sup> <sup>the</sup> <sup>top</sup> <sup>of</sup> <sup>the</sup> <sup>mountain</sup> <sup>and</sup>  
descend it is very improbable that he <sup>can</sup> <sup>make</sup>  
a penny out of this traffic.

As regards the <sup>right</sup> <sup>of</sup> <sup>the</sup> <sup>patent</sup> <sup>and</sup> <sup>its</sup> <sup>ambiguities</sup>, the <sup>only</sup> <sup>question</sup> <sup>for</sup> <sup>consideration</sup>  
is whether we should <sup>as</sup> <sup>Mr</sup> <sup>Post</sup> <sup>threat</sup> <sup>to</sup>  
carpet Col. <sup>Phillips</sup> <sup>before</sup> <sup>the</sup> <sup>introduction</sup> <sup>of</sup>  
Civil Rights. <sup>There</sup> <sup>is</sup> <sup>no</sup> <sup>reason</sup> <sup>why</sup> <sup>he</sup> <sup>should</sup>  
not do so, but I do not think he <sup>can</sup> <sup>be</sup> <sup>allowed</sup> <sup>to</sup>  
use any unpublished papers for the purpose. If in  
our reply we refer to the matter at all it will be  
necessary to say something to that effect but perhaps  
we can leave it alone.

Yes  
W.S.P.

(3) As regards the organization of the Public  
Works



NAIROBI,  
KENYA, EAST AFRICA.

2nd July 1922.

CONFIDENTIAL

43526

RE 31 AUG 22

I have the honor to acknowledge the letter  
dated 17th July from Mr. McCreech in reference to  
you. It will be as far as possible in

the whole project, and came to the conclusion that  
the person in question was not in every way  
suitable. In answering your telegram I used the  
words "not a suitable person" not "not suitable"  
with the context of the previous telegram,  
it might have been that I intended to convey to  
you my opinion that any individual was not a suitable  
person, but that the set of persons was not  
in every way suitable to lay a cable across the  
question, viz. the entire line of 100 miles  
of 100 miles of Railway through very difficult  
country. At the time of the despatch of the cable  
in question, the reattachment of the cables

had not been considered.

3. I have received proposals on the same subject from Mr. Galt and Major Madley of the Indian Army. Mr. Galt proposes to construct a railway from the station at ... I would be ... the ... the ...

4. ... the Railway, ... to ...

5. ...

6. ...

Country. ... construction of the ... firm ...

6. Mr. Ross has persistently ... on me on matters of Government Policy: I ... listened to him patiently, and made what was I ... his ... criticisms, but I have not always adopted his proposals.

Whether I have been misled by the advice given by Colonel Robertson, or not, is a matter of opinion; he is here in an advisory capacity, his advice is generally sound and his proposals have always been met carefully with that of other people. In fact, I have myself in Council before important decisions have been arrived at.

7. With regard to paragraph 7 to the inclusive of Mr. Ross' letter, I have not the time, nor do I wish to take up your valuable time, to write the lengthy pamphlet which would be necessary to deal with it paragraph by paragraph. It is full of insinuations regarding the conduct of Sir Charles Baring, Lord Willmors, Major Grogan, and Major Phillips, all members of the Economic and Financial Committee now sitting, but behind these faints there lies the whole time the real main attack on Colonel Robertson, with bitter feelings of resentment behind it. Major Phillips was nominated to the Committee by the National

... of Mr. S. Jacobs ... his time to this work ... the alignment of the ... constant debates ... committees out ... debatable problem.

Finally when twenty miles of the permanent way had been constructed, and work was proceeding on more than fifty miles, partly through most difficult country, when week by week savings on the original high estimate of costs were being effected, up to date totalling over £700,000, Mr. Ross' arguments were put before my Executive Council,

COLONY AND PROTECTORATE OF KENYA.

PUBLIC WORKS DEPARTMENT,

HEAD OFFICE,

N A I R O B I.

NO: 12257.

17th July 1922.

D. GREGOR BOSS,

DIRECTOR OF PUBLIC WORKS,  
KENYA COLONY.

HIS MAJESTY'S PRINCIPAL SECRETARY OF STATE FOR  
THE COLONIES,

THROUGH HIS EXCELLENCY

MAJOR-GENERAL SIR EDWARD MORTIMER K.C.M.G.,  
G.B., D.S.O.,  
GOVERNOR.

I have the honour to seek the favour of your consideration of an unexpected issue that has just arisen in Kenya Colony, where the professional staff of the Department is composed of a considerable group of men who have been in the service of the Government for many years. I regret that I have not been able to consult you this morning, but I have done so since I have had the opportunity. I have done so because I have had the opportunity to consult you in the past and you have given me the benefit of your experience and advice. I have done so because I have had the opportunity to consult you in the past and you have given me the benefit of your experience and advice. I have done so because I have had the opportunity to consult you in the past and you have given me the benefit of your experience and advice.

2. His Excellency the Governor has gone so far as to cable to you the opinion that Departmental personnel (including that of this Department) is not capable of constructing the Nyeri Railway, although as recently as April 7th of this year he recorded the opinion that the Thika Railway (from first to last the work of this Department) was a splendid example of the Departmental method in Railway construction, which

be thought might well be given another trial in the  
case of the Muzi Railway.

3. This hostile... was... to you  
the 14th. after consultation with Lt. Colonel J.K.  
... whose concurrence is specifically reported  
... by His Excellency.

4. This letter then seeks to lodge a  
respectful protest against action taken by Government  
on more than one occasion, upon the advice of several well  
known persons, by making the point that from having been  
positionally been... to Government and that  
continuous... of that officer's advice, to the  
... of Govern-  
... this Colonel... makes their  
... ally it... the  
... about their knowledge,

5. I would again point out that I received  
no... or comment upon respectful and informative  
representations of... on April  
... and to His Excellency... 20th.  
Copies of these have been... with a letter of  
... of July 4th. written... at a time...  
... was... that my adverse report had  
... The former... now transpires,  
... to His Excellency... comment upon  
the work of my... Muzi Railway construction.  
The latter, I have learnt with surprise, was  
discussed by His Excellency with a small local contractor,  
Mr. Pellock, whose previous hostile criticisms of the  
P. W. D. before the Public Works Commission in 1901 I had  
disposed of by a brief rejoinder which showed him up in  
a foolish light. He had since conducted a small piece of  
roadwork in Mairabi, on contract for this Department, in  
such lamentable style as to lead to the vocal publication

quite clearly that they "are not in a position to criticise the rates for work in Kenya Colony".

10. The entire issue has gone, I contend, by default, or a series of defaults. The Acting General Manager did not apparently place his Chief Engineer's denunciation in the hands of His Excellency the Governor. The General manager had not seen Colonel Hammond's criticism of Lt. Col. Robertson's report of 15 March 1922.

As shown on the alternative routes from an engineering point of view, that route had been gone into in the comparative traffic estimates - the particular issue was what the Consulting Engineers laid stress in advising the Board to do. The Consulting Engineers were not in possession of local information of first importance. They may possibly have considered that the report of March 8th 1922 came "too late",

in paragraph 9 of my memorandum of 15th March 1922. I had from first to last Lt. Col. Robertson's course which is unsound in the interests of the Colony. I submitted that the course is not for the benefit of the Colony. I discussed this with His Excellency on March 11th 1922. Lt. Col. Robertson should have made a Special Extraordinary Report on this subject. I should have defended the use of active agents in view of the fact that a large sum of money was involved. (A small diagram P.W.D. 2345 attached). This was not a...

11. This being the situation as between Lt. Col. Robertson on the one hand and Railway and Public Works Engineers on the other, I would next point out that on May 13th 1922, he submitted to the Bowring Committee a 27 page memorandum advocating the abolition of the P. W. D., and that at some date thereabouts, but unknown to me, another memorandum, traversing that Committee's previous unanimous recommendation that the Myeri Railway







first letter to Government on April 6th 1922 advanced  
 the [redacted] having the work done by the P.W.D.  
 only [redacted] purpose, to undertake it, "under  
 [redacted]", and my letter to His Excellency of  
 [redacted], a copy of which has been sent to you. In my  
 previous letter of the 20th instant, clearly [redacted] the  
 point that if my Department did the work it would be by  
 [redacted] "Engineers and Contractors doing the work under  
 "the [redacted] General Manager and Chief Engineer, Uganda  
 "Railway, as Consultants". If the Hon. General Manager's  
 somewhat [redacted] that Uganda Railway staff would not do  
 the work, it is reversed, and if Chief Engineer Major  
 Rhodes is placed in charge of it, I shall of course have  
 nothing further to say, except to congratulate him on  
 appropriate recognition by Government, and to bring to  
 his notice the official histories of officers of mine  
 who would be willing to accept service under him, if  
 [redacted] [redacted] [redacted] [redacted] to be retraced  
 after [redacted] [redacted] in the [redacted].

I have the honour to be,  
 Sir,  
 Your obedient servant,  
  
 H. C. CHAPMAN  
 DIRECTOR OF PUBLIC WORKS.

HEAD OFFICE,

NAIROBI.

NO: 738/57/28.

March 8th 1928

HON'BLE GOVERNOR

NAIROBI

UTILISATION OF LOAN

ANTICIPATED AT

Government a

can scarce

decision

as the

can

of this

124,600

protectorate are to receive

nothing. The

not be completed & no

other railway

and be contemplated. Urgent

required public buildings can not be begun. Meanwhile, a

very small portion of the community, on the Plateau, is to

have its communications improved by a new railway at the

hitherto undreamt-of average figure of £14,500 a mile, at

a time when the step is under consideration of abandoning

or more of the mileage of roads which Government

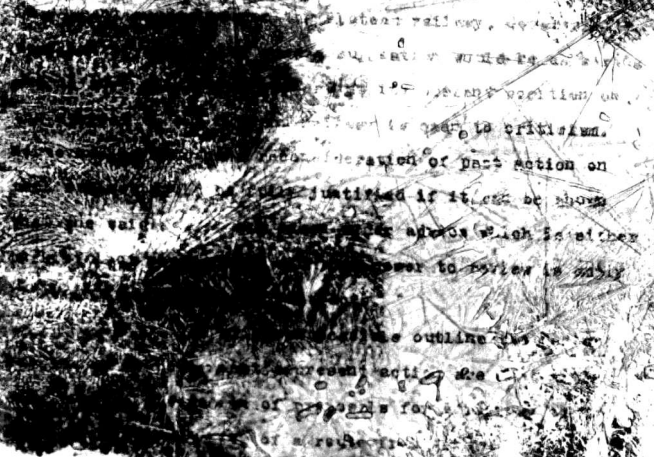
has hitherto maintained.

3. A Director of Public Works concerned with the improvement of road communications in the Colony and Protectorate, and faced with a reduction of present grants for this purpose, inadequate as they are, may well be left to question the accuracy and validity of the programme of expenditure for this district or the trustworthiness of the estimates for the Colony and Protectorate, and the value of the principal measures proposed.

The entire scheme is going by default, because Government has not taken steps to analyse the figures as a figure of expenditure. There is thus such to be said in explanation of a situation which contains several incalculable elements. The Government and Public have entered into a series of negotiations, and the Government has not taken any steps to consult its constituents. It is submitted that they, as the Government, are not aware of the interests of the public.

It has been suggested that the Government should discuss the possibility of a move in the common currency in other parts of the Colony was only too likely to give rise to, was to be made use of in a deliberate campaign for the cancellation of the Kilindini Wharf contract, and the utilisation of funds thus liberated for the railway extension towards Mvri. This possible move has been to a certain degree countered by this morning's announcement that the Mvri line is to be begun. It must not be concluded that the movement will subside, however, especially since the vote at present

suggested is so small (£150,000) and also because there is a possibility that not only the interests of Nyeri residents are behind the proposal, but also pressure by interested parties to effect the abandonment of certain activities. If then this proposal is viewed as anticipated in Legislative Council, I should be honoured if I might be allowed to launch a counter-proposal for the provision of the facilities necessary for the Nyeri extension of the Thika line, also for a shorter route from the unnecessary



which was early... survey of an alternative and shorter route from... on the Uganda Railway was authorized in a Colonial Office cablegram of July 9th 1920. Local opinion was practically unanimous in favour of the adoption of this route. A resolution in support of it was carried unanimously in Legislative Council on July 16th 1920. His Excellency cabled on July 21st 1920: "Whole country behind us in these regions". The first adverse criticism of the proposal appears in a Colonial Office cablegram of July 21st 1920, suggesting that "Cress" alleges that he has incurred heavy capital expenditure on a line he surveyed

"route" (from Sakuru), and hinting at loss of traffic from the Grogan Forest Concession and also fuel difficulties for Government if the shorter line were adopted. These suggestions were suitably stressed in his despatch of 7th 1920, and in his report submitted to the Government on 20th 1920. The Consulting Engineers' report of the 1st decision should be suspended until the re-survey of both routes by a Survey Officer was complete. That month,

the report was received by Government and the Survey Officer's report was prepared. The Survey Officer's report included a statement that the Sakuru route was the shorter route and that it would be cheaper to construct. The Consulting Engineers, however, notwithstanding, they were constrained to point out the inaccuracy of figures and correct the above-quoted extract by

stating "an advantage in first cost of £15,000 in favour of the Mau route". They also stated that the Survey Officer's report in the Survey Report had been corrected by the Survey Officer and by Mr. Gerner and by Colonel Gerner. They nevertheless "think that the traffic which will be obtained by the Sakuru route is such that the advantage of securing 1% grades and the elimination of 2% grades on this portion of the through route to Uganda, far outweighs the additional cost". They had therefore "no hesitation in recommending the adoption of the Sakuru route....."

8. There thus emerges the precise source of the representations which are held to support present-day Government action. It is found in the views of a Westminster firm which accorded inadequate attention to material placed before them, but which nevertheless exposed inaccuracy,

running to six figures in sterling, in construction estimates, while at the same time accepting, without any correction, estimates of traffic earnings which they also regard as the principal consideration guiding their decision. These traffic estimates are, however, almost equally faulty.

9. If these three points can be established, namely:

(a) that the ~~discrepancies in the construction estimates~~ <sup>figures</sup> were marked and <sup>by the</sup> ~~Government~~ <sup>Government</sup> ~~recognised~~ <sup>recognised</sup>,

(b) that the figures purporting to support the key recommendation of the ~~Government~~ <sup>Government</sup> on the score of ~~large~~ <sup>large</sup> increased traffic earnings are illusory and misleading,

(c) that government possessed an authority, ~~from~~ <sup>from</sup> ~~the~~ <sup>the</sup> ~~present~~ <sup>present</sup> date, both in ~~principle~~ <sup>principle</sup> and ~~in~~ <sup>in</sup> ~~fact~~ <sup>fact</sup>, to review past decisions,

it is submitted that government would be well-advised to review them. It is a comparatively easy matter to make these three points good.

10. The manipulation of figures which has served to ~~support~~ <sup>support</sup> contention as to "greater ~~capital~~ <sup>capital</sup> expenditure required for the Mac route project" is traversed in an enclosure to this letter. At which suffice at this point to indicate that the contention in question is only established (sic) by reducing the present, say capital cost of the Sakuru route by a calculated sum (£10,440) equal to the present value of a future problematical increase in land values (£180,000) which may accrue to Government (if the estimated increase does in fact occur) when the Grogan Commission reports to Government some 17 years hence. This is an involved and daring episode in the preparation of estimates of construction costs of an engineering project, such as one does not often meet with. As an item in a statement setting forth the advantages estimated to accrue

from the execution of a project, it would be in order  
 as a consideration governing whether or not financial  
 expenditure required for the project is justified  
 and will be used to benefit the people.



... probably  
 ... engineers  
 ... would not be  
 ...  
 ... quite  
 ... to spirit  
 ... Engine responsibil-  
 ... Africa

... timber traffic is credited to the main routes. It is unreasonable  
 to suppose that by means of light trackways or logging roads  
 much timber from the Grogan Concession and the Government  
 Forests would not reach the main routes. The point of forest  
 exploitation has been ably dealt with by the Hon'ble  
 Director of Agriculture in paragraph 13 of his memorandum  
 of August 6th 1920, which was forwarded as an enclosure to  
 His Excellency's despatch No. 901. The base for the main  
 line is further invalidated by adding to the cost of running

a certain train-mileage on it, the cost of running an unduly high train-mileage on a branch line from Nakuru to the Molo River, a few miles to the west of the Exceeding's depot at Molo. The cost of running the line to the valley, however, is not the only consideration. A more balanced and more judicious management of traffic on the line is required. In Colonel Hammond's report dated 15th 1921, which advises the Government that the respective lines would show a balance of 24,520 per annum.

The following table shows the estimated cost of the Plateau line, which is a branch line from Nakuru to the Molo River. The cost of the line is estimated at 550,000. The cost of the line is estimated at 550,000. The cost of the line is estimated at 550,000.

The Government's share of the line is estimated at 27.5%. The Government's share of the line is estimated at 27.5%. The Government's share of the line is estimated at 27.5%.

The Government's share of the line is estimated at 27.5%. The Government's share of the line is estimated at 27.5%. The Government's share of the line is estimated at 27.5%.

on the lines of Government's revised schedule for the £3,000,000 loan, there are still the requirements of extension into Trans Nzoia towards Kitale, the completion to Nyeri and also a limited programme of roadwork in addition, and material progress can be made in these directions by such a revision of the Usin Gishu contract as can quite legally and equitably be achieved under the provisions of the existing contract. No similar provisions are contained in the Kilindini Wharf contract for its

rejection, and allocation of responsibility of that contract would tend to ~~lose~~ the confidence of industrial concerns in the reliability and business capacity of the local government. ~~and the~~ ~~possibility~~ ~~of~~ ~~the~~ ~~Government~~ ~~entering~~ ~~into~~ ~~an~~ ~~agreement~~ ~~with~~ ~~the~~ ~~British~~ ~~Government~~.

It is ~~not~~ ~~clear~~ ~~that~~ ~~the~~ ~~Government~~ ~~of~~ ~~the~~ ~~Uasin~~ ~~Gishu~~ ~~County~~ ~~contract~~ ~~is~~ ~~legally~~ ~~and~~ ~~equitably~~ ~~acknowledged~~ ~~by~~ ~~the~~ ~~Government~~ ~~that~~ ~~it~~ ~~would~~ ~~be~~ ~~unjust~~ ~~for~~ ~~the~~ ~~Government~~ ~~to~~ ~~prevent~~ ~~it~~ ~~from~~ ~~modifying~~ ~~it~~ ~~and~~ ~~to~~ ~~proceed~~ ~~with~~ ~~the~~ ~~project~~ ~~on~~ ~~lines~~ ~~at~~ ~~present~~ ~~contemplated~~. Even if the Colony were ~~not~~ ~~in~~ ~~the~~ ~~position~~ ~~to~~ ~~do~~ ~~so~~ ~~it~~ ~~would~~ ~~be~~ ~~a~~ ~~sufficiently~~ ~~peculiar~~ ~~decision~~ ~~that~~ ~~two~~ ~~railways~~ ~~on~~ ~~almost~~ ~~parallel~~ ~~lines~~ ~~and~~ ~~some~~ ~~eight~~ ~~or~~ ~~ten~~ ~~miles~~ ~~apart~~ ~~should~~ ~~be~~ ~~built~~ ~~from~~ ~~a~~ ~~point~~ ~~in~~ ~~the~~ ~~Rift~~ ~~Valley~~ ~~to~~ ~~the~~ ~~top~~ ~~of~~ ~~the~~ ~~and~~ ~~Escarpment~~. This is perhaps the one locality in the Colony where such duplication of line would be more justifiable than anywhere else, on account of the excessive ~~class~~ ~~of~~ ~~work~~ ~~involved~~. These two routes are shown in diagrammatic form on the attached ~~plans~~ ~~and~~ ~~maps~~. It is the case that the ~~Government~~ ~~of~~ ~~the~~ ~~Uasin~~ ~~Gishu~~ ~~County~~ ~~has~~ ~~incurred~~ ~~such~~ ~~a~~ ~~loss~~ ~~as~~ ~~that~~ ~~it~~ ~~is~~ ~~not~~ ~~likely~~ ~~to~~ ~~be~~ ~~able~~ ~~to~~ ~~re-~~ ~~cover~~ ~~it~~ ~~and~~ ~~to~~ ~~involve~~ ~~a~~ ~~cost~~ ~~of~~ ~~£~~ ~~5,000,000~~ ~~is~~ ~~clearly~~ ~~the~~ ~~case~~ ~~that~~ ~~the~~ ~~Government~~ ~~will~~ ~~not~~ ~~be~~ ~~able~~ ~~to~~ ~~re-~~ ~~cover~~ ~~it~~ ~~and~~ ~~when~~ ~~it~~ ~~becomes~~ ~~possible~~ ~~to~~ ~~proceed~~ ~~with~~ ~~what~~ ~~the~~ ~~Consulting~~ ~~Engineers~~ ~~term~~ ~~"the~~ ~~ice~~ ~~through~~ ~~line~~ ~~to~~ ~~Uganda"~~. Prior to that time, its construction is indefensible. The profits from extra traffic to which it may give rise cannot possibly pay for interest and sinking fund on the money required to build it. Until such time (if that ever comes) as its construction becomes necessary as a link in a through line to Uganda, this country is under a distinct cash advantage every year in not having to pay 7% on an estimated additional construction cost of £449,050, as well as

annual maintenance charges of not less than £80 a mile or 23 extra miles of line, a total of £39,518 per annum for the extensive portion of a non-paying line. Government may well consider whether it is entitled to incur unproductive expenditure of this amount at such a time as this, if the same sum could be devoted to conditions elsewhere in the colony.

It cannot be doubted at this sum a considerable part is carrying the line towards Kitale and towards the Thika line, the latter part of a highly productive line. The driver of the line is not a large proportion of the total cost - it is 9,000 pounds to be spent prevent people's native areas are covered, except in so far as a short section of the Thika line towards the Native Reserve is concerned, and as improved travelling facilities for natives on the Uganda Railway may be provided, a long overdue concession to the best paying section of the travelling community.

15. If the new work were not being carried out on such extravagant lines, the votes sanctioned and to be sanctioned should amply suffice for opening rail communication east to Kitale and towards Byeri. On this point I speak with long local experience behind me. I was employed on the construction of the Uganda Railway 22 years ago, and I was responsible for the construction of the Thika Railway 10 years ago. This latter is the cheapest piece of metre-gauge railway in Africa. Even including the value of convict labour used upon it, the cost was only £2,051 a mile - for a line with 50 lb. rails on steel sleepers, with 18.7 feet of bridging per

mile, in addition to culverts, and presenting a quarter of a million cubic feet of earthwork per mile, 12% of which was excavation in rock. The cost of work has not gone up in this country five or six times between that date and now, and I am not open to the charge in regard to the rate of expenditure on the present program as excessive. The Third Railway Commission has done too cheaply, and has done too little: winterless expenditure in construction

total \$10,000 had been at my disposal for 1905. Instead of \$61,976 for 32.57 miles, it would have been a vastly improved line, and even in this respect the Commission of the district it is to be replaced for a long time.

Some of the areas of the country are assessed that at the present rate of running a railway 10 years after completion.

On what grounds of policy the Government persist in a course involving the country to the support of a non-paying railway is a subject which at every time has been discussed far and near. It is a question of public service, of a school of economy, make-peace, and of the financial respect before the Commission. It is, in fact, a school of economy, make-peace, and of the financial respect before the Commission. It is, in fact, a school of economy, make-peace, and of the financial respect before the Commission.

16. It would be equally apparent that a revision of estimates has to be far from effected which adequately reflects the decline in prices that has occurred from the high level which prevailed at the time when the estimates were first framed. It is reported that a reduction of £200,000 has recently been effected, but this may only represent the abandonment of the red section on the attached diagram, provision for which is understood to have been included in the original figures



"per centum on the total amount so arrived at for  
 "profit, but without any addition for compensation,  
 "loss or profit or otherwise."  
 ... compared with a ... grade  
 ... several aspects. It is stated, but not  
 proved, that the existing line from Nakuru up the Mau  
 Escarpment could not be reduced from 2% up to 1%. I think  
 it quite likely that such could however be done at a  
 much smaller cost than £25,000, the cost of providing  
 alternative route proposed. The Hon'ble General  
 ... at the pieces of 2% grade against  
 ... reduced to 1% at slight expense.  
 ... As construction of a second  
 ... remains unjustified.

The advantages of continuing to  
 run up along 2% ruling grade for the first 42 miles  
 Nakuru ... plateau are two in number:

- (a) a loss of revenue of £2,500 (Rasmussen)
- (b) increased running charges of £2,500 (Rasmussen)

however, it would in ...  
 ...  
 ... as a measure to  
 present-day adoption. This one paragraph states concisely  
 one of the most serious aspects of the present issue  
 before Government.

20. Referring to diagram P.W.D. 2845, the  
 blue section, 20.75 miles in length, and estimated to  
 cost £245,118, is an alignment justified only for the  
 purposes of the "through line to Uganda". As a means of  
 tapping the most highly developed area of Lower Mau it  
 could be much improved, and even at the start of the  
 "through line to Uganda" it may well be the case that  
 later investigation (if in competent hands) will show it  
 to be longer and steeper than an alternative line starting

from or beyond Njoro, the Government will be supplied with a line of rails... the advantages of... what was Lord...  
 ...on this...  
 ...a...  
 ...on this section...  
 ...of...  
 ...at...  
 ...will release...  
 ...after the...  
 ...at...  
 ...available...  
 ...this...  
 ...at once...  
 ...Survey Report. It is a simple...  
 ...with no bridges and only one bank of any...  
 ...cost... supported by no details.  
 ...of 10.72 miles of line, it is...  
 ...figure... reduced by £100,000.  
 ...of rails at...  
 ...agitation for...  
 ...at present. Can...  
 ...the Survey Report, to proceed with this red section as a construction...  
 ...has been dropped. The actual...  
 ...Uganda Railway calls for re-examination. It might be...  
 ...preferable to diverge from the main line a few miles on...  
 ...the near side of Mau Summit, thereby reducing the through...  
 ...distance from Nakuru to the Plateau and securing other...  
 ...advantages.

21. In my twenty-two years' connection with the Public Service of this Colony, I can recall no

occasion when Government has enjoyed such an opportunity  
 as now presents itself - securing a sum of upwards of  
 half a million pounds for much needed development - never  
 more acutely needed than it is at present. Equally I can  
 recall instances, on a similar scale, of a project  
 being sanctioned at such an unenviable time and  
 cost which I considered greater, as in this case, than  
 the sum of £100,000. I have seen the plan for the  
 railway line to the Man Recapture  
 facility, but never seen any evidence of  
 scrutiny in an engineering capacity as to  
 purported to indicate that the  
 advantage in first cost of the  
 alternative route. If public services  
 and staff, roads abandoned and  
 the accompanying of whole-time  
 public servants for prolonged periods  
 execution of such proposals as this  
 allowed to proceed at heavy public expense  
 Government stand answerable to the East African  
 white and black, for a misapplication of Government  
 and public funds. In any case, the  
 should be brought before  
 it for consideration in terms of months  
 or weeks. I support the contentions  
 advanced in this letter in public.

22. I need not say that it is with the  
 greatest diffidence that I advance a recommendation for  
 the reconsideration of an accepted piece of Government  
 policy. The justification for such a step is found in:-  
 (a) the fact that the accepted programme passed by the  
 Consulting Engineers is being departed from in that  
 the construction of the red section on the economic  
 diagram is being dispensed with - without any  
 specific Government authority to do so, as far as  
 the files show.

(b) the fact that the figures and conclusions upon which Government action of last November was based are shown to be faulty and misleading.

(c) a knowledge by my part of local costs of work which the Commission will specifically



The financial

and

of the

great re-adjustment.

and Indian, but

serious moment that

for a

best possible

distribution of privileges over the communities which will

be left with the obligation of paying the bill. Can

anyone suggest that either of these requirements is met

by spending \$552,973 on 33 miles of line between Molo

River and Ravine Ridge?

23. I entertain no doubt that if the public were in full possession of available facts bearing upon this project, the section shown in yellow on the enclosed

print and a large part  
 would not be of any use  
 probably the reason for  
 the failure of the  
 support to a large extent  
 of the same nature as  
 being done, as the contract is on a percentage basis,  
 the contractor would have no ground for complaint if the  
 money is not paid here so long as it is spent. Many  
 of their present financial difficulties might be fact  
 of their own making in connection with the  
 of their present financial difficulties might be fact  
 of their own making in connection with the

Your obedient servant,

(Sd.) W. MCGREGOR HOSS,  
 DIRECTOR OF PUBLIC WORKS.

Enclos: - 2.  
 (Diagram P.W.D. No. 2845 - print)  
 Memorandum referred to in para  
 (10).

The Mau route 10.72 miles in length is estimated (page 7 of Survey Report) to cost £203,923.

from Nakuru to the point called R... 23.57 miles in length is estimated to cost £203,923.

(page 7 of Report) ...

... 203,923 ...

... 203,923 ...

... 203,923 ...

... 203,923 ...

... 203,923 ...

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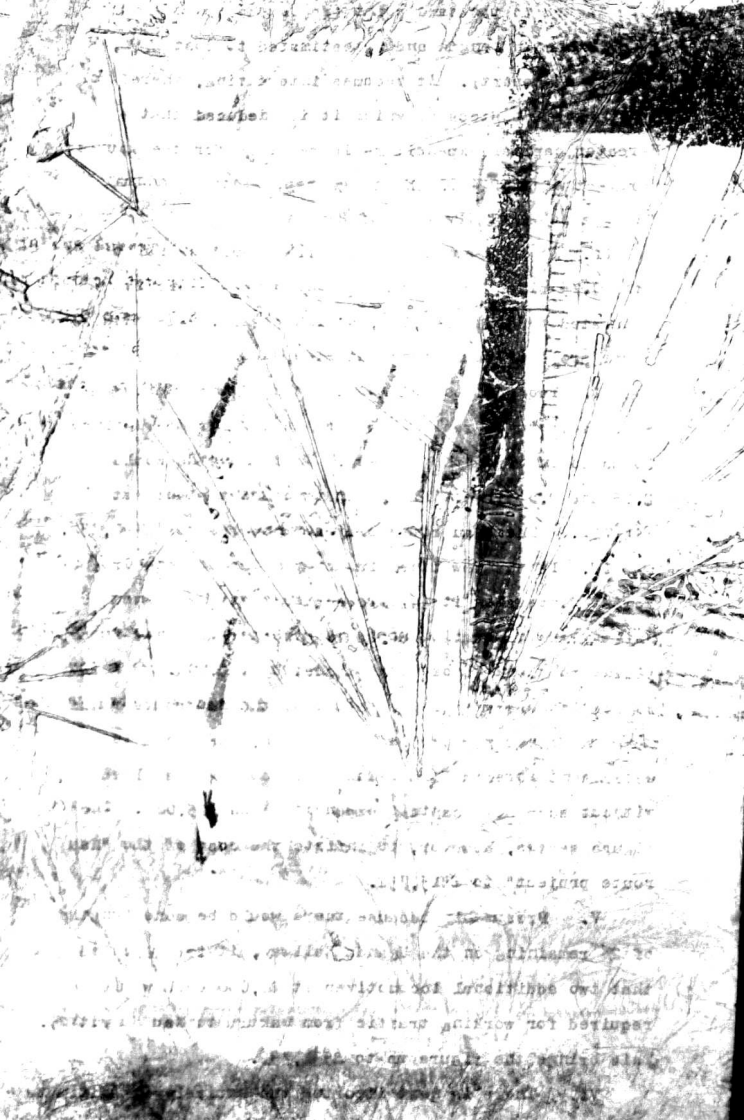
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route from National Security \$2,172,941, is therefore:-

... were  
ded at a cost of \$110, they will be  
Federal expenditure, consequently on coming through  
the National Security, it cost \$110

Received

per 10:72 - lines from ... Exhibit

\$2,172,923. The

short ... even if

to ...

of ... the Na

## PUBLIC WORKS DEPARTMENT,

Head Office,

NAIROBI.

No. 1075/57/28.

I have been very much surprised at the suggestion of the Engineer in the charge of the proposed alignment of the Uasin Gishu Road. It is suggested that a Colony in one place can be made out for it. This suggestion is by letter of March 6th in three particulars:—

1. A Government's Kilindini Road is not materialised, and the

2. It might have been delivered

3. Incident,

4. It definitely rejected all requests for loan funds for roads (this

5. Church's misleading suggestion as to "money being only desired by other Departments for extending their activities", and leaves us with a Railway issue pure and simple),
- (c) the estimate for the project has been reduced by some £450,000, though as the cost of permanent way has fallen from £4,621 per mile to £2,186 (a total of £350,640 for 144 miles), the Consulting Engineers have disallowed £52,336 worth of ballast and the Mau Summit construction tender is not being provided, it is not clear why the saving is not greater than £450,000.



there are objections to starting a  
... Mulo Valley from Njoro - a pro-  
posal which nobody has made, so far as I

... will be required on the  
existing railway when traffic increases

(very)

there

route",

... main route

... valuable timber lands of  
the German concession as thorough  
the other route.

that as the way appears to be available  
is a pity not to make the new railway  
"pukka".

(All these Church)

They may all be considered as irrelevant to the present  
issue.

4. The issue which is so carefully evaded in these  
memoranda is that this is not the time for this Colony to  
construct "pukka" instalments of visionary future main  
railway systems for a large part of Africa, if these can  
be postponed with immediate relief or with positive benefit  
to our financial position, or while there is no present  
pressing whatever of these main systems materialising for  
an indefinite period.

Government will not allow consideration of this issue to be... of savings due to the cost of... which can be... the issue...

can we

is the

53.67, cost \$78,000

ever state in file 70.

nothing in

cost was... traverse

effect.

providing the above sub-

(the main branch) is passed at a... figure

which I comment on in paragraph 8. It is... way at

this point that nothing could be done here... the

letter and the spirit of the resolution on Railway policy

passed unanimously in Legislative Council last Monday than

this suggestion to establish a station, even an engine-changing

station, at New Summit at a cost of close upon \$40,000

exclusive of land, rails, sleepers, points, crossings and

earthwork. It may be proposed that Government could not

in any case sanction that extravagance, and this immediately

lifts the financial relief to be derived from substituting the Main route for this section from miles 20 to 53, above the figure of 2300,000 instead of the Hon'ble General

... slightly in gravity by the price of materials, therefore still admits ... 2300,000 for spent now in

... of 22,578 a

... present-day requirements being ... estimated advance

... basis

... the

... the

... the

... the

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... the

... the

8. I will now allude briefly to the marvellous figures advanced to support the high cost (215,513 a mile) of the short line for 10.72 miles from Kaa Depot. This is only arrived at by insisting on the provision of two stations, one of which would be of the cheapest type, while the other would cost upwards of 200,000 in buildings and equipment alone, with additional charges for land, earthwork and permanent way.

The work... at mile 24 on the...  
 39,000...  
 eight per cent...  
 240,000 to be...  
 caused. Next...  
 considerable property...  
 stepped into adjacent...  
 with the volume of the...  
 adjacent embankment are...  
 at the high rate of not less than...  
 feet. Truly, the contractor...  
 This high rate...  
 done by Kenya... earning seven...  
 high rate of Rs. 20... to be paid to the...  
 if clause 42 of the Specification...  
 earthwork... line, 10.75...  
 stands at... If Government wishes...  
 to have... a realisation as possible...  
 extravagant financial provision which has been...  
 Uasin Gishu Railway project, let it call for the five...  
 sheets... of this Mau branch mentioned in the Second  
 Schedule to the Contract, and reflect that for the trifling  
 volume of earthwork there displayed, 234,000 is provided.  
 This measurement of cuttings in full and also banks in full  
 is common enough practice, but where... it is  
 usually accompanied by a reduction of normal earthwork rates  
 to a figure approximating to one half. The nearer the  
 volumes of cuttings and banks correspond, and proximity and  
 other features are favourable, the nearer may the rate be to

work rates. Better practice is to pay  
 for the lead and to pay extra for the "lead" or  
 concrete resulting spoil into a recent lead at a  
 heated rate of 10 feet of lead. It might be thought  
 procedures in connection with the whole total of  
 1/2 million feet of lead. The high average cost of some  
 accounts for the high rate of expenditure. The  
 value of the profit made by the contractor is  
 value. The situation could be a great deal better if  
 of this high rate of expenditure. In addition, the public interest is

This Memorandum is however part of the Government  
 of Contract and Book of the Secretary of the  
 not being constructed, as it is to be the  
 ent saving on the entire project should be  
 quoted, as has already been pointed out in paragraph 2 (c)  
 of this memorandum. In the light of these facts, the  
 verdict of the Consulting Engineers in Westminster sounds  
 naive indeed, where after stating that they are not conver-  
 sant with rates for work in this Colony, they add:- "we  
 think there is little doubt the line can be built for the  
 estimated amount".

9. It was unexpected that such tactics would be  
 produced in support of the otherwise indefensible section  
 of the work between Miles 28 and 53. The Resident Engineer  
 alludes in his 24th paragraph to the probability of  
 litigation by the Contractors if Government acts upon its  
 rights under their contract, and it is further suggested that  
 expenditure to the figure of 250,000 might be allocated to  
 "work done between mile 20 and Ravine Ridge". Government  
 should not take either of these suggestions too seriously.  
 What might more reasonably be feared is that even if the

earthworks ~~as~~ files 20 and 53 proceed to completion at the full completed cost of £154,702, instead of being, as at present the case, barely started. Government may ~~be~~ assess under popular resentment at the improvidence of expenditure of funds, to leave the formation standing for ~~the~~ the utilization at a more opportune ~~time~~ time and to divert the remaining expenditure on the section, amounting to £124,107 (revised figures). This is the grave consideration to ~~be~~ be ~~made~~ made before any parties who might hint that it is already "too late" to intervene. Any such suggestion will not bear scrutiny either now or for some few months to come.

10. The Resident Engineer devotes some seven pages of his memorandum of March 15th 1922 to a repetition of the arguments previously advanced in support of contentions ~~of~~ of high capital cost ~~of~~ of the Mau route project, and ~~the~~ the ~~fact~~ fact that if the Mau route is ~~at~~ at all ~~the~~ the ~~cost~~ cost ~~is~~ is ~~not~~ not ~~exaggerated~~ exaggerated ~~there~~ there is the fact that the ~~Uganda~~ Uganda Railways Administration has declared ~~itself~~ itself ~~to~~ to ~~be~~ be ~~able~~ able to obtain oil fuel at the first opportunity, ~~and~~ and ~~that~~ that ~~there~~ there are inexhaustible supplies of ~~oil~~ oil ~~fuel~~ fuel ~~available~~ available ~~in~~ in ~~the~~ the ~~country~~ country ~~and~~ and ~~that~~ that ~~the~~ the ~~cost~~ cost ~~of~~ of ~~the~~ the ~~project~~ project ~~is~~ is ~~not~~ not ~~of~~ of ~~any~~ any ~~practical~~ practical ~~moment~~ moment. ~~The~~ The ~~cost~~ cost ~~of~~ of ~~the~~ the ~~project~~ project ~~is~~ is ~~not~~ not ~~of~~ of ~~any~~ any ~~practical~~ practical ~~moment~~ moment. ~~The~~ The ~~cost~~ cost ~~of~~ of ~~the~~ the ~~project~~ project ~~is~~ is ~~not~~ not ~~of~~ of ~~any~~ any ~~practical~~ practical ~~moment~~ moment. They are summarized on page 9 of the ~~Uganda~~ Uganda ~~Memorandum~~ Memorandum. The ~~first~~ first ~~item~~ item ~~is~~ is ~~£247,500~~ £247,500 ~~for~~ for ~~the~~ the ~~proposed~~ proposed ~~to~~ to ~~be~~ be ~~constructed~~ constructed ~~the~~ the ~~Uganda~~ Uganda ~~Railway~~ Railway. Large expenditure on another alignment further to the North would be more advantageous. The second item, £166,302 for the short Mau line, 10.72 miles long, ~~is~~ is a marvellously inflated figure in which Government would undoubtedly demand heavy reductions. The third figure, £47,387, for ~~realigning~~ realigning 4.95 miles of the Uganda Railway, should, under revised prices for permanent







(Enclosure in D.P.W.'s memo No. 1075/57/28 dated 3rd April 1922).

Paragraph 12 of a report of the Hon'ble  
of 1920 dated 11th April 1922.

12. It is stated that the working  
of the forest has been generally  
improved since the introduction of  
the new system of management. The  
increase in production has been  
considerable. The holders of large forest plots  
are in a position to make suitable arrangements  
to transport timber to the main line of the railway  
by rail or by other means. But farmers  
individually or collectively are the obstacle to  
which obtains in the absence of railway connection.

THE SECRETARIAT,

NAIROBI, 21st. April, 1932.

No. S. 7345/13/22.

The Manager, D...  
(Post Office...)



[The remainder of the page contains extremely faint and illegible text, likely a letter or official communication.]



advanced proposals in May 1922 for a new organisation  
for Roads and J. M. L. L. which "provides for all  
the work being done without the  
maintaining an account of work".

CONFIDENTIAL.

PUBLIC WORKS DEPARTMENT,  
HEAD OFFICE,  
NAIROBI, July 4th 1922.  
No.122/53.

283

HOWELL COLONIAL SECRETARY,  
NAIROBI.

NIJERI RAILWAY.

Ref: Kw.S.1827/5/31 of July 1st 1922.

I am greatly obliged to you for transmitting to me a copy of Colonial Office cablegram of June 27th 1922 on the above subject.

I note that although officers of this Department conducted the reconnaissance for the Nijeri Railway, and although I wrote on May 20th offering to place an entirely competent survey party at a fortnight's notice, and although I have repeatedly represented the Government's best interests, location and survey Engineers is Mr. Biscoe of this Department, it has been advanced that the work should proceed under the control of Colonel Robertson.

Under these circumstances I shall be grateful if you would be so good as to have the following cablegram sent at my expense to the Secretary of State. I will confirm it in writing and address the Secretary of State on the points advanced in it.

(BEGINS)

YOUR TELEGRAM JUNE 27th NIJERI RAILWAY  
RESPECTFULLY REQUEST SERVICE NIJERI RAILWAY  
ENTRUSTED SOLELY THIS GOVERNMENT STOP  
WHO CONDUCTED RECONNAISSANCE WOULD AN OFFICER  
IN CHARGE STOP  
IF GOVERNMENT THAT GOVERNMENT  
HAS APPROVED MISSISS'S SURVEY REPORT  
THAT GOVERNMENT PAPERS  
FOR PUBLIC WORKS

... money with me to enable for his charge of this work. ... time if they were selected for in paragraph of my letter of May 20th to His Excellency stands - that I can place an entirely competent survey party in the field at a fortnight's notice after authorisation to proceed.

I do not consider that any of the Engineers of this Department would willingly work under Colonel Robertson, and an Executive Engineers' Conference last week supported his impeachment before the Council of the Institution of Civil Engineers for unprofessional conduct.

Sd/- W. Mcgregor ROSS,  
DIRECTOR OF PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT,

HEAD OFFICE,

283

NAIROBI, July 3rd 1922.

No. 2181/122/53.

HONBLE COLONIAL SECRETARY,  
NAIROBI.

NYERI RAILWAY.

As requested to may you be  
transmit the following telegram to the Secretary  
You will infer me what the cost is, I will  
forward a cheque for the amount.

(BEGINS)

REPLYING TO MEMO PUBLIC WORKS IN CONSEQUENCE  
TRANSMISSION FOLLOWING CABLE WE ARE MOST STRONGLY  
OPINION THAT PROPOSED NYERI RAILWAY SHOULD BE  
CUT DEPARTMENTALLY AND NOT OFFERED TO CONTRACT  
FOLLOWING REASONS: FIRSTLY WE ARE CONVINCED IT  
CARRIED OUT FAR MORE ECONOMICALLY DEPARTMENTALLY  
SECONDLY SUCH UNNECESSARY EXPENSIVE RATE OF THE  
PUBLIC MONIES AS TAKING PLACE ON UASIN GISHU RA  
THIRDLY IN RECENT COMMUNICATIONS FROM HONOURABLE  
MEMBER PUBLIC WORKS IN GOVERNMENT WILL BE AVOIDED  
FAMILY OFFICERS OF THE GOVERNMENT HAVE ALREADY  
IF PROPOSED RECOGNIZED THE DEPARTMENT  
SATISFACTORILY  
WAS BORN IN AFRICA

I have the honour to be

Your obedient servant,

Sd/- W. Mcgregor Ross,

DIRECTOR OF PUBLIC WORKS.

3430

3445

350

3515

171

M<sup>r</sup> EL GOM

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8

045

9

SHEET

10

CANCELLED

ELDALAT

ELDORAT

050

Lake Serget  
Cove  
Native Reserve



## EAST AFRICA PROTECTORATE.

## LAND SETTLEMENT SCHEME

Men and Women.

## PLAN No. 1

The general locality of blocks available

Scale 1:250,000 or 4 Miles to 1 Inch.

This plan is intended to serve as a Key Plan only, and to prevent confusion of outlines the catalogue numbers of the blocks which have been outlined.

The boundaries of the blocks which are available for allotment have been outlined with heavy lines. The numbers and letters which are of all farms can be obtained from the large-scale sheets of 1911-1914, 1915-1916, 1917-1918, 1919-1920, 1921-1922, 1923-1924, 1925-1926, 1927-1928, 1929-1930, 1931-1932, 1933-1934, 1935-1936, 1937-1938, 1939-1940, 1941-1942, 1943-1944, 1945-1946, 1947-1948, 1949-1950, 1951-1952, 1953-1954, 1955-1956, 1957-1958, 1959-1960, 1961-1962, 1963-1964, 1965-1966, 1967-1968, 1969-1970, 1971-1972, 1973-1974, 1975-1976, 1977-1978, 1979-1980, 1981-1982, 1983-1984, 1985-1986, 1987-1988, 1989-1990, 1991-1992, 1993-1994, 1995-1996, 1997-1998, 1999-2000, 2001-2002, 2003-2004, 2005-2006, 2007-2008, 2009-2010, 2011-2012, 2013-2014, 2015-2016, 2017-2018, 2019-2020, 2021-2022, 2023-2024, 2025-2026, 2027-2028, 2029-2030, 2031-2032, 2033-2034, 2035-2036, 2037-2038, 2039-2040, 2041-2042, 2043-2044, 2045-2046, 2047-2048, 2049-2050, 2051-2052, 2053-2054, 2055-2056, 2057-2058, 2059-2060, 2061-2062, 2063-2064, 2065-2066, 2067-2068, 2069-2070, 2071-2072, 2073-2074, 2075-2076, 2077-2078, 2079-2080, 2081-2082, 2083-2084, 2085-2086, 2087-2088, 2089-2090, 2091-2092, 2093-2094, 2095-2096, 2097-2098, 2099-2100, 2101-2102, 2103-2104, 2105-2106, 2107-2108, 2109-2110, 2111-2112, 2113-2114, 2115-2116, 2117-2118, 2119-2120, 2121-2122, 2123-2124, 2125-2126, 2127-2128, 2129-2130, 2131-2132, 2133-2134, 2135-2136, 2137-2138, 2139-2140, 2141-2142, 2143-2144, 2145-2146, 2147-2148, 2149-2150, 2151-2152, 2153-2154, 2155-2156, 2157-2158, 2159-2160, 2161-2162, 2163-2164, 2165-2166, 2167-2168, 2169-2170, 2171-2172, 2173-2174, 2175-2176, 2177-2178, 2179-2180, 2181-2182, 2183-2184, 2185-2186, 2187-2188, 2189-2190, 2191-2192, 2193-2194, 2195-2196, 2197-2198, 2199-2200, 2201-2202, 2203-2204, 2205-2206, 2207-2208, 2209-2210, 2211-2212, 2213-2214, 2215-2216, 2217-2218, 2219-2220, 2221-2222, 2223-2224, 2225-2226, 2227-2228, 2229-2230, 2231-2232, 2233-2234, 2235-2236, 2237-2238, 2239-2240, 2241-2242, 2243-2244, 2245-2246, 2247-2248, 2249-2250, 2251-2252, 2253-2254, 2255-2256, 2257-2258, 2259-2260, 2261-2262, 2263-2264, 2265-2266, 2267-2268, 2269-2270, 2271-2272, 2273-2274, 2275-2276, 2277-2278, 2279-2280, 2281-2282, 2283-2284, 2285-2286, 2287-2288, 2289-2290, 2291-2292, 2293-2294, 2295-2296, 2297-2298, 2299-2300, 2301-2302, 2303-2304, 2305-2306, 2307-2308, 2309-2310, 2311-2312, 2313-2314, 2315-2316, 2317-2318, 2319-2320, 2321-2322, 2323-2324, 2325-2326, 2327-2328, 2329-2330, 2331-2332, 2333-2334, 2335-2336, 2337-2338, 2339-2340, 2341-2342, 2343-2344, 2345-2346, 2347-2348, 2349-2350, 2351-2352, 2353-2354, 2355-2356, 2357-2358, 2359-2360, 2361-2362, 2363-2364, 2365-2366, 2367-2368, 2369-2370, 2371-2372, 2373-2374, 2375-2376, 2377-2378, 2379-2380, 2381-2382, 2383-2384, 2385-2386, 2387-2388, 2389-2390, 2391-2392, 2393-2394, 2395-2396, 2397-2398, 2399-2400, 2401-2402, 2403-2404, 2405-2406, 2407-2408, 2409-2410, 2411-2412, 2413-2414, 2415-2416, 2417-2418, 2419-2420, 2421-2422, 2423-2424, 2425-2426, 2427-2428, 2429-2430, 2431-2432, 2433-2434, 2435-2436, 2437-2438, 2439-2440, 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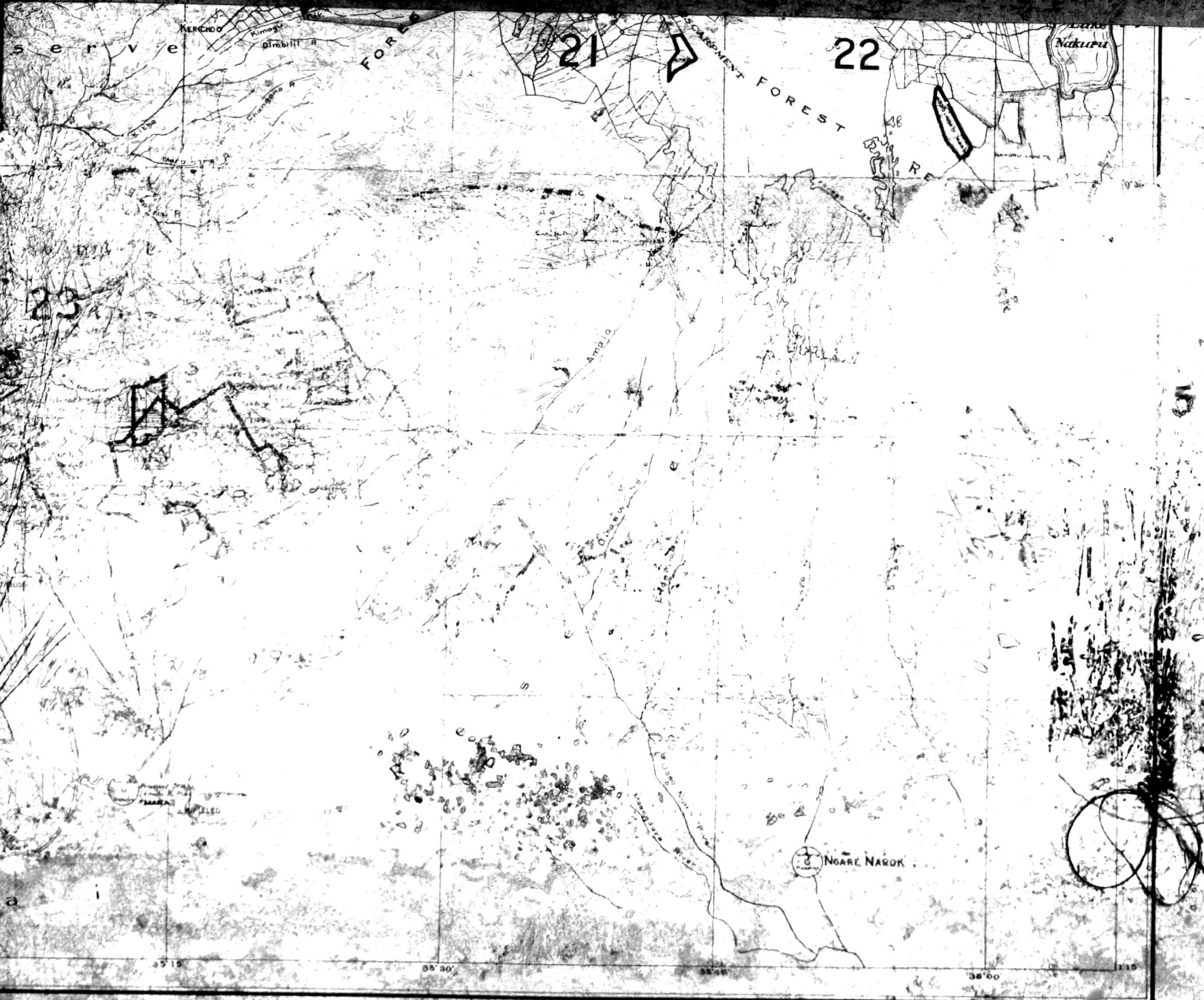
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TELEGRAM from the Governor of Kenya to the Secretary  
of State for the Colonies.

Received 20th July 1922

232

(Received Colonial Office, 10.45. p.m. 20th July  
1922)

280. July 20th. Public Works Department It is  
essential to make large reduction of expenditure and  
activities on public works. Recommend for insertion  
in estimates for next year Director of Public Works  
a salary of £2000 per annum on abolition of Deputy  
Director. Sanction requested for retirement of  
Director of Public Works and for continuation of leave due which he should take  
at the same time. It is suggested that Sykes carries on  
the work as Directorship with salary of  
£2000 per annum.

WORTHY.

Telegram 2744 to Secretary of State for the Colonies  
the Government of Kenya.

(Sent 11.40 a.m. 2nd September, 1922.)

2nd September.

Your telegram August 29th to

Department previously approved

to be returned and would be a

report on work

C.O.  
42011

... from the Governor of Kenya ...  
... dated 28th August ...  
... 11.20 am 29th August ...

25

Public Works Department  
... following pensionable  
... executive engineer  
Crawell ... names will be submitted later  
architect Hancock, ... McGraw storekeeper  
Gregory and Elson. In addition number of non  
pensionable posts such as overseers etc., names of  
whom will be telegraphed if you have opportunity of  
placing. Please telegraph if approved.

MORNEY.

Telegram from the Secretary of State for the Colonies  
to the Governor of Kenya.

10.10 a.m., 25th July, 1957.

Your telegram of 20th July is received.  
The Department's proposal is approved.

Genl 43526/22

Kenya

5/4 Oct 1922

Sir,

I have the honor to acknowledge the receipt of the Edward Northey

Conf. dispatches Nos. 176,

177 and 178 of the 11th inst.

relating to the proposed

extension of the railway

from the present terminus to

the proposed terminus at

the proposed terminus at

the proposed terminus at

the proposed terminus at

the proposed terminus at

the proposed terminus at

the proposed terminus at

the proposed terminus at

the proposed terminus at

the proposed terminus at

the proposed terminus at

DRAFT.

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MINUTE

Mr. Phipps

Mr. Bottomley

Mr. Davis

Mr. Girdle

Mr. J. M. Gordon

Mr. Wood

Mr. Gurnea



Decision conveyed in my telegram

of the 12th July, and

considered the

for the construction

will left open. In this

and No. 10 of the

Res. in answer  
to the letter to the  
of which found the  
to that despatch. I am confident  
attach upon  
that his allegations against  
~~Chairman~~  
Chairman  
of the Economic & Financial  
are entirely unjustified.

(Signed) WINSTON S. CHURCHILL

1 Jan 1941