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55106

REC'D
NOV 15 1923

FROM
GOVERNOR
CALADON

721
736

DATE
14TH NOVEMBER 1923

FOR CIRCULATION

SUBJECT

NYERI RAILWAY EXTENSION

Mr.
Mr.
Mr.
Asst. U.S. of S.

Assumes arrangements made to proceed with construction of Nyeri Kitale Survey Report being forwarded early.

Form U.S. of S.
Part U.S. of S.
Secretary of State.

Previous Paper

C.A.
54675 in circuit

MINUTES

See 52675.

H. J. D.

19/11/23

Tab 6 for 27 Nov 23 C.A. 54675/143 1/2

Subsequent Paper

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24

503
55105
Telegram from the Governor of Kenya to the Secretary of State for the Colonies.

Dated 14th November 1923

REC'D
15 NOV 23

(Received Colonial Office 10.27 p.m. 14th November, 1923).

335 14th November my despatch of 15th September
Confidential No. 207. May I assume that arrangements may
be made to proceed with immediate construction of Nyeri
expansion while Survey report being forwarded to you
early.

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of a telegram from the ~~Colonial Office~~ Colonial Office 15 Nov 1922

Dated 14 Nov 1922 Received in the Colonial Office at 10.27 am on 14 Nov 1922

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of a telegram from the General Secretary

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RAILWAY CONSTRUCTION.

APPOINTMENT, SECONDMENT AND ALLOWANCES OF OFFICERS.

1. In the case of a construction officer transferred to an open lines post the minimum salary of which is less than the salary he was drawing in construction, he may, if recommended for it by the Governor, be allowed to count the whole of his service on construction towards increments in the new scale, so long as his commencing open lines salary does not exceed his final construction salary.

2. Officers seconded from open lines or from other departments to construction work will retain the incremental scale of their appointment.

3. (a) Construction officers required to keep a horse, bicycle, or motor bicycle will be permitted to draw the allowance fixed for the kind of conveyance authorised.

(b) Construction officers provided with permanent quarters will be eligible for travelling allowances at the ordinary rates.

(c) Construction officers of the works, locomotive, and accounting and store-keeping departments also officers of the Survey Party (when not provided with permanent quarters) will draw a commuted travelling, attention and cash allowance on the following scale:—

Class A Officers	£12 per month.
Class B Officers	£7 10s. per month.

Except that officers in receipt of salary of £1,000 per annum and over, unless otherwise specially provided for, will draw travelling allowance under the usual rules and cash allowance if not provided with permanent quarters.

4. Officers seconded from permanent or temporary employment under the open lines administration or from other Government departments may draw charge allowance while the officer is actually in charge of the work and not from the date of his arrival in this country as in the case of city pay. A list of rates of the charge allowances sanctioned is annexed as a schedule.

5. Officers who have been specifically engaged for Eastern Railway construction work are not ordinarily eligible for charge allowance. They will receive additional remuneration only when they are promoted to construction posts of higher responsibility than their agreements contemplated. Such additional remuneration will normally take the place of an increase of construction salary. When however the promotion is purely temporary, such, *e.g.*, as during the absence on leave of a higher officer, and a duty allowance is attached to the higher appointment, a special charge allowance may be given, but the allowance must be regarded as on a different footing from the allowances, similarly so called, which are given to officers seconded from the regular staff.

6. The Deputy Construction Engineer will draw commuted allowance of £156 per annum, while in Nigeria, in lieu of all other allowances. If this officer is engaged on agreement he would not be entitled to draw the charge allowance of the Chief Construction Engineer while the latter is on leave but will draw a further allowance at the rate of £90 per annum when required to act as Chief Construction Engineer, during the latter's leave of absence.

7. Open lines officers and other officers seconded to construction will be permitted either to draw the rates of commuted allowances now approved for construction officers or else the normal rates of travelling and other allowances under the ordinary rules as the Governor may direct in each case.

SCHEDULE.

CHARGE ALLOWANCES.

1 Chief Construction Engineer	at £950 per annum.
1 Chief Construction Accountant ... ..	.. 300 .. "
1 Chief Construction Medical Officer ... ..	.. 300 .. "
District Engineer or Assistant in charge of a District ... ..	.. 200 .. "
1 Deputy Chief Construction Accountant District Accountant. ditto ... ..	.. 200 .. "
Chief Construction Storekeeper ... ..	.. 200 .. "
District Traffic Officer. ditto ... ..	.. 200 .. "
District Locomotive Superintendent, ditto	.. 200 .. "
4 Clerks of works ... ..	.. 180 .. "
2 Assistant Storekeepers ... ..	.. 120 .. "
Foremen on the permanent pensionable staff if drawing an initial salary of £500 a year and over ... ..	.. 10 .. mensem.
Foremen on the permanent pensionable staff if drawing an initial salary under £500 per annum ... ..	.. 6 .. "
In the case of foremen temporarily engaged while in charge of a bridge or other special work ... ..	.. 10 .. "

Note. Medical, Political, Police or Marine Officers engaged on construction work will not ordinarily receive charge allowance.

By His Excellency's Command.

JOHN SCOTT.

Acting Chief Secretary to Government.

Chief Secretary's Office.

Lagos, 12th April, 1921.

INCLOSURE
Despatch No. 114 of 25.2.1921

File No.
Name:
Address:
Date:

The Colony and Protectorate of Kenya

Report
of the

Departmental Committee

appointed to make an economic survey
of the area covered by the proposed

Thika - Kiambu Railway line

1921

Together with Supplementary
Report for extension to be constructed
from Thika to Kamukoko only

THE COLONY AND PROTECTORATE OF KENYA.

REPORT.

of the

DEPARTMENTAL COMMITTEE

appointed to make an Economic Survey of the area covered by the

THIKA - NYERI

together with Supplement No. 1. If constructed the

THIKA TO KAMBICHU ROAD.

1931.



DEPARTMENT OF AGRICULTURE

Nairobi: 26th April, 1921

To:- His Excellency the Governor,
The Colony & Protectorate of Kenya.

Your Excellency,

In pursuance of the request of the Secretary of State, the Committee appointed by Your Excellency to make an Economic Survey of the area covered by the proposed Njika - Myeri Railway Line, have the honour to present their report as follows:-

PREFACE.

2. As instructed the terms of reference which applied to the Nakuru - Eldoret - Mandas line have been followed.

3. Submitted with this report are the following appendices:-

Appendix I.

- 1. Estimates of areas, cultivation, produce and earnings 5 years and 10 years after completion of Railway.
- 2. Estimates of Live Stock, Dairy produce and earnings 5 years and 10 years after completion of Railway.
- 3. Estimated tonnage and earnings of timber, 5 years and 10 years after completion of Railway.
- 4. Summary of produce, earnings and estimates of goods and passenger traffic 5 years and 10 years after completion of Railway.

Appendix II. Summaries of Evidence.

Appendix III. Chemical Research Departmental Report of samples of soils representative of the different areas.

Appendix 4. Public Works Departmental Report on the results of gaugings of certain rivers in North and West Kenya.

Appendix 5. Average monthly rainfall and extremes of annual rainfall at various stations in the different areas.

4. The Schedules, referred to above, indicate the manner in which the estimates of production, the tonnage of traffic and the earnings were arrived at.
5. Care was exercised to differentiate between the traffic on the new and the existing line and to calculate both.
6. It was found impracticable to estimate the "permanent" traffic as requested by the Secretary of State, and it was decided to submit figures indicating probable traffic and earnings in 3 and 10 year periods after completion of the new line.

The area served by the projected new railway was divided for the purposes of the estimates into sections in which cultural or other conditions are somewhat similar. In arriving at these estimates of production and traffic use has been made of the Agricultural Statistics and the estimates reflect an expression of opinion as to the development which is calculated to follow from the railway under consideration and the nature of the production.

PROCEDURE.

7. In order that an opinion might be formed as to their potentialities and productivity the areas to be served by the proposed new line were personally inspected by members of the Committee. Evidence having a bearing upon local production and development was taken at Thika and Nyeri from the local Farmers' Associations and Sir Northrup Mollison was instrumental in obtaining information from a number of Settlers in the Denya Sabuk area.

Information obtained.

8. Information was sought and furnished from the Associations and persons under the following headings and summaries of the evidence given and taken are to be found in the appendices.

Agricultural and General.

1. Kinds of soil and their fertility.
2. Proportion and areas at present cultivated.
3. Proportion cultivable.
4. Proportion likely to be cultivated by present occupiers on advent of railway.
5. Probable rate of influx of new settlers on advent of railway.
6. Kinds of crops grown.
7. Probable main crops.
8. Yield of crops per acre.
9. Suitability for Livestock.
10. Traffic in stock for breeding and slaughter purposes, and in dairy produce.
11. Estimates of traffic in chief kinds of agricultural and dairy produce, livestock and general requirements of community, passenger traffic (European and Native).
12. Factors affecting production, climate, soil fertility, capital labour, market prices etc..

Forestral.

Use has been made of the records of the Forest Department dealing with the Mount Kenya Forests.

MAIN REPORT.

The area to be served by the proposed new railway line has been sub-divided as follows:-

- (1) An area extending between Thika and Fort Hall and including Donya Sabuk as well as the farms recently allotted along the I'Thanga Hills.
- (2). An area approximately between Nyeri and the Athira River.
- (3). An area extending from the slopes of Mount Kenya to those of the Aberdare Mountains and extending beyond the Uaso Nyiro River on the one side and the Nanjuki River on the other.

12.

~~Area I. - Fort Hill - Sugar Estate - Pithanga Mills~~

For purposes of this report the agricultural area is estimated at 375,000 acres. The number of European Holdings in occupation as at 30th June 1920 was 132 and the area under cultivation was 19,800 acres, both of which have been considerably increased since.

The average of the chief crops grown was on that date:- Sisal - 8,727; Coffee - 5,002; Cereals - 1,195; Beans and Peas - 87; Flax - 167; Timber - 304; Fruit - 140 Miscellaneous Crops - 121; Sugar Cane - 117; Land prepared but not planted - 3,990 acres.

In order to arrive at the production of the railway is constructed it has been estimated that some 200,000 acres should come under European occupation 3 years after construction of the railway, of which 120,000 is cultivable.

A large proportion of the land is highly fertile. Much of it is red loam suitable for coffee growing; the lower land consists, for the most part, of a black loam, rather difficult to cultivate, but fertile. Such land would produce good crops of maize. Other areas are not unlikely to be found suitable for sugar cane but a sugar industry is yet too problematical to warrant estimates based thereon being included in this report.

The rainfall is adequate, and ranges from 25 to 48 inches. The whole area is well watered by rivers and streams. European settlement is already well advanced and the climate is agreeable and not unhealthy. The attacks of Malarial Fever experienced in parts of the area are not so serious as to deter European settlement.

This area constitutes the chief centre of the Sisal Industry of the Colony. The sisal plant grows to perfection and the quality of the fibre is high. The

industry lends itself to successful operation on a large scale. On the market prices which have obtained for some time past, and on the costs of export and sale the margin of profit is small. The provision of the railway under consideration would have the effect of reducing costs of marketing by 25/- to 30/- per ton, an amount sufficient to encourage further development and production. Considerable areas of sisal have recently been planted and an increased tenenge within the next few years is already in sight. Improved railway facilities are calculated to bring about a sub-division of the larger estates. Land which is now growing sisal will become too valuable for the purpose and on economic grounds if on some other it will be put to other use.

Much of the land now producing sisal is suitable for coffee growing and in all probability the area under coffee will greatly increase. In some cases sisal will, after cutting is completed, not be renewed but coffee will take its place. It is estimated that the value of land suitable for coffee is 2 - 3 times that for sisal.

13.

Nyari + Aniboni.

The area under consideration is, for purposes of this report, taken at 40,000 acres, of which it is calculated that about 20,000 acres are suitable, much of which consists of red low soil of high fertility and primarily suitable for coffee growing. The same kind of soil is also adapted to Flax. In the ordinary course of farming operations it is likely that Mains, Beans etc. will be grown.

This area enjoys a good rainfall of 36 inches per annum well distributed, and it is remarkably healthy

The area of the Nyeri Ambou (Nyere Camp) comprising the Nyeri Magistrate's Station was 2,024 acres. In the records are not available in respect of areas 2 and 3. The number of Holdings under the scheme has considerably increased since the date given to the arrival of new Settlers particularly those to whom land was allotted under the ex-Soldier Settlement Scheme. Producers are suffering a great handicap in being 70 to 80 miles from the present railhead and undoubtedly considerable development would take place in this fertile area if the present hindrance of costly transport over bad roads was removed.

It is estimated that the acreage under the chief crops will be as follows:-

Crops	3 years after completion of line.	10 years after completion of line.
Coffee	2,000	3,000
Flax	2,000	2,000
Mtata & Beans etc.	1,000	2,000

With the production of cheap grain and other feeds it is not unlikely that a few of the farmers will rear pigs. Accordingly an output of 500 pigs per annum from this area has been estimated for.

14. Between Mount Kenya and the Aberdeens and ...

This area of approximately 500,000 acres may be regarded as essentially a pastoral country. ... the snow clad Mount Kenya is a most favourable to ... in the region extending between the ... and the plains the

country is well watered by permanent streams or rivers. From the records of the discharges of five rivers within this area (see Appendix A) about 10,000 acres of land could be placed under irrigation. From the contour of the land and the fall of the rivers it is seen that irrigation projects could be developed at comparatively little expense. Much of the land is fertile and with an average rainfall of 34 inches various crops can be grown successfully.

It is worthy to note that wheat of excellent quality has been grown on the Mount Kenya side of the area now under consideration. With the aid of irrigation, once or twice only, during the growing period, a heavy yield is obtained.

It is considered that the future of this extensive area lies in a pastoral industry. The pasturage is of good quality, cattle maintain themselves in good condition ^{out} through the year and in some parts sheep thrive well if care is exercised to control parasitic diseases.

The pasturage is sufficiently nutritious in most parts to fatten beef cattle but having regard to the value of the land and the conditions favourable to dairying your Committee have in these estimates contemplated that this area will, with railway facilities, consist chiefly of dairy farms. Its suitability in this respect lies in (1) its good pasture; (2) its mild climate with no rigorous winter or frost; (3) its good water supply and cool atmosphere; (4) its production of farm feed stuffs at low cost when required to supplement pasture for a very short period; (5) Cheap labour.

It is doubtful whether in any part of the Empire there is land available for settlement where conditions so favourable for the development of a Dairying Industry can be found. At present the land is cheap for that purpose, prices ranging from 20/- to 40/- per acre. Although many estates are to-day too large to be developed fully, the

present concern the extent of the railway work under their
sub-division. It should be stated, however, that the dairy-
ing industry will require to be built up upon an expert track
in the train will follow pig keeping and bacon production.

In dairy products, bacon and bacon products, it is
considered that the conditions in this area are such that
these products can be profitably marketed in competition
with other countries, but in order to achieve success it is
essential that good dairy cows be bred by the native
stock, that the industry be organised, and that butter,
cheese and bacon factories be established upon a co-operative
basis.

It will be realized that in treating so extensive
an area of country in which comparatively little development
has yet taken place it is difficult to forecast its agric-
ultural future.

Conservative estimates have been prepared upon the
following basis:-

Area:- 800,000 acres.

Five years after completion of railway.

on basis of 250 Holdings.

- Butter and Cheese from 25,000 cows.
- Bacon and Bacon Products from 5,000 pigs per annum.
- Wool from 50,000 sheep, say 10,000 lbs per annum.
- Cattle 1,000 head raised per annum.
- Sheep 10,000 head raised per annum.
- Wheat 20,000 bags per annum.
- Other grain crops 2,000 tons.
- Flax 200 tons.

Five Years after completion of Railway.

Yield of 400 Holdings.

Wheat 40,000 tons
 Beans 10,000 tons
 Cattle 200,000 head
 Sheep 1,000,000 head
 Pigs 5,000 tons per annum.
 Horses 10,000 head per annum.
 Butter 10,000 tons per annum.

4.

15. Native Reserve. Fort Hall - Nyeri.

In this area which forms part of the Kikuyu Reserve the land possesses great fertility and various grain and pulse crops are produced in considerable quantities by the Natives who belong to an agricultural race. With a minimum of effort they are able to produce sufficient for their own livelihood and in late years they have produced increasing quantities of grain, beans etc. for consumption outside their reserves.

Your Committee are of the opinion that on the advent of the railway the natives will be stimulated to cultivate more land by the reduction of the distance which they have at present to carry their goods to market.

In estimating the tonnage and earnings from this area the traffic of native produce which is now raised at Nyeri has been taken, and a 50% increase has been allowed for in 5 years after completion of the line and 50% increase in 10 years after that completion.

OFFICE LONDON

Forestral.

18. The plan attached to this report locates the timber and the bamboo areas of Mount Kenya Forests which might be tapped by the projected railway.

It is considered that a 20 mile haul by road would be the utmost limit of distance for timber to be transported from the forests to the railway over easy country such as the West Kenya Plains, but over ~~open~~ country such as to the east of the Nairobi River, where there is a series of rivers and streams running at the bottoms of steep valleys, the distance timber could be hauled would be very much less.

The approximate limits of the bamboo zone are indicated by blue hatched lines and the areas of the best class of forest by red hatched lines; it will be noticed that the best forests are some distance removed from the route of the railway.

Only one quarter of the forest is estimated as being accessible to the railway, viz. 62,500 acres. A conservative estimate of the quantity of timber available for felling would be 500 c.ft. per acre or a total of 31,250,000 c.ft. and when the forest had been worked over the annual increment might be estimated at 20 c.ft. per acre. This would be the equivalent one million c.ft. or 20,000 tons as the yearly output, if the forests were worked over in 30 years and thereafter the "out-put" were regulated by the annual yield.

These figures are a conservative estimate; the total area of forest excluding bamboo is estimated as 300,000 acres. The actual area is taken as 250,000 acres to allow for glades and non-productive areas. The quantity of available timber might, and probably would, be as much as 2,000 c.ft. per acre in some parts of the forests, but taking the road with the had the view is expressed that 500 c.ft. is a reasonable estimate.

The development of an export timber trade from this Colony is seriously handicapped as compared with other countries with long access to the sea board and rivers on which logs etc. can be floated to the sea. The exploitation of the great timber resources of the Mount Kenya Forests will depend largely upon the freight charges at which the railway is prepared to carry the timber to the port. In any event an exceptionally low rate would be required and if the Uganda Railway should be removed from the control of the Kenya Government it would probably be decided that any loss incurred by the Railway Administration in the carriage of timber traffic would require to be refunded by the Kenya Government. The timbers of Mount Kenya Forests which consist largely of "Cedar" and "Campher" Woods are particularly valuable and are in great demand. While it is not likely that a profitable export trade in the cheaper timbers could be established, there would appear to be considerable promise that the higher priced timbers will bear the cost of exportation. In addition to timber which might be carried on the railway there is the possibility of the creation of a paper-pulp industry from the manufacture of bamboo. Basing an estimate on the figures already obtained as a result of experiments, the output of pulp from one-fourth of the bamboo forest on the mountain may be reasonably estimated at 1,000^{tons} per month. The supply of caustic soda is a factor to be considered in relation to a paper-pulp industry and having regard to the large soda deposits at Magadi in this Colony it would appear that the local conditions are favourable.

The whole matter of the manufacture of paper from the East African Bamboo is now being carefully examined into and further data is being collected. So far the reports received are most promising.

The estimates of tonnage and earnings in respect of timber have been placed as follows:

3 years after completion of Railway 10,000 tons

Total Earnings Fls. 285,600

10 years after completion of railway 20,000 tons

Total Earnings Fls. 571,200.

In the absence of a complete survey of the Mount Kenya Forests the information of your Committee is necessarily incomplete and it is not practicable to attempt to predict what might be the production in the future beyond the expression of opinion now given.

Upon a population basis of about 2,000 Europeans three years after completion of railway and 3,000 ten years after, together with incidental passenger traffic it is estimated that 8,000 and 12,000 single journeys respectively will be annually undertaken.

A substantial amount of revenue will be derived from Native passenger traffic. The native population in the Reserve through which the Railway passes is large and the traffic would be augmented from the Embu and Meru districts. It is calculated that the present native passenger traffic from Tuka would be increased five and ten fold in three and ten years after completion of railway.

With the influx of new settlers and the development of the areas under consideration there will be a substantial increase in the inward traffic of goods of all kinds to meet the requirements and the needs of a growing population. Expansion of trade generally will take place at the ports and at the distributing centres. It is impracticable to attempt to estimate the increase in traffic and the benefits to be derived from that general trade expansion so that the Inward Traffic has been restricted for purposes of this report to a three fold and ten fold increase over three and ten years respectively on the present annual traffic tonnage and

Mount Kenya

600

18. As indications of the progress of development may be mentioned that in the areas under review the Holdings have been situated under the settlement scheme.

19. The areas under consideration are favourably situated in respect of the supply of native labour, and there is no reason to suppose that being regard to the increasing number of the population to engage themselves, there will be any shortage of unutilised labour to carry out development and the activities contemplated in the scheme.

20. The settlement of the areas is not only, in the opinion of the Committee, necessary, if the areas are to be placed in a position to be developed.

The railway line through the areas of fertile land in the country. The view is that the areas are comparable with other parts of the Empire and that the great potentialities be developed in the areas.

Your Committee is of the opinion of the line to a point about 20 miles from the station should not be long delayed and further, assuming that the construction of the line is proceeding satisfactorily, when a more extensive survey is made of the projected line beyond, that the benefits to be derived from the areas between Fort Hall and Ngara and Mombasa, together with the unexploited labour resources of the Mount Kenya Forests, justify the provision of railway facilities.

to be constructed as far as
 of Ryari further extensions,
 along the lower slopes of
 its timber
 consideration in
 financial statement
 General Manager, Uganda
 the employment of working the railway
 as pre-war freight rates
 for 1918-19.

The following includes the Revenue
 of the existing railway:-

Revenue	£ 132,430.
Expenses	<u>36,688</u>
Total	<u>£ 45,742</u>

... taking the per
 receipts at 75%.

£ 39,070

£ 1,870

£ 1,120

£ 1,120

£ 1,120

22. The estimated production per annum in the areas served less requirements for local consumption is:-

(a) 3 years after completion of railway.

Item	Unit	Quantity
Rice	Tons	4,400
Coffee	"	2,500
Flax	"	400
Maize & Beans	"	12,706
Wheat	"	1,786
General Crops	"	5,024
Timber	2	10,000
Cattle	Number	1,000
Sheep	"	10,000
Pigs	"	3,000
Bacon & Bacon Products	Tons	500
Butter	"	225
Cheese	"	538
Wool	"	111

(b) 10 years after completion of railway.

Item	Unit	Quantity
Rice	Tons	6,000
Coffee	"	4,100
Flax	"	800
Maize & Beans	"	15,702
Wheat	"	4,464
General Crops	"	8,429
Timber	"	20,000
Cattle	Number	2,000
Sheep	"	20,000
Pigs	"	3,000
Bacon & Bacon Products	Tons	500
Butter	"	446
Cheese	"	1,116
Wool	"	222

Inward 11,888 tons
 Passenger Traffic (European)
 8,000 Journeys.
 Passenger Traffic (Native)
 242,000 Journeys.

Inward Traffic 55,368 tons.
 Passenger Traffic (European)
 12,000 Journeys.
 Passenger Traffic (Native)
 400,000 Journeys.

The following are estimated earnings on new and existing railway lines after deductions have been made covering traffic now loaded at ~~Thika~~, also traffic which would result from development and be carried if the new line were ~~not~~ ~~developed~~.

allow for a proportion of traffic to be consumed or used in the ~~country~~ and the remainder carried to the coast ~~ports~~.

Earnings on	per ton	per	per
Tea	200	8,913	
Coffee	"	10,281	
Rice	"	2,549	
Maize & Beans	"	25,824	
Wheat	"	10,300	
General Crops	"	9,096	53,870
Timber	"	57,120	57,120
Cattle	"	3,498	
Sheep	"	5,880	
Pigs	"	867	
Bacon & Bacon Products	"	3,780	
Butter	"	1,275	
Cheese	"	2,156	
Coal	"	676	14,463
Inward Traffic	"	11,888	47,324
Outward Traffic	"	55,368	11,748
Total			14,463

aid traffic in station

Florig

50,800

Corfee

to 122,000

Max

100,000

Min

100,000

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Your Committee is directed to report its appreciation of the assistance rendered by all representatives of the different nations... evidence and furnished... the capable manner in which the Secretary... changed in character.

distance from

and

Secretary of Defense

DATE... 2/2/...

INCREASED SAVINGS ON EXISTING LINES

EARNINGS ON NEW LINES

EARNINGS ON NEW LINES

Total No. of Passengers. 4 trips. 2000 x 4.	First Class. 2000 Tickets average 60 miles.	Second Class. 6000 Tickets average 60 miles.	Thika-Nairobi. 2000 Tickets First Class. 60 miles.	Total increased income on existing lines.
8000	21600	32400	17280	7500
Total No. of Passengers. 4 trips. 1200 x 4.	First Class. 3000 Tickets average 60 miles.	Second Class. 9000 Tickets average 60 miles.	Thika-Nairobi. 2000 Tickets First Class. 60 miles. V. D. Nairobi Second Class. 60 miles.	Total increased income on existing lines.
1200	32400	48600	17280	43200

Statement of Live Stock, Dairy Produce, and Poultry
for Districts covered by the proposed

Table of Receipts

District	Butter				Cheese				Poultry				Total	
	Total Earnings	Estimated produce for rail	Earnings on New Line	Earnings of increased traffic on existing line	Total Earnings	Estimated produce for rail	Earnings on New Line	Earnings of increased traffic on existing line	Total Earnings	Estimated produce for rail	Earnings on New Line	Earnings of increased traffic on existing line	Total	Increased
	Fls	Cwts	Fls	Fls	Fls	Cwts	Fls	Fls	Fls	Cwts	Fls	Fls	Fls	Fls
259	7,820	-	-	-	7,820	-	-	-	7,820	-	-	-	7,820	8,018
1,525	-	-	-	-	-	-	-	-	-	-	-	-	1,525	1,805
260	11,020	4,464	1,275	5,100	6,375	11,161	3,235	12,750	10,025	4,464	1,275	5,100	20,906	62,306
16	20,196	4,464	1,275	5,100	6,375	11,161	3,235	12,750	10,025	4,464	1,275	5,100	20,906	62,306

District	Butter				Cheese				Poultry				Total	
	Total Earnings	Estimated produce for rail	Earnings on New Line	Earnings of increased traffic on existing line	Total Earnings	Estimated produce for rail	Earnings on New Line	Earnings of increased traffic on existing line	Total Earnings	Estimated produce for rail	Earnings on New Line	Earnings of increased traffic on existing line	Total	Increased
	Fls	Cwts	Fls	Fls	Fls	Cwts	Fls	Fls	Fls	Cwts	Fls	Fls	Fls	Fls
260	7,820	-	-	-	7,820	-	-	-	7,820	-	-	-	7,820	8,018
26	1,525	-	-	-	-	-	-	-	-	-	-	-	1,525	1,805
70	28,310	6,928	2,500	16,500	22,780	22,822	4,210	28,500	28,310	6,928	2,500	16,500	44,238	124,508

The general idea of the ... lies ... for the most part ... well ... land in ... and

The remaining land under ... cultivation.

... a higher ... figure of ... and ... native ... after ... a belt of 20 miles each ... The red soil is all suitable for coffee and sugar while nearly all ... portion of brown soil will grow sugar

The native take the whole of his cultivable land over a period of ... seasons.

It is therefore likely to be cultivated by present occupiers on advent of Railway.

The advent of the railway will undoubtedly stimulate increased cultivation and the consensus of opinion is that the present occupiers could and would increase the cultivation as early as possible to the extent of a further ... but it must be remembered that the growing fruit of the increased cultivation is labour and hence the labour factor must be considered unless the railway solves the problem (which it probably would) by bringing labour to its

(a) Soil

(a) Black Soil, and grown in the following proportions.

Under (a).	Sisal	...	40%
	Coffee & Beans	...	30%
	Other crops	...	30%
Under (b).	Maize & Beans	...	70%
	Flax	...	30%
	Sugar cane	...	5%
	Cereals (grain) & other crops	...	10%

(a). Sisal would probably figure as the main crop.

Larger areas under sisal are desirable in order that necessary may be obtained in production.

(b). Cultivation on this type of soil would appear to the soilholder as the ... attention to crop growing practices ...

8. Yields of crops per acre.

Sisal 40 - 50 tons (over a period of 9 years).

Maize average 10 bags.

Beans do. 4 bags.

Coffee 100 lbs. per acre.

...

...

9. In the ... with in the areas ... by the ... the ...

If compulsory dipping is enforced on farmers and ... and "cattle raising" ... the ... of the ...

It is however, ... that stock breeding ... for ... of meat production will receive ... attention in this district in the ... future.

10. Traffic in stock for breeding and slaughter
business and in dairy production.

At present, for the above reasons the traffic has been comparatively small.

As white settlers have not been attracted, by reason of stock raising, that is a factor which with the advent of the railway is bound to disappear, and there is no possibility of any large stock raising industry in the near future.

It is estimated that the traffic in stock will be small at the present time, and will increase with the advent of the railway.

It is estimated that the traffic in stock will be small at the present time, and will increase with the advent of the railway.

It is estimated that the traffic in stock will be small at the present time, and will increase with the advent of the railway.

In increased average yields, it is estimated that there will tend to increase native passenger traffic.

An average of 1 boy to 2 acres or 2 boys to 3 acres for sisal and 3 boys to 2 acres for coffee is estimated, and that 80% of labour would travel by rail is quoted in substantiation.

12. Factors affecting production. are mainly rainfall, labour, soil. All these are, in the main, good and therefore production is good.

Climate.

There is a climate pleasant and healthy, a high rate of soil fertility, a fine rate of production, and the soil is good. One need only look

of capital... recent... have...
to carry out... development...
means of raising... provided...
constituted.

The opinion is expressed that the incoming
settler has money or is well backed with means.

Labour is affected by demand, partly by the rise
and fall in wages but most particularly in the interests
of the ruling Government. The labourer of this country
is a child being sent to school. He does not particu-
larly want to go, but, he will quite comparatively
willingly go if the parental Government tells him to
do so. It is our Government's declared intention to do
all that is possible to assist in this matter, there-
fore we may be assured that the labour situation will
improve as the back blocks tribes come into the labour
market and the opening of the Bengali in...
assists our needs.

The position of the...
in respect of labour.

Market prices are finally...
prices the factors of prod...
in respect of dual, which...
ful competition in the...
valuable.

General.

Nine years ago...
way was completed. Many of...
the time and some...
ability of such a...
The...
believed in. The...
with a daily...
and many...
train...
deal

of capital... means of raising same provided the railway is constructed.

The opinion is expressed that the incoming settler has money or is well backed with means.

Labour is affected by demand, partly by the rise and fall in wages but most particularly in the attitude of the ruling Government. The labourer of New Zealand is a child being sent to school. He does not particularly want to go, but, he will quite comparatively willingly go if the parental Government tells him to do so. It is our Government's declared intention to do all that is possible to assist in this matter, therefore we may be assured that the labour situation will improve as the back blocks tribes come into the labour market and the opening of the Tongariro railway assists our needs.

The position of the district... is in respect of labour.

Market prices are firmly... the factors of production... in respect of fiscal, which... full competition in the market... probable.

General.

Nine years ago... the railway was completed. Many of us... the time and some shook their heads as to the advisability of such a rush and expenditure. The Tuhua Railway as it is now called... believed in. The... with a daily... and many extra... train deal expeditiously... to carry, whilst

As a matter of passenger traffic is not the sufficient
amount of a still wish to find room in the hotel which
space available.

It might not be far from the fact that the
natives have not yet been able to grow wheat with the
traverse of the sea. All of them are interested
passengers for the night.

likely to be...
within 10 years.

Yield
Coffee
Sugar
(irrigable)

addition, increase of
each side of
valley...
sugar

195.
664.
(17)

Probable Road in Valley of the ...
... RAILWAY.

On the completion of the railway there will
be a large... for the
... reasons:-

1. The better settled farms between the Ashi
... will be played again
... of the railway...

2. The... on the Ashi...
... close...
... should be settled.

3. The... consisting of excellent
well... the land will be cut up into
smaller holdings of from 200 to 600 acres.

4. The... will be brought within
... the railway and fully
settled.

5. The...
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8. Sustainability of the Stock.

The pasture in the area is excellent and there is an abundant supply of water. The grazing is good all the year round and the stock slowly settled should find no difficulty in carrying 10 cows head of stock in relation to all available resources. Regarding the animals

9. ...

...

10. Estimates of Traffic etc.

No figures are quoted but it is stated under this heading that on the advent of the railway a great proportion of the traffic would come into the sphere of influence. At present the Native only grows grain for purposes of home consumption seeing that the distance to the railway is so great to make exports worth the trouble. It is estimated that the railway will have a great influence on the traffic in the district.

APPENDIX 2.

SUMMARY OF EVIDENCE.

No. 2.

MYERS DISTRICT (Area 2.)

MR. J. G. ...

10. 3.

ROSE & WEST (Aves 3)

North Queensland Land District, Lease No. 11
Situated in the Town of Townsville, in the
County of Cook, in the State of Queensland
General Committee.

1. **DESCRIPTION OF THE LAND.**

The land is bounded on the West by the E. bank
of the Paragassa, the Arakoo River
on the North, on the East, and
on the South.

The land is covered with
tropical forest.

The soil is generally heavy with patches of
lighter soil with patches of
sandy soil.

The land is generally covered with
tropical forest.

The soil is generally heavy with patches of
lighter soil with patches of
sandy soil.

The land is generally covered with
tropical forest.

The soil is generally heavy with patches of
lighter soil with patches of
sandy soil.

The land is generally covered with
tropical forest.

The soil is generally heavy with patches of
lighter soil with patches of
sandy soil.

The land is generally covered with
tropical forest.

The soil is generally heavy with patches of
lighter soil with patches of
sandy soil.

The land is generally covered with
tropical forest.

The soil is generally heavy with patches of
lighter soil with patches of
sandy soil.

The land is generally covered with
tropical forest.

The soil is generally heavy with patches of
lighter soil with patches of
sandy soil.

The land is generally covered with
tropical forest.

The soil is generally heavy with patches of
lighter soil with patches of
sandy soil.

The land is generally covered with
tropical forest.

The soil is generally heavy with patches of
lighter soil with patches of
sandy soil.

of the extent of the railway.

Factors affecting production climate, soil, fertility, drainage, etc., must be considered in the planning of any railway line.

The climate is found to have a marked effect, especially near by the sea and the coast and inland, allowing enough variation to make the difference.

The condition of some railways has been seen in the last few years would appear to belie the popular belief that change is an essential for health and life.

The climate is covered with a regular and regular climate.

quarter, the weathered development should be followed up.

with the view of ... a field of
profitable ... with excellent
...



4 Tons. 2000.
4 Tons.
4 Tons.
4 Tons.

... of this area lends itself to
... a comparatively low cost.

2. Suitability for Live Stock.

... is excellent for cattle and
... extremely well and

Traffic in Stock for Agricultural Products
Imports and in Dairy Products.

Factor: Climate and land... not being to
kind of crop transport only... in large
quantities... borders... to local
markets and this will... in the
country is called...

11. Availability of land... considerable traffic... rapid development...

12. Factors affecting production
Climate Soil Fertility. Land Labor,
Market prices etc.

The climate is ideal for...
Soil and fertility have already...
mentioned.

Capital... available for...
... in...
... of...

55

Summary of Evidence Offered to Nyeri, in connection with the extension of the railway in respect of the area between the Nyeri and Wajir.

The further extension of the Thika Railway north via the Narok area or to Wajir was

the cause with a view to assisting development of the area east, and in the vicinity of the area in question, or with the rail extension to Wajir, for the purpose of providing facilities for the utilization of the natural resources of the South-

... to the rich Ngati and ... that the native factor ... be considered.

... a defined portion of ... would pass should ... as part payment

... Valleys represent ... considerable agricultural activities ... if the question of the Railroad passing through, ... that an increase of production

... that an area of from 15,000 - ... the Sabud River was omitted ... previously quoted.

... was agreed, but this area should be treated similarly to the ...

APPENDIX 2.

No. 5.

PUBLIC WORKS DEPARTMENT REPORT

on

The Results of Gaugings of

Certain Rivers in

EAST AND WEST KENYA.

Water ...

No. 1, 1/2/2

5th. 1911

The Hon. Member of Agriculture,
... ..

... ..
... ..

No.	Date of	Place where ...
172	Near ...
...	14.10	...
...	19.08	...
...	19.08	...
...	24.10	...

... ..
Government Hydraulic Engineer.

DEPARTMENT OF AGRICULTURE.

R A I R O B I.

20th September 1921.

Enclosure.

of the Report upon an Economic Survey of the Railway Lines, and as directed, the Scales of Tonnage and the Scales of the Railway to be used as only, a distinct

Certain of the items of error in the question is not

The following are the items:-

- 1. Cultivation, three years and ten years after completion of railway.
- 2. Live stock, dairy produce, three years and ten years after completion of railway.
- 3. Increase of produce, exchange and movement of goods and passenger traffic three years and ten years after completion of railway.

Financial statement from the Hon. Acting General Manager, Uganda Railway.

[Handwritten signature]

Appendix 8

REVENUE PROPOSED THIKA - NYAMBICHU EXTENSION
 AND ESTIMATES OF GOVERNMENT PASSENGER TRAFFIC 3 YEARS AND
 10 YEARS AFTER COMPLETION OF RAILWAY.

3 Years after Completion of Line.

10 Years after Completion of Line.

Products.	Total Produce etc. for rail.		Estimated earnings on new Line.	Estimated earnings of increased traffic on existing line.	Total Earnings.	Total Produce etc. for rail.		Estimated earnings New Line.	Increase of earnings on existing line.	Total.	
	No.	Tons.				Cwts.	Tons.				Cwts.
Sisal.		8800	8913	8930	34945		120000	8930			
Coffee.		8000	8472		51737						
Flax.		5000		2258	230						
Maise & Beans.		238804	2298	2298	2298						
Wheat.		17957	2642	1280	632		4643	7483			
General Crops.		76476	4596	18662	20252		113722	7060	62289		
Cattle.	500		1670					3040			
Sheep.	5000		1575		2575			275	190		
Pigs.	2875		517								
Bacon & Bacon Products.			1784	2400	17614		3344	2174			
Butter.			372	2870	222		4464				
Cheese.		5560	935				11160	1870			
Wool.		1116	195	370			2232	390			
Iron Ore.			24994	249			56368	83314	469214		
Gold.	5300		24192	1753				36000	117900		
Natase.			161667	12722				323254	286989	570253	
Total.		1988	4797	254528	62042	7, 20	86368	675003	510298	1,164606	1,674904

the proposed
LAWY EXTENSION

ED EARNINGS ON NEW L.I.A.

EARNINGS OF INCREASED TRAFFIC ON NEW LINE

Coffee.	Flax.				Sisal.	Coffee.	Flax.	Wool & Hides.			Total Earnings New Line.	Total Increased earnings on existing lines.	Total Earnings.
Fls.	Fls.				Fls.	Fls.	Fls.	Fls.			Fls.	Fls.	Fls.
7,065					29,930	39,000					13,641	78,358	20,178
						3,362	1,567				2,362	3,362	3,362
									300	8,500	1,428	1,428	1,428
										3,366	3,374	3,374	3,374
8,472										18,561	37,905	37,905	37,905

ED EARNINGS

EARNINGS OF INCREASED TRAFFIC ON NEW LINE

Coffee.	Flax.				Sisal.	Coffee.	Flax.	Wool & Hides.			Total Earnings New Line.	Total Increased earnings on existing lines.	Total Earnings.
Fls.	Fls.				Fls.	Fls.	Fls.	Fls.			Fls.	Fls.	Fls.
11,760						72,314					20,496	161,000	190,500
2,124	768					7,325	2,723	6,000			3,516	16,048	19,172
	512						1,615			22,400	11,446	27,816	39,988
										19,908	3,267	23,175	44,025
											20,650	23,175	44,025

Years after completion of Railway.

1900. DAILY PRODUCE AND EARNINGS PER DISTANCE COVERED BY
 NAIROBI - KIAMBUHO RAILWAY EXTENSION.
 5 Years after completion of

FIVE STOCK

BACON & BACON PRODUCTS

BUTTER

District.	Estimated No. on rail.										Total earnings New Line.	Total increased earnings existing line.	Total Earnings.	Estimated Produce for rail.	Earnings on New Line.	Earnings & increase of traffic on existing line.	Total.	Estimated Produce for rail.	Earnings on New Line.	Earnings & increase of traffic on existing line.		
	Cattle.			Sheep.			Pigs.			Other.												
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.											No.	No.
Thika Donyo Area 1.			2000								388	-	388	3125	-	7530	7630					
Nyeri Area 2.			375								123	-	123	469	-	1145	1145					
Kenya Area 3.	3000	3000		1020	1635						2655	5	4670	3125	1109	7680	87	2232		2550		
Total.	500		2875	1020							3166		3181	6719	1109	15255	1777	2232		372		

BACON & BACON PRODUCTS

BUTTER

District.	Estimated No. on rail.										Total earnings New Line.	Total increased earnings existing line.	Total Earnings.	Estimated Produce for rail.	Earnings on New Line.	Earnings & increase of traffic on existing line.	Total.	Estimated Produce for rail.	Earnings on New Line.	Earnings & increase of traffic on existing line.		
	Cattle.			Sheep.			Pigs.			Other.												
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.											No.	No.
Thika Donyo Area 1.			2500								388	-	388	3125	-	7530	7630					
Nyeri Area 2.			375								123	-	123	469	-	1145	1145					
& W. Kenya Area 3.	1000	10000		3270	650						3166	4030	9340	6250	2218	18260	17478	4464		744		
Relative reserve Area 4.																						
Total.	1000	10000	2875	2040	3270	650					5621	4030	9651	9844	2218	24035	26253	4464		744		

PRODUCTS		BUTTER			CHEESE			WOLLS				TOTAL EARNINGS			
Earnings of increased traffic on existing line.	Total Earnings.	Earnings	Earnings of increased traffic on existing line.	Total Earnings.	Estimated Produce for rail.	Earnings on New Line.	Earnings of increased traffic on existing line.	Total Earnings.	Estimated Produce for rail.	Earnings on New Line.	Earnings of increased traffic on existing line.	Total Earnings.	Stock & Animal Product	Increased traffic on existing line.	TOTAL
Fls.	Fls.	Fls.	Fls.	Fls.	Cwts.	Fls.	Fls.	Fls.	Cwts.	Fls.	Fls.	Fls.	Fls.	Fls.	Fls.
7630	7630	-	-	-	-	-	-	-	-	-	-	-	388	7630	8418
1145	1145	-	-	-	-	-	-	-	-	-	-	-	123	1145	1268
7630	8739	2232	372	2550	2922	6560	925	6375	7310	1116	199	7742	8132	44882	57276
15405	17514	-	372	-	2922	6560	925	6375	7310	1116	199	7742	8132	53657	66912

WOLLS		BUTTER			CHEESE			WOLLS				TOTAL EARNINGS				
Earnings of increased traffic on existing line.	Total Earnings.	Estimated Produce for rail.	Earnings on New Line.	Earnings of increased traffic on existing line.	Total Earnings.	Estimated Produce for rail.	Earnings on New Line.	Earnings of increased traffic on existing line.	Total Earnings.	Estimated Produce for rail.	Earnings on New Line.	Earnings of increased traffic on existing line.	Total Earnings.	Stock & Animal Product	Increased traffic on existing line.	TOTAL
Fls.	Fls.	Cwts.	Fls.	Fls.	Fls.	Cwts.	Fls.	Fls.	Fls.	Cwts.	Fls.	Fls.	Fls.	Fls.	Fls.	Fls.
7630	7630	-	-	-	-	-	-	-	-	-	-	-	-	388	7630	8418
1145	1145	-	-	-	-	-	-	-	-	-	-	-	-	123	1145	1268
7630	8739	2232	372	2550	2922	6560	925	6375	7310	1116	199	7742	8132	44882	57276	
15405	17514	-	372	-	2922	6560	925	6375	7310	1116	199	7742	8132	53657	66912	

Extract - Uganda Railway Report 1919 - 1920.

Inward to Thika 6312 Tons valued at Frs. 24347
 (6500) (24347)

Providing for threefold increase in traffic
 do. tenfold do. 10 do.

~~with the~~

New Line		Existing Railway.		1920.	
Quantity.	Earnings over 362 miles.	Quantity.	Earnings over 362 miles.	Quantity.	Earnings over 362 miles.
Tons.	Frs.	Tons.	Frs.	Tons.	Frs.
9510	24347	19500	163000	7612	56
3 24347		<u>7612</u>	<u>62566</u>		
		1888	99434		
112	5314	6800	540000		70786
0.000		<u>361</u>	<u>70786</u>		
		2388	469214		

Total No. of Passengers on Trips: 1340 x 4 = 5360

Total increase earnings 78753

1000 Singles first 350 miles

5360

9792

14400

24

11520

19353

59400

78753

EARNINGS ON NEW LINE

INCREASED EARNINGS ON EXISTING LINE

Total No. of Passengers on Trips: 2000 x 4 = 8000

Average 40 miles

First Class Tickets 2000
Second Class Tickets 6000
Total Earnings 26000

1000 Singles first 350 miles

Total. 1000 Singles first 350 miles

8000

14460

2100

26000

89100

117900

Railway figures show 4,072 in 1 month = {46,06 in 1 year}

old income in 1 year

do.

40 miles

No. of		Ex	Value at	No. of	40 miles
Trains		Line	2 1/2 cts	Stops	
			per mile		
			average		
			40 miles		
1667	IC 1667	121367	33375		32275
	IIW 57	122032			21
323334	323334	323334	320334	48500	
		274834	280379		

the Hon. General Manager of the railway, the estimate of the proposed railway section. The estimate is based on the third year of the railway receipts for 1916 - 17.

The estimate of the proposed expenditure incurred by the existing railway:-

Receipts	2,362
Expenditure	1,447
Profit	915

At the tenth year, taking the percentage of total expenditure to gross receipts at 75 per cent,

Receipts, 10 years	17,490
Less 75% for expenditure	13,120
.....	4,370

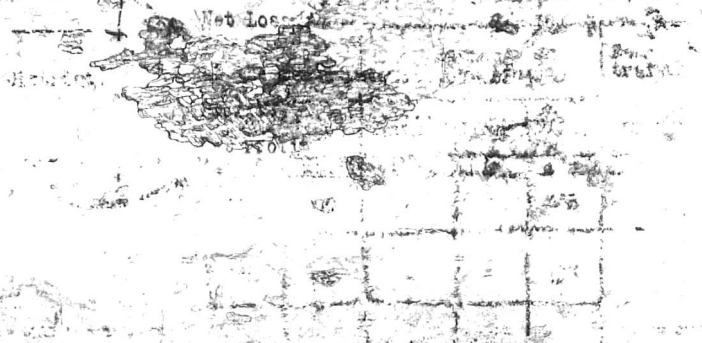
The estimated cost of construction of the proposed railway, at the rate of Rs. 15,000.

..... charged at the rate of Rs. 15,000.

.....

Less profit

Net Loss



36°00'

36°30'

36°45'

37°00'

0°45'

0°

10°15'

BARITU

24

Class Myung

OL D.V.

Of Lake

KIPPIA

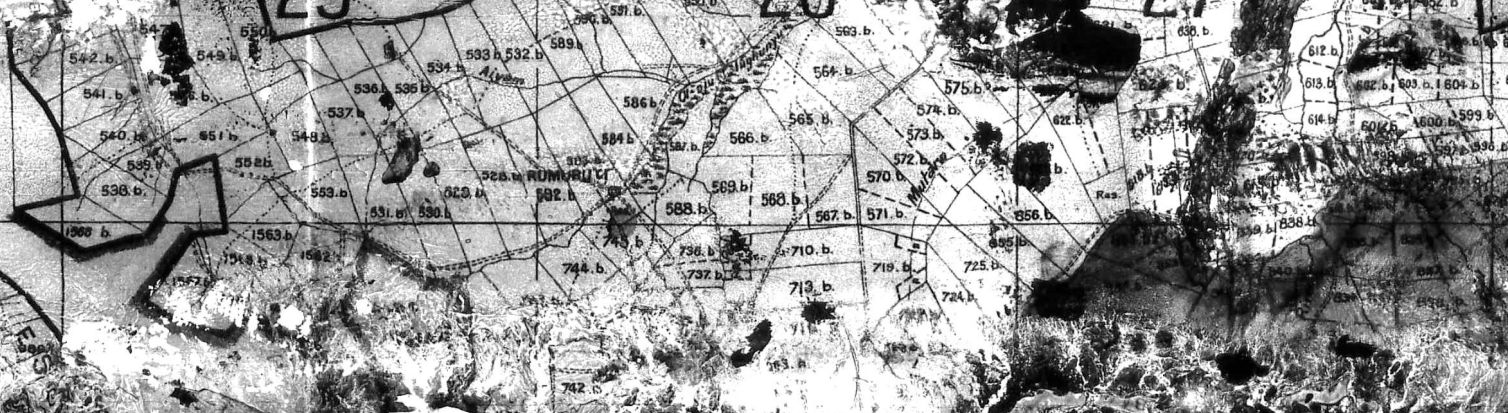
25

26

27

Lake
Hennington

884.b
885.b
886.b
887.b
888.b



37°00'

37°15'

37°30'

37°45'

EAST AFRICA PROTECTORY LAND ALLOTMENT SCHEME

For the use of the British and Foreign
African Trade and Commerce Company, Limited
and Women.

PLAN No. 2

Showing the general locality of blocks available for allotment.

Scale 1:12,500 or 4 Miles to 1 Inch.

0 20 40 60 Miles

24
Nairobi

Del. Dec. 1904

Plan only, and to avoid confusion of outlines the catalogues of the several blocks available for allotment have been omitted.

been outlined with heretofore from the large blocks or proposed

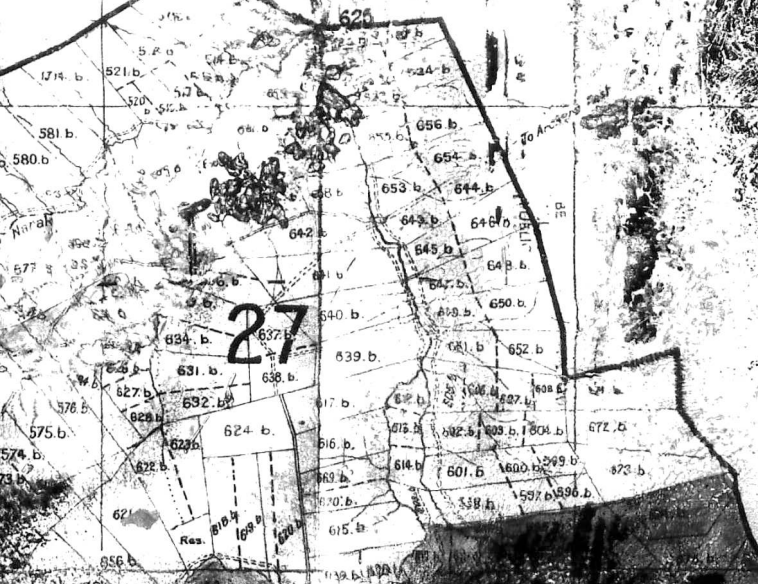
Some of the blocks available for allotment are of all farms can be 1/2, 5/8 or 1/4 of a mile (1/2 mile), which also show details of the farms.

Numbers in middle of the minute squares represent the reference numbers of the above-mentioned farms.

"B" farms have been numbered thus; 677.b., 607.b.

"A" farms bear a prefix letter "a."

and proposed farms and series show thus



28

29



FOREST

30

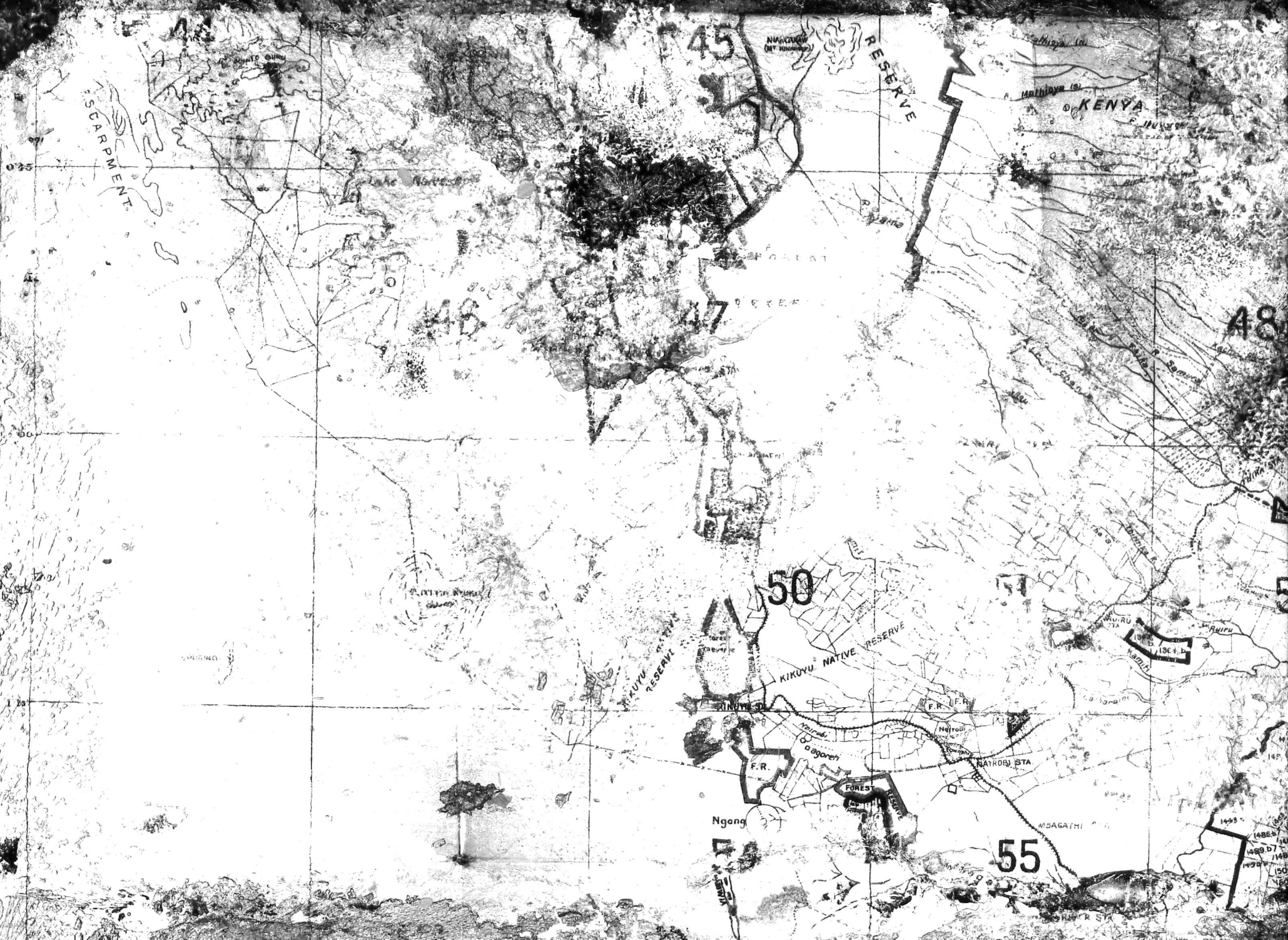
3

36

41

45





SCARPMENT

45

RESERVE

KENYA

46

47

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51

KIKUYU NATIVE RESERVE

KIKUYU NATIVE RESERVE

F.R.

F.R.

Gogoreh

NATROU STA

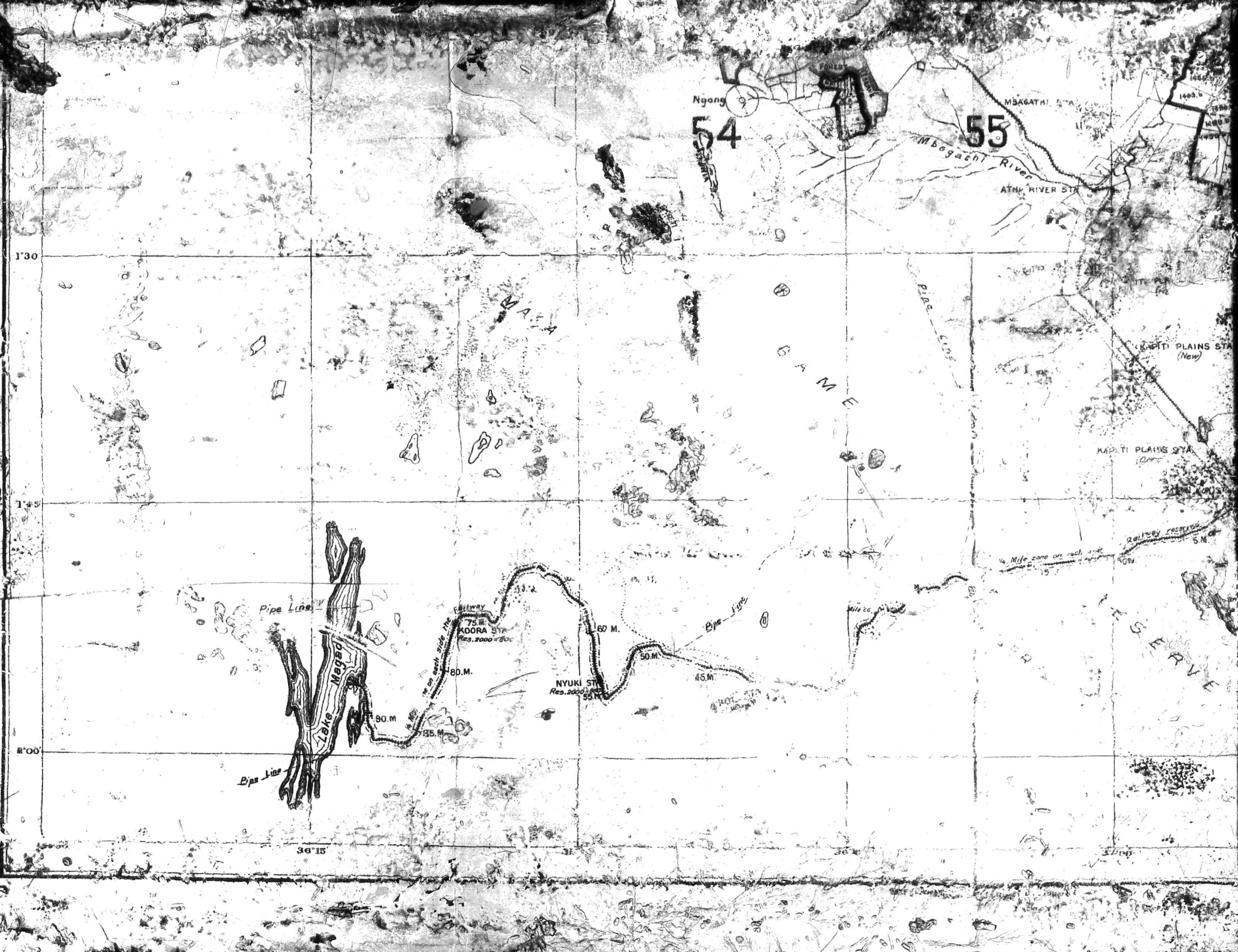
FOREST

Ngong

55

MBAGATHI

1488
1489 D7
1490
150



PUBLIC RECORD OFFICE

END

TOTAL EXPOSURES

PUBLIC RECORD OFFICE

25533/299

ORDER NO. 721

CAMERA NO. 19

OPERATOR JK

REDUCTION 12

EMULSION 31106

DATE 5/5/77

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PUBLIC RECORD OFFICE

THE PAGES IN THIS VOLUME ARE TOO
FRAGILE TO BE BOUND FOR ALL WORDS TO BE
PRODUCED IN ENTIRETY

DATE

SUBJECT

DATE	SUBJECT
1948 15	Request Supplementary accounts, 1948
16	Indonesia 1948
"	Sulu, Roxas, etc.
"	Dr. Ali Geyza
17	Railway
1948 19	Leaves
1949 "	Railway, bonded to
21	Education Council
22	Immigration Bill
27	AR, same I think
"	...
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DESP NO. DATE

REPORTS

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