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War Office  
1918  
12 February

East African Communications

Last previous Paper.  
60465 Secret  
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Desq. from G.O.C. in C. EA. enclosing memorandum  
by Major Grogan.

See in index as separate sheet.

10 114 Doyle 3 April 1918

15690

Any further communication on this subject should be addressed to—

The Secretary,  
War Office,  
London, S.W.,

and the following number quoted.

WAR OFFICE,

33

LONDON, S.W.,

12th Feb. 1918.

0165/9063.(M.C.2.).

The Secretary of the War Office presents his compliments to the Under Secty. of State, Colonial Office, and is commanded by the Army Council to transmit for the information of the Secty. of State for the Colonies, a copy of the document noted in the subjoined schedule on the subject of boundary and communications questions in East Africa. Ref.C.O.Letter No.50455 of 12-12-17 to W.O.

Date	Origin	Description
12-12-17	GOC-in-C. East Africa.	Letter No.G.S.676. covering -
(Undated)	Major E.S. Grogan.	Proposed Resolution for economic Commission, E.E.Africa.
11-12-17	Major E.S. Grogan.	Memo. to Gen.Staff, E.A.E.F.,

Boys in triplicate

From: The General Officer Commanding-in-Chief,  
East African Force.

To :- The Secretary, War Office,  
LONDON, S.W.

34

DAR-ES-SALAAM,  
EAST AFRICA,

12th December 1917.

Sir,

Further to the Report by Major GROGAN forwarded under cover of my G.S. 918 dated 19th August 1917 and with reference to comment thereon by the Acting Governor of UGANDA PROTECTORATE, dated 20th September 1917 which was addressed to the Right Honourable, The Secretary of State for the Colonies, I have the honour to forward herewith, for transmission to the Colonial Office, a further report on the subject by Major Grogan. A copy of this report is being forwarded to the Acting Governor of UGANDA for his information.

I have the honour to be,

Sir,

Your obedient servant,

(Sd.) S.H.SHEPPARD, Br.-Genl.

for Lieutenant-General.

General Officer Commanding-in-Chief,  
East African Force.

The growth of East African communications will be largely defined by the nature of East African development, namely the establishment of concentrated populations of primary producers at suitable centres - populations who will grow their own foods and export their surplus food production together with immense quantities of other farm-products to exchange for the machinery, piece-goods, etc., rails, etc., and general manufactures of

these populations' bodily wants will be secured by their own local production but their "wealth" will be achieved by export.

East African Communications therefore must develop as a series of latitudinal arterial systems, each focussed on a Sea Port and designed to give all productive centres the cheapest possible direct access to the sea. Subsequently there must be a linking up of nodal points to give longitudinal access in the interior from system to system.

The latitudinal systems will be dominantly economic in intention, while the longitudinal elaborations of these latitudinal systems will be induced partly by need for rapid passenger transit, interchange of rolling stock and local developments but mainly by strategic considerations.

An important factor in the access to the Sea is Port Development.

Mombasa (Kilindini), Tanga and Dar-es-Salaam are the existing alternative outlets for the bulk of East African produce.

Tanga has its own proper but strictly limited hinterland.

Mombasa and Dar-es-Salaam have their own proper and immensely extended hinterlands. But there is a large intermediate area, or "no man's land", to the trade of which Dar-es-Salaam, Mombasa and to a lesser extent Tanga can reasonably pretend.

The proper hinterland of Mombasa, owing to its inherent qualities, is superior and will continue to develop much more rapidly than the proper hinterland of Dar-es-Salaam, and, since modern port development costs immense sums of money, it will be advisable in the first instance to aim direct at the rapid development of one great port rather than to play with the development of two or more.

Mombasa then is inevitably the Port of first instance; and, as one of the future great ports of the world, should be a scheduled port in the sense of clause 21(a) of the conclusions of the Dominions Royal Commission.

No man's land will therefore tend towards the orbit of Mombasa rather than the orbits of Tanga or of Dar-es-Salaam.

The Main Trunk Line from Mombasa exists, probably in nearly its final alignment as far as Nakuru. From Nakuru it has already been surveyed via the Usisu Plateau to deep water at Sio on the Lake Victoria.

This Nakuru-Sio section when completed will, by virtue of its easier grades and curves, reduce the existing Nakuru-Kisumu section of the Uganda Railway to the status of a branch line draining the local produce of the Districts of Njoro, Upper Molo, Lumbwa, Kericho, the Nyondo Valley and the Kavirondo Gulf.

When the Nakuru-Sio section is complete the resulting Mombasa-Sio Trunk line will be the funnel down which all the produce of the territories tributary to the vast Victoria Lake will flow. This Trunk Line therefore must be cast, in weight of metal, grades, rails and terminal facilities, to carry a gigantic traffic in the near future.



The Commission earnestly recommends that the Nakuru-Sis section be constructed with the least possible delay to forestall the congestion which otherwise must arise from the rapidly developing cotton production of Sumat, from the demands of the Kile Gold Fields, from the general expansion of Kenya's commerce and from the active agriculture of the Voini High Plateau itself.

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Starting from the Coast towards the interior, the first railway feeder of this trunk line is the Mithabari Railway constructed during the War from Voi to Kaha, which it takes the Tanganyika German Railway. This feeder already serves the produce of the rich Mochi and Arusha coffee districts from Tanga to Mombasa because the haul to Mombasa is 40 miles shorter than to Tanga.

This Voi-Kaha line is capable of extension through productive country by easy alignments to Trabara via the South of Mabu Mountain and to Mera Bay via the North of Mabu Mountain.

The diversion of the Mochi and Arusha traffic to Mombasa means that there is a dead section of about 100 miles of the Tanga Railway lying across the economically unimportant tract of country between Mombasa and Kaha.

The Commission recommends that this "dead" section be lifted and used to tap some East African area of immediate economic significance; and that the Voi-Kaha section be retained as an essential link in future railway extensions of the highest importance.

The second railway feeder of the Trunk Line is the Railway from Mugadi Junction to Mugadi Soda Lake. This line can presently be extended West and North-West through the basin of the southern Guaso Nyire to drain the Eastern slopes of Mau and connect with the ultimate Cape to Cairo Route Authorized under the fourth feeder later referred to.

The third railway feeder of the Trunk Line is the Thika Railway which pushes out North from Nairobi along the foothills of the rich Kikuyu Highlands as far as Thika, an extension towards the fertile slopes of the Eastern Laikipia and the Abyssinian Border.

A fourth feeder will be required, starting from the vicinity of Molo, to drain the Lambara Tableland.

This line has an important longitudinal significance by extension South along the Molo-Kisumu line, which is catered to Ikoma and thence via the Senyua-Senya line to the present Uganda Railway Main Line.

Since, too, the fact of the Nile and Nile Valley water systems -- it is a link in what will probably develop into the ultimate Nile to Cairo Railway connection.

The fifth feeder, which is planned to will leave the Usin Gishu on of the ultimate Trunk Line where it emerges on to the Elgeyo coast and heading North-West will skirt the Eastern slopes of Elgeyo to turn the deep cut of the Parkwell River and thence the line of high country between Nile Basin and the basin Rudolph to the Western base of the Abyssinian Highlands and Nile Valley Railway System.

Final connection could thereafter be secured by line South from Tabera to the Gap at Ikoma on the Plateau and thence along the Chambesi-Loangwa Divide to

where the British East African Trunk Line makes first deep water of the Victoria Lake, must be well chosen for lake boats of deep draught and to provide "Train Ferries". In the opinion of the Commission, are the essential aid and economical development of the Victoria Lake

Their introduction will enable the rich patches round the Lake to be developed by short lines from the nearest convenient Lake Port, and the problem consisting from these short lines to be concentrated on the Trunk Line without breaking bulk.

If this principle is adopted the first monies available can be applied to the immediate linking of the rich territories of Ruanda, Urundi and Usukuma with their respective Lake outlets without waiting for the enormously costly preliminary of an extension of the Main Trunk Line round the North and East sides of the Lake.

This extension of the Main Trunk Line must ultimately happen from Jinja to Jinja from Jinja to Kampala and thereafter from Kampala to the Congo Basin and Stanleyville probably via the Katanga Valley and the Lake Edward Basin.

The next segment of the short tapping lines is a line from Bukuru at the South-West corner of the Lake to Kagera Falls. 37

This line of about seventy miles would connect the great cattle countries of Urundi and Ruanda with the Victoria Lake from which they are now practically isolated other than by head portage because the intervening territories of Usuwu and Karogwe are infested with tsetse fly.

To establish and maintain "system" in this vital problem of Communications, the Commission would suggest that a permanent "Development Board" be instituted as a local extension of the "Imperial Development Board" proposed by Clause 57 of the conclusions of the Dominion Royal Commission.

The duties of the said Board should be :-

(1) To define the ideal main arterial system of rail and Lake communications to drain British East Africa and Uganda and to give access to such other territories as are tributary (in the transport sense) to the E.A.A. and Uganda main systems.

(2) To consider the relative urgency from time to time of uncompleted portions of the main system, arising from the general development of the area covered and the varying influence of such development on the different districts.

(3) To prepare and report upon suggestions of District Authorities as to the best method of district development by road and rail in relation to the defined main arterial system.

(4) To advise the said Imperial Development Board and the Legislative Bodies of British East Africa and Uganda.

The Commission consider that the main arterial system should be projected and defined in principle without delay and surveyed as soon as practicable with sufficient precision to enable all branch railway, road, lake port, township location and important industrial projects to be plotted and developed in assured relation to the ultimate main traffic system.

The Commission would emphasize the insistent need of an agreed working theory of main communications as an elementary precaution to prevent recurrence of the gross waste of monies which is represented by such ill-considered and unco-ordinated works as the Tanga and Jinja Railways and the road-happenings of the Public Works Department; and would press that the results of all surveys be considered public matter to be widely advertised as an aid to public and private endeavour rather than mysterious matter to be hidden as in the past even from the Local Government.

The Commission are of the opinion that the capital monies required for the development of the Main Trunk System should be provided from Imperial Funds free of interest for 15 years, the charge of interest and sinking fund on a long term basis to be thereafter assumed as to half by the territories concerned and as to half by the Imperial Government until such time as Responsible Government is granted to the territories traversed.

The Commission are moved to this opinion by the following considerations:

(1) New countries have no accumulation of capital resources so that local private and State resources should be concentrated on the local developments rendered possible by the establishment of Trunk Communications.

(2) Such local developments do not bear immediate taxable returns and it requires a considerable period of time for the general development originally provoked by the establishment of Trunk Communication to carry the financial burden of such Trunk system without seriously delaying general development which is the real Imperial objective.

(3) Pending the ultimate financial consolidation of general development a constant advantage accrues to the United Kingdom in the increasing volume of raw products rendered available and to the Empire as a whole in the strategic reliefs which follow any extension of Imperial Main Lines of Communication.

...ing Governor's (RUANDA) notes on my ... of RUANDA and the Lake EDWARD ... 1927.

(1) I am aware of the existence of these two routes and have personal knowledge of the main sections of both. It is clear that no one could be found to agree with the existing Government route (a) with seven breakings of bulk or route (b) depending on carriers can be truly said to afford all the facilities required for the development of an important gold-field.

(3) Until the alternative routes suggested by me have been surveyed it is premature to assert that the surveyed line herein referred to should be adopted. Prima facie the surveyed route is the wrong alignment as it is forced to climb to a height of at least 5000 feet to pass over the Scarp and to descend to 2000 ft. to cross the GREAT CENTRAL RIPT, while the other routes can certainly pass over the Scarp at substantially lower altitudes and cross the CENTRAL RIPT at over 3000 feet.

(4) The existing BUKARATA-RUICHURU route herein referred to can only be regarded as a temporary expedient. The section beyond the RUFUA crossing traverses from east to west a series of "knife-edge" ridges running south to north and is barely passable by a mule. The southern "connecting road" running (not from LUTOBIC) but from the RUFUA crossing on the alignment laid down by me during the RUANDA campaign will help as a temporary cart exit for RUANDA Produce; but, taking NIGALI as the collecting centre, the distance to the Lake is 250 miles as against 150 by the route IGALI-BAKERA FALLS-BIARA MULO-NAMIKEMBE.

(2) Economic.

(1) My views in no wise hinge upon the utilization of the RIPT VALLEY as a trunk line of communication. My conception of the future Railway system of MIDDLE AFRICA illustrated in the attached map, regards the Lakes as mere foci of collection, and obstructions to railway alignments capable however of bridging by train-ferries.

There need be no mortality from Sleeping Sickness arising from the utilization of the EDWARD BASIN in this railway system.

(2) It is to be hoped that the construction of the Portal railway will be held over pending sufficient investigation of the railway problem as a whole. This extension offers no obvious advantages. It leads up to the opposing wall of RUWENZORI, and its extension to LAKE ALBERT, apart from the disadvantages pointed out above, probably lands the terminus in a cul de sac; it traverses indifferent country and is therefore difficult of justification as a spur line.

The projected PORT AMELIA - NYANSA line has no bearing on the problem under discussion.

It would be virtually impossible to connect the lateral railway systems through the RIPT VALLEY, the connections indicated by topography are shown on the accompanying map.

(4) The outlet of RUANDA and URUNDI may be ultimately by TABORA and DAR-ES-SALAAM but this involves much more railway construction than the short line to NAIKIRWA giving steam communication with MOMBASA.

(5) Only the Northern extension of the GREAT RIPT mineral belt lies to the N.W. of RUWENZORI.

(3) The Belgian Point of View.

A large portion of the Belgian basin involved in the

discussion lies at an altitude of 4000 to 7000 feet, and is much more healthy than any portion of the EDWARD BASIN District referred to.

The information available to the Acting Governor is not sufficient to justify any comparison between the two areas from an economic point of view.

(4) MEDICAL.

The UGANDA Protectorate Administration's view of Sleeping Sickness as a sufficient reason for refraining from any administrative or economic effort beyond the evacuation of afflicted territory is not shared by any other country faced with the same problem.

Glossina Palpalis is widely distributed in the actual trough of the EDWARD LAKE but its cover is sparse. Any development in that area could with reasonable precautions be carried out without risk to human life.

In further explanation of my conception of the railway future of MIDDLE AFRICA and of the bearing of the EDWARD BASIN thereon, I append a copy of a draft resolution which I have submitted to the ECONOMIC COMMISSION of B.E.A. of which Commission I have the honour to be a member.

Dar-es-Salaam  
11/12/17.

(sgd)

Major

Reference the Acting Governor's (UGANDA) notes on my memorandum on the N.W. corner of RUANDA and the Lake EDWARD Basin, dated August 5th 1917.

(1) Existing routes to the CONGO.

(1) (a) and (b) I am aware of the existence of these two routes and have personal knowledge of the main sections of both.

(2) I think no one could be found to agree with the Acting Governor that route (a) with seven breakings of bulk on route (b) depending on carriers can be truly said to afford all the facilities required for the development of an important gold-field.

(3) Until the alternative routes suggested by me have been surveyed it is premature to assert that the surveyed line herein referred to should be adopted. Prima facie the surveyed route is the wrong alignment as it is forced to climb to a height of at least 5000 feet to pass over the Scarp and to descend to 2000 ft. to cross the GREAT CENTRAL RIFT, while the other routes can certainly pass over the Scarp at substantially lower altitudes and cross the CENTRAL RIFT at over 3000 feet.

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(2) Economics.

(1) My views in no wise hinge upon the utilization of the RIFT VALLEY as a trunk line of communication. My conception of the future Railway system of MIDDLE AFRICA illustrated in the attached map, regards the lakes as mere foci of collection, and obstructions to Railway alignments capable however of bridging by train-ferries.

There need be no mortality from Sleeping Sickness arising from the utilization of the EDWARD BASIN in this railway system.

(2) It is to be hoped that the construction of the Portal Railway will be held over pending sufficient investigation of the railway problem as a whole. This extension offers no obvious advantages. It leads up to the opposing wall of RUWENZORI, and its extension to LAKE ALBERT, apart from the disadvantages pointed out above, probably lands the terminus in a cul de sac; it traverses indifferent country and is therefore difficult of justification as a spur line.

The projected PORT AUSTRALIA - NYASSA line has no bearing on the problem under discussion.

It would be virtually impossible to connect the lateral railway systems through the RIFT VALLEY, the connections indicated by topography are shown on the accompanying map.

(4) The outlet of RUANDA and URUNDI may be ultimately by TABORA and KARISAKA-LAM but this involves much more railway construction than the short line to HAKIRIWE giving steam communication with KOBWA A.

(5) Only the northern extension of the GREAT CONGO mineral belt lies to the N.W. of RUWENZORI.

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A large portion of the EDWARD BASIN involved in the

discussion lies at an altitude of 4000 to 7000 feet, and is much more healthy than any portion of the WEST NILE District referred to.

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(sgd)

Dar-es-Salaam  
11/12/17.

Major



BT:- BOUNDARY QUESTION IN  
RUANDA, EAST AFRICA.

From:- The General Officer Commanding-in-Chief,  
East African Force.

13

To:- The Secretary, War Office,  
LONDON, E.C.4.

DAR-ES-SALAAM,  
EAST AFRICA,

12th December 1917.

Sir,

Further to the report by Major G. H. G. forwarded under cover of my S.O. 118 dated 18th August 1917 and with reference to comment thereon by the Acting Governor of KENYA PROTECTORATE, dated 1st September 1917 which was addressed to the Right Honourable, The Secretary of State for the Colonies, I have the honour to forward herewith, for transmission to the Colonial Office, a further report on the subject by Major G. H. G. A copy of this report is being forwarded to the Acting Governor of KENYA for his information.

I have the honour to be,

Sir,

Your obedient servant,

(Ed. S. J. ...)

for Lieutenant-General.

General Officer Commanding-in-Chief,  
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Sir,

Your obedient servant,

(Sd.) S.B.SHEPPARD, Br.-Genl.

for Lieutenant-General,  
General Officer Commanding-in-Chief,  
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MEMORANDUM ON EAST AFRICAN COMMUNICATIONS.

The growth of East African communications will be largely defined by the nature of East African development, namely the establishment of concentrated populations of primary producers at suitable centres - populations who will grow their own foods and export their surplus food production together with immense quantities of other land-products to exchange for the machinery piece-goods, steel rails, hardware and general manufactures of Europe.

These populations' bodily wants will be secured by their own local production but their "wealth" will be achieved by export.

East African Communications therefore must develop as a series of latitudinal arterial systems, each focussed on a Sea Port and designed to give all productive centres the cheapest possible direct access to the sea. Subsequently there must be a linking up of nodal points to give longitudinal access in the interior from system to system.

The latitudinal systems will be dominantly economic in intention, while the longitudinal elaborations of these latitudinal systems will be induced partly by need for rapid passenger transit, interchange of rolling stock and local developments but mainly by strategic considerations.

An important factor in cheap access to the Sea is Port Development.

Mombasa (Kilwa), Tanga and Dar-es-Salaam are the existing alternative outlets for the bulk of East African produce.

Tanga has its own proper but extremely limited hinterland.

Mombasa and Dar-es-Salaam have access to a proper and immensely extended hinterlands. But the latter has a large intermediate area, or "no mans land", to the trade of which Dar-es-Salaam, Mombasa and to a small extent Tanga can reasonably pretend.

The proper hinterland of Mombasa, owing to its inherent qualities, is developing and will continue to develop much more rapidly than the proper hinterland of Dar-es-Salaam, and, since modern port development costs immense sums of money, it will be advisable in the first instance to aim direct at the development of one great port rather than to play with the development of two.

Mombasa then is, inevitably the Port of first importance and, as one of the future great ports of the world, is the scheduled port in the clause 21(a) of the Resolutions of the Dominions and Commission.

No man's land exists therefore tend towards the orbit of Mombasa rather than the orbits of Tanga or of Dar-es-Salaam.

The Main Trunk Line from Mombasa exists, probably in nearly its final alignment as far as Nakuru. From Nakuru it has already been surveyed via the Usin Gishu Plateau to deep water at Sic on the Lake Victoria.

This Nakuru-Sic section when completed will, by virtue of its easier grades and curves, reduce the existing Nakuru-Kisumu section of the Uganda Railway to the status of a branch line draining the local produce of the Districts of Njoro, Upper Molo, Lumva, Kericho, the Nyando Valley and the Kavirondo Gulf.

When the Nakuru-Sic section is complete the resulting Mombasa-Sic Trunk line will be the funnel down which all the produce of the territories tributary to the vast Victoria Lake will flow. This calls for therefore must be cast, in weight of metal, grades and facilities, to carry a gigantic traffic in the near future.

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Mombasa then is probably the Port of first instance; and, as one of the future great ports of the world, it is a scheduled port in the sense of clause 21(a) of the Resolutions of the Economic Commission.

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The Main Trunk Line from Mombasa exists, probably in nearly its final alignment as far as Nakuru. From Nakuru it has already been surveyed via the Usain Gishu Plateau to deep water at Siu on the Lake Victoria.

This Nakuru-Siu section when completed will, by virtue of its easier grades and curves, reduce the existing Nakuru-Kisumu section of the Uganda Railway to the status of a branch line draining the local produce of the Districts of Njoro, Upper Molo, Lamu, Kericho, the Nyando Valley and the Kavirondo Gulf.

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The Commission earnestly recommends that the Nakuru-Gis section be  
continued with the least possible delay to forestall the congestion  
which otherwise must result from the rapidly developing cotton production  
of Nakuru, from the demands of the Nile Galla Fields, from the  
general expansion of Uganda's commerce and from the active settle-  
ment of the Uasin Gishu Plateau itself.

Starting from the Coast towards the interior, the first railway  
feeder of this Trunk line is the Military Railway constructed during  
the War from Voi to Kaha, where it taps the Tanga-Moshi German  
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lying across the economically unimportant tract of country between  
Mombasa and Kaha.

The Commission recommends that this "dead" section be lifted and  
used to tap some East African area of immediate economic significance,  
and that the Tanga-Kaha section be retained as an essential link in  
future railway extensions of the highest importance.

The second railway feeder of the Trunk line is the railway from  
Kagadi Junction to Kagadi Soda Lake. This line can presently be  
extended West and North-West through the basin of the southern Ghass  
River to drain the East African slopes of Meru and connect with the ultimate  
Cape to Cairo Route suggested under the fourth feeder later referred  
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The third railway feeder of the Trunk line is the Thika Railway  
which pushes out North from Nairobi along the foothills of the rich  
Kiunga Highlands as far as Thika, and has an unlimited range of  
extension towards the fertile slopes of Kenya, Eastern Isikopia and  
the Abyssinian border.

A fourth feeder will be required, starting from the vicinity of  
Voi, to drain the lower Tableland.

This line has an ultimate longitudinal alignment by extension  
South along the Arusha-Guasa River watershed to Ikoma and thence via  
the Semru-Guasa Divide to Shinyanga and Tabora.

Since, too, it would leave the present Uganda Railway Main Line  
on the same watershed as the next suggested feeder must follow to  
the North — the watershed in fact of the Nile and Rift Valley  
water systems — it would become a link in what will probably  
develop into the ultimate Cape to Cairo Railway connection.

The fifth feeder above referred to will leave the Uasin Gishu  
section of the ultimate Trunk line where it emerges on to the Elgeyo  
escarpment and heading North-West will skirt the Eastern slopes of  
Mount Elgon to cross the deep cut of the Turkwell River and thence  
follow the line of high country between the Nile Basin and the basin  
of Lake Rudolph to the Eastern base of the Abyssinian Highlands and  
the Main Nile Valley Railway System.

The final Cape to Cairo connection would thereafter be secured by  
a line running East South from Tabora to the East at Ikamba on the  
Nganyika Plateau and thence along the Chamboal-Isangwa Divide to  
Broken Hill.

At Port, where the British East African Trunk Line makes first  
contact with the deep water of the Victoria Lake, must be well chosen  
to give berthing for large boats of deep draught and to provide  
connection with the "Main Ferries".

Train services in the opinion of the Commission, will be essential  
for the rapid and economical development of the Nile Basin and Lake  
Victoria.

Their interaction will enable the rich waters of the Lake to be developed by short lines from the present important Lake Port, and the produce emanating from these short lines to be concentrated on the Trunk Line without breaking bulk.

If this principle is adopted the first monies available can be applied to the immediate linking of the rich territories of Ruanda, Urundi and Usukuma with their respective Lake outlets without waiting for the enormously costly preliminary of an extension of the Mombasa-Sio Trunk Line round the North and East sides of the Lake.

This extension of the Main Trunk Line must ultimately happen from Sio to Jinja, from Jinja to Kampala and thereafter from Kampala to the Gange Border and Stanleyville probably via the Katanga Valley and the Lake Edward Basin.

The most urgent of the short tapping lines is a line from Namirembe at the South-West corner of the Lake to Kagera Falls. 46

This line of about seventy miles would connect the great cattle countries of Urundi and Ruanda with the Victoria Lake from which they are now practically isolated other than by head portage because the intervening territories of Ussuwi and Karagwe are infested with tsetse fly.

To establish and maintain "system" in this vital problem of Communications, the Commission would suggest that a permanent "development Board" be instituted as a local extension of the "Imperial Development Board" proposed by Clause 57 of the conclusions of the Dominions Royal Commission.

The duties of the said Board should be:-

(1) To define the ideal main arterial system of rail and lake communications to drain British East Africa and Uganda and to give access to such other territories as are tributary (in the transport sense) to the B.E.A. and Uganda main systems:-

(2) To consider the relative urgency from time to time of uncompleted portions of the main system, arising from the general development of the area covered and the varying influence of such development on the different districts;

(3) To provide and report upon suggestions of District Authorities as to the best method of district development by road and rail in relation to the defined main arterial system.

(4) To advise the said Imperial Development Board and the Legislative Bodies of British East Africa and Uganda.

The Commission consider that the main arterial system should be prospected and defined in principle without delay and surveyed as soon as practicable with sufficient precision to enable all branch railway, road, lake port, township location and important industrial projects to be plotted and developed in assured relation to the ultimate main traffic system.

The Commission would emphasise the insistent need of an agreed working theory of main communications as an elementary precaution to prevent recurrence of the gross waste of monies which is represented by such ill-considered and unco-ordinated works as the Tika and Jinja Railways and the road-happenings of the Public Works Department; and would press that the results of all surveys be considered public matter to be widely advertised as an aid to public and private endeavour rather than mysterious matter to be hidden as in the past even from the Local Government.

The Commission are of the opinion that the capital monies required for the development of the Main Trunk System should be provided from Imperial Funds free of interest for 15 years, the charge of interest and sinking fund on a long term basis to be thereafter assumed as to half by the territories concerned and as to half by the Imperial Government until such time as Responsible Government is granted to the territories traversed.

The Commission are moved to this opinion by the following considerations:



Their introduction will enable the rich waters round the Lake to be developed by short lines from the nearest important Lake Port, and the produce emanating from these short lines to be concentrated on the Trunk Line without breaking bulk.

If this principle is adopted the first monies available can be applied to the immediate linking of the rich territories of Ruanda, Urundi and Ussukuma with their respective Lake outlets without waiting for the enormously costly preliminary of an extension of the Mombasa-Sio Trunk Line round the North and East sides of the Lake.

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- (2) To consider the relative urgency from time to time of uncompleted portions of the main system, arising from the general development of the area covered and the varying influence of such development on the different districts;
- (3) To proceed and report upon suggestions of District Authorities as to the best method of district development by road and rail in relation to the defined main arterial system;
- (4) To advise the said Imperial Development Board and the Legislative Bodies of British East Africa and Uganda.

The Commission consider that the main arterial system should be projected and defined in principle without delay and surveyed as soon as practicable with sufficient precision to enable all branch railway, road, lake port, township location and important industrial projects to be plotted and developed in assured relation to the ultimate main traffic system.

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The Commission are moved to this opinion by the following considerations:



(1) New countries have no accumulation of capital resources so that local private and State resources should be concentrated on the local developments rendered possible by the establishment of Trunk Communications.

(2) Such local developments do not bear immediate taxable returns and it requires a considerable period of time for the general development originally provided. The establishment of Trunk Communication to carry the financial burden of such Trunk system without seriously delaying general development which is the real Imperial objective.

(3) Pending the ultimate financial consolidation of general development a constant advantage accrues to the United Kingdom in the increasing volume of raw products rendered available, and to the Empire as a whole in the strategic reliefs which follow any extension of Imperial Main Lines of Communication.

(Ed.) Edward S. Gregg.

Thanks for my sig.  
Sergeant Major S. S. 1

3 Apr. 1918

Dear Sir,

Mr. Haines desires me to thank you for your  
letter of the 28<sup>th</sup> inst. regarding the future of German East  
Africa, & to say that Sir Arthur has forwarded it to the  
Commission and other bodies on the subject which you sent  
to them. He is much obliged to you for this full exposition of  
your views which has been placed on record at the C. O. C.  
The matter has already for some time been under very careful  
consideration. Mr. Haines wishes me to assure you that its  
importance is fully realized here.

I am yrs & truly

Thanks for my sig.  
Sergeant Major S. S. [unclear]

48

3 Apr. 1918

Dear Sir,

Mr Harris desires me to thank you for your  
letter of the 28<sup>th</sup> Mch regarding the future of German East  
Africa, & to say that Sir Arthur has forwarded your  
memorandum and other papers on the subject which you sent  
to him. He is much obliged to you for this full exposition of  
your views which has been placed on record at the C. C.  
The matter has already for some time been under very careful  
consideration. Mr Harris wishes me to assure you that its  
importance is fully realized here.  
Yours truly

545 Siege Battery R.G.A.  
Lille Barracks  
North Camp  
Aldershot

49

25-3-18

Dear Sir, Capt Stanley Wilson informs me  
that Sir Arthur <sup>W</sup> Mitchell handed  
me to you certain letters and a  
Memorandum which I sent to him  
about three weeks ago.

Also I think Mr. Matthews  
of the Commercial Intelligence Dept  
of the Board of Trade has sent to  
your department a good deal of  
correspondence which I had  
with the Board of Trade both while  
I was in the field in German  
East Africa and since my return.

In this correspondence and  
particularly in the memorandum  
submitted, I made certain  
suggestions to H.M. Government  
re the assessment of the  
resources and possibilities of

German East Africa and I offered myself to go out and conduct or assist in the conduct of this arrangement.

May I trouble you to inform me please whether any steps are being taken by the Government in this matter?

Since my return I have delivered several lectures to business men at home and I find there is a vast amount of interest being taken in the matter. I make a cutting giving a very short report of a lecture given in Hull a couple of weeks ago and which was attended by many prominent Hull business men.

I wish their comments had been published.

I am taking steps to

## INTERESTING VIEWS ON SOUTH AFRICA

Mr S. G. Doyle, of Hull Heavy Battery, R. G. A., recently returned from South Africa, gave an interesting address at a meeting at the Firbank Hall on Friday evening on the South and Central African questions.

Mr Doyle replied to an article in the Press by Mr H. G. Wells on the Central African problem, and commented that Mr Wells had evidently been spending much time by the fireside reading up books of jungle travel, and also in raising up ghosts of past African evils. Two points which Mr Wells dwelt upon which had exercised the minds of Trades Unionists. Personally he was confident that as far as one half of the African continent was concerned that slavery did not exist, excepting in the hands of the very owners. The German Government had in their territory set up machinery to effectively cope with slavery, and in our own territory no trace of slavery existed. There was no such thing as plantation slavery. There was nothing to fear on the drink question, and he found that civilisation was permeating the life throughout South and Central Africa. In no part did he find any tribes which could be classed as heathens.

Mr Doyle stated reasons why we should not consider any proposal for bartering back the German West African and East African Colonies, and expressed the conviction from views gathered from natives that to return the German Colonies would have a disastrous influence upon the native population and upon British prestige in the future, for it would appear that the British were weak. He felt strongly from information he had collected that if they accepted as a peace settlement proposals for the return of the German Colonies that the sword which had been drawn in Europe would be transferred in course of time to the heart of Africa. His impression was that they could not possibly give the Germans back their colonies after the sacrifices which white and black men alike had made in the continent. General Smuts would be able to lay before the Government the South African view before Peace terms were proposed. Mr Doyle also pointed out how the German Colonies had been a constant grave, political danger to South Africa, and to yield such a dangerous and troublesome neighbour would be an insult to South African statesmen and would be inviting more trouble in the near future. Mr Doyle dealt also with the industrial aspect, and pointed out the increasing dependence of England upon tropical products such as rubber, coffee, cocoa, and tea, as well as oils. He dealt on the effects it would have upon the Hull premier trade of wood crushing.

Mr Doyle added that he had been in London and had prepared memoranda and made out reports for Government Departments on the products of General Africa, and upon other matters.

Mr Doyle is well known in East Hull.

£1

This Hu  
aside as  
pensation  
of its re:  
by the

SI

3

have these matters laid before  
the various ~~Members~~ of Common-  
wealth directly ~~represented~~ by the Cotton  
growing Association and the various  
oil crushing interests of Hull and  
Liverpool.

52

A group of oil crushers are  
already sufficiently interested to  
be ahead with the formation of an  
East African development company  
immediately possible ~~to~~ ~~the~~ ~~case~~  
These ~~are~~ ~~of~~ ~~the~~  
important matters to ~~the~~ attention  
H. M. Government

I have the honour to remain

Yr  
Yours obedient servant  
H. G. Wray

Secretary  
Colonial Office  
London S.W.1

Dec. 1 - Parliament



two Rolls  
two Books  
S. H. Read

Sir G. Dill

I am sorry to have lost these papers so long but it has required some time to search through them to find out whether we have any base plan of Serjt. Doyle or of his correspondence with Sir Albert Stanley. I can find no trace whatever of him, however.

His present memorandum deals with two questions (1) the desirability of retaining F.E.C. (2) the importance of not letting the Belgians retain the Province of Flanders in the N.W. part of F.E.C.

(1) has already been dealt with pretty comprehensively in the memorandum on this subject which has been prepared for the Provisional Changes Committee, & Sir Doyle's adds little to it.

(2) is rather more complicated. When the question of administration of the Province was under discussion with the Belgians in the latter half of 1916, and we were trying to get them out of territory which they had been able to occupy only

because British troops had driven the  
the bulk of the enemy forces to the  
East of the S.E.C., the loss of the  
said post was a serious matter  
control of Ruanda & Urundi because  
of its importance ~~in the construction~~  
of this country from the point of view of  
railway construction from Tabora to  
Moroti. The country had always been  
thought to be too difficult for railway  
construction, but it was ~~discovered~~  
found  
that the Germans had discovered a  
route valley which made possible a  
railway from Tabora to the "elbows"  
of the Kagera River & that they had  
actually projected the construction of such  
a line. The C.O. fully agreed with the  
Gov. as to the importance of retaining  
Ruanda & Urundi (not for reasons of  
railway construction only) and the  
Gov. was asked to get the Belgian  
Gov. to content themselves with a  
small sector of territory round Lake  
Kivu. It was, however, found in the

course of the subsequent negotiations  
with the Belgian Gov. that (for  
various reasons into which it is  
unnecessary to enter here) we could  
not induce them to surrender to us  
more than Tabora together with that  
portion of Tabora province which they  
had occupied. Ruanda, a very  
considerable amount of territory remained,  
but in the end we were compelled to  
leave them in administration of  
Ruanda, Urundi, a part of Bukoba  
province adjoining Lake Victoria &  
a strip of Unyamwezi province running  
along the East side of Lake Tanganyika.  
This being so, it was apparent  
that the question of getting the  
Belgians out of the N.W. Corner  
of S.E.C. could only be left until  
the final peace settlement  
arising out of a war which  
was not here to illustrate the route  
to the Kagera "elbows" referred to above,  
a correspondence has begun regarding

the relative importance of a Cape to Cairo  
Railway as compared with lateral  
i.e. ~~lateral~~ west to east railways  
Construction. The last stages of the  
plans of the Walker's def. (See Enclosure)  
and Major Hogan's memorandum in  
his Enclosure. [The latter is incidentally far more  
comprehensive] I think that the view  
generally taken here is that advanced  
by the Walker viz that from the economic  
point of view lateral railway

communication to open up the interior  
to the sea is the sound policy &  
that a Cape to Cairo railway or  
such is not worth the cost of  
construction, <sup>the importance of</sup> <sub>length & longitudinal</sub>  
connections between the lateral lines  
is undervalued

However the discussion is incidental  
and to some extent academic. So far  
as the control of Rwanda is concerned,  
there is not only the question of railway  
construction at issue. The province is  
extremely rich in cattle, and it  
is one of the most thickly populated

in P.E.A. Rose is not the slightest  
justification for saying that the Co  
takes no interest in its disposal; the  
Co. has throughout taken the leading  
part in trying to secure it. The  
question is interesting and important.  
Nothing can be done at the moment,  
but it may be assumed that if when  
the time for peace negotiations arrives  
we are in a position to take up the  
matter strongly, this will be done.

I have set this out at length as  
I think that Mr Hewins will not have  
seen the earlier (very voluminous)  
correspondence. As regards Mr Doyle  
I do not see how he can help H.M.G.  
in the pursuit of the matter, as  
he suggests or indeed how anyone can  
further the matter at present. He  
might be thanked for his memo,  
and ~~the fact that~~ <sup>the fact that</sup> ~~the fact that~~ <sup>the fact that</sup>  
etc given an indication that this  
is a matter of which the importance  
is already fully realized here.

22/3/8  
[Mr. Butler commented on  
the fact that Doyle's letter of 11/1/8

4<sup>th</sup> March. In A. Steel's handwriting  
I found that he had no info. among  
Mr Doyle or his earlier memorandum  
- was revised.]

Jayne with her meeting.

Mr Doyle makes a suggestion for  
the development of G.E.A. by direct  
Govt. activity. I do not think this  
is practicable - at all events side  
by side with private enterprise, which  
would expect to be put on an equal  
footing with the Govt. in the way of  
obtaining labour. No doubt a  
call for labour for a Govt. scheme  
would be regarded as an order, but  
for Govt to use its authority to  
find a labour supply for others  
would open a very serious door

Jayne  
H. 8.

W.L.S. 2/4/18

A. J. R.  
2/14/18

At once  
W. H. 2/14/18

See further letter & copy reply attached hereto

(over)  
3.4.18

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W.C.S. 2/4/18

J.R.  
2/15/18

At once  
W.H. 2/14/18

See further letter & copy reply attached hereto  
(over)

3.4.18

Jayre  
to J.

Department of Overseas Trade,  
(Development & Intelligence)

73 Basinghall Street. E.C.

11th March 1916.

My dear Sir,

The enclosed memorandum was written by a Mr S. S. Doyle who is a very good and capable man and was at one time a Unionist political agent. He sent me the report because he was under the impression that I was still at the Colonial Office. I have, therefore, forwarded it to you, saying that I have referred it to you. I think you will find that better than know all about it.

Yours sincerely

Arthur Steel Maitland

Professor Hewins, F. R. S.  
Colonial Office.



Hull. Feb 27th, 1918.

To,

P.M.Box Esqr.

Leeds.

Sir,

I was not aware until to night that Sir A. Steel Maitland was Under Secretary for the Colonies, otherwise I would have sent the Memorandum, copy of which I enclose herewith, to him.

You will readily understand that out in the East African bush, one got a little out of touch with the changes which take place from time in the various government departments.

Will you please be so kind as to forward the enclosed to Sir A. Steel Maitland with a letter of introduction from yourself as I have never yet had the pleasure of an actual introduction to him although I have had the pleasure of his company.

I have put in an awful amount of time probing into things in G.E.A., learnt the native language also run considerable personal risk to secure reliable information. I doubt whether any other member of the B.E.F. on the spot devoted so much time and attention to things commercial, I have from time to time communicated with the Board of Trade.

I have been one of the very few Europeans who came through the campaign with a fairly clean bill of health, I developed a great liking for the place and its peoples. I found that the handling of natives came to me as a natural gift, it was a very great help that it was so.



The Memo will speak for itself, at best it is only a mere outline, you will notice there is no specific information about any particular place or any particular produce, moreover there is probably nothing new in the information contained in the first two pages.

The thing is the information was obtained independently, and will probably support the information already in possession of the government.

The rest of the memo is more debatable, I honestly believe that what I have put forward is sound, and I have come to no conclusion hastily.

For the two months that I was coming home I very carefully went over my notes and I have set nothing down but what I felt would be substantiated by any further inquiry that might be made. I am fully aware that much that I have written will not find support from many who have been in British East Africa for considerable periods. But in their cases or in most of them there is the prejudice of personal interests and a point of view which I do not consider to be free from bias.

However having served a two years apprenticeship in the territory, I should very much like to return and accumulate information of a more definite character.

I shall esteem it a great favour if you will draw the attention of Sir A. Steel Maitland to what I have done and to the Memo, which I enclose.

I had hoped to see you at the annual meeting in last Hull, it was a real pleasure to find the association there still carrying on, in fact in some respects they have progressed in spite of the

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I shall esteem it a great favour if you will draw the attention of Sir A. Steel Kaitland to what I have done and to the Memo, which I enclose.

I had hoped to see you at the annual meeting in last fall, it was a real pleasure to find the association there still carrying on, in fact in some respects they have progressed in spite of the

very unsettled conditions which the war has created.

Hoping that I may have the pleasure of seeing you before I leave the country again, I have the honour to remain,

Yours very truly,

(signed) Saml. G. Doyle.

1st. March 1912

Dear Mr. Doyle,

Enclosed for your letter with enclosure, which  
is forwarded to Sir Arthur Steel-Kellett to-day with a letter  
of introduction from myself.

I was very sorry not to be able to get to the last  
full meeting last week but I had two other meetings of the same  
day and full was quite sufficient result. I hope I may have an  
opportunity of seeing you before you return. It was right let  
us know when you leave Scotland.

With every good wish.

Yours very truly,

(Signed) J. A. Ross

Sergt. Major S. G. Doyle,

99, Park Road

Edin.

10 Park Square  
Hull February 20th, 1918

To,  
The Right Hon. Sir Albert Stanley  
H.M. Board of Trade  
Whitehall

Sir,

On leaving East Africa I took the liberty of writing you to the effect that I had certain suggestions to make to H.M. Government, respecting the future development of the Territory known as German East Africa.

I have set out these suggestions, together with the circumstances which render them additionally applicable, in the form of a Memorandum which I enclose herewith.

This Memo is the summary of two years of the closest possible study and inquiry conducted in various parts of the Territory.

During this period I have inspected both native and European cultivation, also the soil and flora in districts where up to the present little or no cultivation has been attempted. I have also questioned very closely the resident Arabs and Indians, also in some cases the wives of German planters, my relationships with the native

population have been of the most cordial character and I have had the very willing co-operation of native head-men and petty sultans.

I am aware that our retention of the territory is by no means certain.

Personally I view its surrender to the German in any peace settlement with considerable alarm.

On the effect of such a surrender upon the whole of the native population of Africa, I propose later on to have something to say.

South African sentiment in the matter is at present being ably interpreted by General Smuts.

Trusting the enclosed may have the closest possible attention of H.M. Government, and assuring you that I am entirely at their disposal for the future pursuit of this matter.

I have the honour to remain,

Sir,

Your obedient servant

*Henry G. W. Dyer*

*Copy*

MEMORANDUM ON THE RESOURCES AND DEVELOPMENT OF THE TERRITORIES  
KNOWN AS GERMAN EAST AFRICA. SUBMITTED TO H.M. GOVERNMENT  
THROUGH H.M. BOARD OF TRADE BY:- SERGT. MAJOR S.G. DOYLE OF THE  
ROYAL GARRISON ARTILLERY FEBRUARY 1918

SOIL AND RESOURCES

Although the climatic variations throughout the territory are considerable, I was greatly impressed with the almost uniform fertility of the soil; there are indeed few areas which under proper treatment, could not be made to yield produce of one kind or other; the ultimate contribution of this country to the worlds supply of food and raw materials will be enormous.

The following is a list of the products most like to be raised:-

- Beef, Bananas, Beans (edible), Bees-wax, Coffee, Cocoa,
- Citren, Capra, Cotton, Chillies Ghee, Ground-nuts, Hides,
- Horn, Honey, Ivory, Limes, Lemons, Maize, Ostrich-feathers,
- Oranges, Potatoes, Rice, Rubber, Sisal-hemp, Sugar, Skins,
- Tobacco, Wool.

Oil-bearing seeds and nuts of almost all kinds can be produced in immense quantities.

The whole territory may be made to produce a very large quantity of eggs and poultry, also in certain districts, with



suitable cultivation, European cereals might be grown with profit.

I should especially mention the possibilities of Maize, Cotton, Rubber, ~~Wheat~~ and Vegetable ~~and~~ of all kinds.

The mineral wealth of the country I do not judge to be very great, I saw quantities of Mica and a native boy once brought me a bag of excellent Graphite which he said he had taken out of a dry river bed, military considerations however prevented my going out to investigate. I also heard that there was an out-crop of coal or lignite on the hills at Morogoro, but here again I was unable to confirm by personal investigation.

I saw no good samples of timber, but there are ~~several~~ places where I should judge that, given a suitable hard-wood, forestation may ultimately prove a very profitable investment.

Natives informed me there are good timber areas West of Lake Victoria Nyanza, personally I never got so far West.

With regards to cattle, there are large districts where owing to the ravages of "fly", cattle cannot live; on the other hand there are good cattle districts and many of the natives are good both with cattle sheep and goats.

Much I think might be done to restrict the fly area, in fact this is sure to be done as soon as the habits of the fly are better understood and destructive and preventive measures adopted.



I think we can look forward to East Africa contributing  
to the world's meat supply at no very distant date.

### NATIVE POPULATION

The natives I judged to be on the whole more  
intelligent and hardy people than the tribes in British East Africa.

The Wanyamwesi (Tabora district) the Wasukuma  
(Mwanza district) and the Wahahe (Iringa district) are especially  
vigorous and closely resemble the Baganda of Uganda for their great  
intelligence; there are also some sturdy tribesmen in the Southern  
districts near to the border, the Wangoni also near the Nyasa border  
willing workers and cheerful.

All these tribes appear anxious for a certain  
amount of self improvement and advancement; German planters had  
established colonies of Wanyamwesi in several places such as  
Morogoro where they the Germans had large plantations.

The people of British East Africa are  
impressed by the progress made in Uganda under British rule, they naturally would like  
to see themselves prosper in like manner.

The Wasukuma grow immense quantities of  
good rice.

CLIMATE AND SETTLEMENT

To us the facts appear conclusive that East Africa is a black man's country, its development depends upon the development of its native population, the two questions are absolutely interdependent.

It is quite true that the foot-hills of Mount Kilimanjaro and parts of the Usumbara Highlands are quite suitable for European settlement, ideal in some respects perhaps, but these districts after all form only a small portion of the whole.

Perhaps in no part of the rest of the territory could whites settle with families and hope to reproduce themselves as a vigorous European settlement.

The health or rather the lack of health of the British Expeditionary Force is exemplified by the fact of the high mortality.

In my own battery after two years of service, only the man was left standing. When the battery embarked for home at Durban-Saldan, only 30 men of the original 236 embarked, and of these 13 had already been to the Cape as invalids. All the invalids were due to sickness and not to enemy action.

I took careful notes of all the facts and there is no mistaking the evidence there, the facts on the ground.

had buried three station-masters in as many years, all young men under thirty years.

I also saw the German women and children at Morogoro and Dar-es-Salaam, I consider these were being sacrificed in health by not having long periods of recuperation out of the country.

A fairly large number of Europeans will always of necessity be employed in the colony for government supervision and control, the deduction however will to my mind always hold true that

The development of German East Africa is dependant upon the development of its native races.

#### FUTURE DEVELOPMENT

The question naturally arises, upon what lines should future development be conducted?

In the years 1910 and 1911 the last two years for which I have figures, the colony cost the German Imperial Government £259,000 and £237,000 respectively.

In Gt. Britain the after-war burden of taxation will be very severely felt for several years, Chancellors of the Exchequer will I fear be in the need for raising money to balance Crown losses.

It is therefore a contradiction to expect the same result have to make good deficiencies of revenue in periods

where the planters and perhaps land speculators are making very considerable sums of money.

The Colony in question cost the German Imperial Govt. in 1910 the sum of £259,200 in grants in aid, in the same year planters in the colony exported £1,697,085 worth of produce.

I suggest therefore that in the event of the colony remaining British the B.M. Government themselves undertake the development of considerable areas of territory, producing such supplies as the government can find use for in the various Imperial Services. Raw, Oil, Tobacco & many amongst other things suggest themselves.

That this could lead to considerable economies in these Services is pretty certain, as the cost to produce a ton of any kind of East African produce appears to be very low.

To be successful, the hearty co-operation of the native population will be necessary, this however should not be difficult to secure, if the matter be handled with tact. I am certain the natives would benefit very much by being government employed.

It may be suggested that to carry out the foregoing, a very heavy capital outlay would be necessary, and that in view of the present financial situation this could not be afforded.

This is by no means the case, there is no need to plunge into a huge undertaking at once, a modest start could be made

and, acting under the advice of the Dept. of Agriculture, extensions could be carried out from year to year.

It should not cost more than £2 to £3 per acre to plant land under the most usual crops and, if a government estate of about 100 sq. miles were earmarked, a start could be made by planting about 5,000 acres under crop.

By the time the whole of this estate was under crop, judging by what individual planters have done, the Government should be reaping a very handsome annual profit, in addition to which, they would have accomplished a great civilising work and by the wages paid to a very numerous body of the inhabitants, have opened the door to a fair volume of British export trade.

Experimental farms established by the German Government already exist, there is also a very fine Veterinary experimental station at Mpapwa; these could be taken over by a live Dept. of Agriculture and would be invaluable bases for advancing the agriculture of the estate, also advising and assisting private development companies and individual settlers.

In addition to anything the Government may themselves undertake in the matter of development, it is very necessary that the native population be encouraged to raise as much produce as possible. Maize, rice and cotton are probably the most likely crops for them to

their immediate employ, is a matter calling for the closest possible government supervision.

I respectfully suggest that the fullest inquiry be instituted into the advisability or otherwise of adopting any or all of the foregoing suggestions, personally if the government desire I am prepared to resume my investigations on the spot.

Even if the colony be not retained by Gt. Britain, the information would be of considerable value.

British capital has found employment in the colony in pre-war days and I know of at least one group of British capitalists who are prepared to take up land in the colony irrespective of its remaining British.

It is surely only wise and prudent to take the fullest advantage of our occupation to thoroughly assess its very great possibilities, not forgetting the interests of British exporters.

Information acquired now may also be made the basis of adopting the same suggestions in some other colony where the conditions may be similar.

I have the honour to remain,

H.M. Government's most obedient servant,

*Henry Wood*



CONFIDENTIAL

Department of Overseas Trade,  
(Development & Intelligence)

Whitehall Street, E.C.

14th March 1918.

71

The enclosed memorandum was written by a Mr  
E.C. Doyle, who is a very capable man and  
was at one time a Special Agent. He sent  
me the memorandum as he has the impression that  
it was still at the Colonial Office. I have, therefore  
written to Mr Fox, who forwarded it to me, saying that  
I have referred it to you. I think you will find that  
Hottelby knows all about it.

Professor Hewins,  
Colonial Office.

CONFIDENTIAL

From,

Sergt. Major S. J. Doyle R.G.A.

72

99 Park Grove

Hull

To,

The Right Hon. Sir Arthur Steel-Maitland

Under Secretary of State for the Colonies

Westminster

S.W.

Sir,

Mr. P. M. Box of Leeds has I believe been good enough to forward to you a copy of a memorandum which I sent to Sir Albert Stanley at the Board of Trade.

Engoing through my East African notes again I came across the enclosed letter from Major Orde-Brown, the Political Officer at Lindi G.E.A.

I wish to draw your attention to this letter because it contains a passage underlined, in which the writer gives expression to a thought which I know to be seriously disturbing the minds of a very large number of British residents in East Africa.

There has been for some time a feeling amongst British residents that the Belgian Government would demand a



territorial concession in payment for services rendered during the G.E.A. Campaign.

Whilst on the surface this demand would appear just and reasonable it would not very easily be acceded to without serious prejudice to British interests.

Unfortunately the territory lying immediately East of the Belgian border is the only territory through which the Protectorate of Uganda could find legitimate and natural expansion.

During the very unfortunate religious wars which devastated and almost de-peopled the Protectorate some years ago, a very large number of the Baganda emigrated into the territory in question and there are many Baganda and half breed Baganda there to this day; in fact as far as the natives are concerned, they ignore the Anglo-German border also.

The district is reported to be rich in timber and I have heard rumours of mineral wealth.

The Germans appear to have lost working time as regards the development of this area until the Lake-Toboro railway could be constructed, at present the Uganda Railway is the only outlet by which produce from this particular district can be exported to Europe.

The Germans also allowed part to remain as a dependent Sovereign State under the Watussi chief Mazinga; the territory is perhaps the least known of all the German East Colony. I very much regret that the Government could not see its way to accept the offer which I made to the Board of Trade in February 1917 to make a thorough though inexpensive commercial survey of this valuable territory, had my offer been accepted, the government would to-day be in possession of much more information regarding Ruanda and the whole of this Western territory.

With regards to the Muanza-Tobera district, it would be a mistake beyond all redemption to allow the splendid inhabitants of these territories to be handed over to Belgian administration.

That the people in question would prefer German rule goes without saying, and I am inclined to think that in this respect they are in line with British residents.

During the recent campaign, the presence of Belgian native soldiery was greatly resented by the inhabitants, this resentment was rendered more acute by the persistent reports of acts of cannibalism reputed to have been committed by Belgian native followers (Congolese). I heard of these reports first at Mondongezi in June 1916. At Dodoma Jan to Feb. 1917 and at

Morogoro in May to Aug. 1917 it was the Tabora and Western districts where these acts were reported to have been committed.

I know that as a result of these rumours, the people particularly the native women, at Morogoro were distrustful of our West Coast troops, but however these troops had as far as I am aware, never been to the Western section of the country, they could not have been in any way guilty.

These reports of cannibalism although very persistent may have had no foundation in fact, but that they were so widely spread and believed in by the natives, only tends to shew in what light the Belgian native troops and followers were held.

I must confess I found no one white or native, who had a good word for Belgian Administration in Africa. I heard some altogether unfavourable comments from East African whites who returned from the Lindi-Kilwa area early in 1917 and found Belgian troops encamped at Dar-es-Salaam.

If H.M. Government are convinced that territorial compensation will have to be granted to their Belgian Allies, I most respectfully ask that I may be permitted to offer a suggestion on the matter which appears to me, will enable the Belgian to have access to lake Victoria Nyanza and perhaps also to the Central Railway in German East Africa, with a minimum of prejudice to British interests.

It would be preferable if I could confirm my deductions by a personal survey of the territory as I proposed to the Board of Trade in Feb. 1917, and which I repeated in somewhat modified form in my Memorandum of Feb. 20th. of this year.

I realise that with the momentous questions with which the government are at present confronted, smaller interests have to be more or less ignored, however these apparently smaller interests are often of such a nature as to have very far-reaching effects upon British interests and British commerce.

I do plead that this matter may have the fullest possible consideration, Personally I am entirely at the disposal of the Government, and they can be assured that I should not spare myself in assisting to solve these East African problems.

I have the honour to remain,

Sir,

Your obedient servant

*Stanley Hoyle*

99 Park Grove

Hull

March 6th. 1918

encl., (1) Letter from Major Order Brown  
Lundi 9.8.18

present constituted the work  
 of the Political Dept. at present  
 mainly legal and financial.  
 Numerous legal qualifications  
 very desirable, though not  
 absolutely essential, and until the  
 signature of the Peace Terms  
 were: we shall be very much  
 as far as the special opening  
 of the country is concerned.

The case as  
 at the State District. Even  
 if it is certain to become  
 and Finance might  
 be included in this, though

it seems unlikely. But all this  
 uncertainty renders any direct  
 action of necessity very guarded.  
 Numerous English enterprises however  
 are interesting themselves actively  
 in the country, and several large  
 British Companies are preparing to  
 visit. Considerable work is being done  
 This being so, I should think that  
 much the best opening for you  
 would be along these lines. Firstly  
 the question is whether you have  
 already sent reports would arrange  
 for you to be definitely accredited  
 locally, as representative of the Board  
 of Trade, or some such position.

This would then give you ample  
scope for the utilization of your past  
experience. I am sorry to be so  
discouraging from the point of  
view of the Political Dept. but I  
feel sure that it would not spare you  
the sort of opening that you seek.  
As you say, the sort of work which  
you contemplate is of great importance  
and I therefore presume that many  
officials posted in England would be  
very glad to await the advent of the  
services of such a man as yourself.  
Nothing you fear.

Yours truly,  
Wm. G. Adams

London  
East Africa  
14. 2. 12

Dear Sir,  
I am most obliged  
for the forwarding of my case  
which reached me safely by  
mail.

With reference to your  
advice as to the Political Dept.  
I have stated at a loss as to  
how to advise you. I am inclined  
to think that your knowledge  
and experience would be of great  
value to some countries of  
the East in Government service.



Copy

Downing Street.

13th February, 1916.

My dear Longhurst,

I have shown the enclosed to Mr Long and he asks me to say that it is really no news to us nor is there any need to try to interest us in the question, if it stands as we are keen enough to keep that district if we can. Indeed we have taken the lead in urging that course.

Yours sincerely,

(sd) H.F.B.



Bottomly

that

of the 12th

You may like to see, but  
is he news to us

W

1871

1871

1871

1871

1871

1871

Bottomley

Heat

Stodden 12/2

You may like to see, but  
is he sure to be

W. S. S. 11/2/18

W. S. S.

11/2/18

W. S. S.

11/2/18

11 Feb 1918

My dear Battenbee,

I think this will  
be of interest to the  
Colonial Office.

Yrs Sincerely  
C. Loughurst

20th January 1920.

81

In Cairo I had some rather interesting conversations about developments in German East Africa with various people who had come up from there and also with the High Commissioner. As a result I take this opportunity to record a general consensus of opinion that the Belgian administration of any part of German East Africa is so contrary to all our professed war aims as to the treatment of occupied territories conquered races and the like that its continuation beyond the first possible occasion for bringing it to an end will be disastrous in that the surviving natives will despair for a restoration of German rule as preferable to Belgian. At the same time the drawing of the temporary line of demarcation between British and Belgian Spheres in German East Africa is most unfortunate in that it gives the Belgians access to the VICTORIA NYANZA thus cutting across the economic line of communication north and south which must pass through the native Kingdom of Ruanda. The people of that country are of a relatively advanced civilization and anti-white, and the real test of the Belgian Administration in the Congo seems to show that the Belgian is not the man to deal with such folk. On the other hand our record in the Sudan affords good evidence that we are capable of arranging a settlement with such people satisfactory to both sides.

I allude to this as Belgian methods may well produce a state of unrest in Ruanda (should that state with a coast line on the VICTORIA NYANZA be permanently left under the Congo Government) which will close the commercial route for years and even contribute materially to the danger of the native African situation in the near future.

The Ruanda people are intelligent pagans and are important as being one of our best assets for keeping the Moslem tribes in

check, consequently we cannot afford to allow the Belgians to antagonise them to our detriment.

This latter I have fully discussed with the High Commissioner and I am preparing certain proposals for an organisation for watching the development at least of the Islamic factor in the African situation which I hope to send you very soon.

I learn that Capt. J.E. Phillips gave Amery some papers about RUANDA in July and November of 1917 and that C.E. Phillips has produced a detailed report on Belgian methods of administration in German East Africa.

This has gone either to Amery or Mark Sykes - Do you think anything can interest the Colonial Office in this RUANDA affair.

To save trouble I may add that RUANDA is immediately South of British UGANDA and reaches from the northern end of the TANZANIA to the VICTORIA NYANZA.

(Signed) S. Pirie Gordon.

Temp. Lieut-Commander,  
R.N.V.R..

Copies to:- C. Longhurst Esq., C.R.,  
Assistant Secretary,  
War Cabinet.

H. D'Egville Esq.,  
War Cabinet.

Capt. Hon. W. Ormsby Gore,  
Assistant Secretary,  
War Cabinet.