

1923

E. AFRICA  
W. AFRICA

9145

REC'D  
Rr. 20 FEB 23

FROM  
HAMMOND, COL: B.

DATE  
1ST FEBRUARY 1923

FOR CIRCULATION:—

SUBJECT

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

RAILWAY DEVELOPMENT

Submits memorandum on schemes for construction.

Perm. U.S. of S.

Part U.S. of S.

Secretary of State.

Previous Paper

*C. A. ... 27.3*

MINUTES  
WITH

*... the  
Office today, ...  
...  
of the Congo ...  
definite information ...*

*Bring up in the matter  
when we may be able to do something  
about the boat for Congo.*

*Ord. 22 2 23*

*attn:*

*S. H. Head*

*The Congo steamer is now  
in train (no to speak), but because  
one of the great steamers, cannot  
be depended on. ...*

Subsequent Paper

*Wait  
SREA*

be met by increasing  
calls in the first place

The letter may be  
careful look into C<sup>o</sup>,  
and his handling of it  
how is it?

Copy made  
the 28.

W.S.B.

21.7.23

at home

+ J.A.

20/7/23

W.S.B.

Sir H. R. G. S. J. Stevenson

I am sorry that Col. Hammond's  
letter has been long up. I was some  
surprised when when it first came to me  
Jan'y 2nd.

C.R.  
22 Review found  
W.S.B.  
20/7

(1) My own history. When the R.A. Col. saw  
the Study gave last week he said that he  
said that he was confident that the  
Executive body that considered the  
proposals pretty well understood the  
basis of the plan (which was on the board  
of enquiry - as far as the P. & G.)  
had considered it. No account was  
taken of an increased production in  
the Widening Reserve.

W.S.B.  
20/7/23

600  
2800  
2700

(2). Stamps for Lake Uiga. We have

the necessary information but no  
specifications have been prepared.

The matter is complicated by the need  
for a stamp which is  
and for a sheet was issued for the  
currency of the lake which Col. Hammond  
considered essential. In Nov. 1924  
was enquiring about staff for the survey  
and later the minutes of the

W.S.B.

15/8/23

Speculation (annual) does not depend  
on any one country.

A month ago I heard from Kildan that  
the coal had fallen so much that  
I was a question whether the Eastern  
part of Lake Kigezi would not have to be  
closed to navigation altogether, & we  
had better not buy an additional  
steamer till we know whether the  
wood will be better value for our  
money.

To Col. 1/22/23

The general question of railway  
construction & our transport & price  
dependence has been taken up  
& another concession but I fully  
agree with what Col. Hammond  
says in the latter part of his  
letter.

J. J. R.  
1/22/23

His former concession has been

19/1/23

Have we any information  
regarding the "immense potentialities"  
of the Kile + Koto Goldfields?

16.2.23

not clear

Mr. Stanley Cox.

(18. miles, or previous date)  
has been nothing more definite

than para: 8 of Col. Hammond's memo:  
in Govt/52068, in which, which he considered  
that an angle of 2 to 3 degrees of the  
Congo traffic than in 1910, he did not  
guarantee its permanence. He did not  
state the estimate of volume, & I  
inquired.

It is being explained that  
the Congo traffic is still steadily  
"increasing".

This year (Govt/44000 <sup>22</sup>/<sub>23</sub>) he took the  
estimate for "of Uganda" that

It is especially important, with  
regard to the proposed line to the  
Congo boundary, that a reasonable  
"theoretical estimate should be  
"gain of the amount of traffic from  
and to that country."

Gold, by itself, is an important traffic.  
I suppose the lower annual production  
does not weigh 500 tons, and extra freight  
is largely balanced by the cost of  
production.

Production (not regular, & uncertain)

handle) and tons might be expected as  
upward traffic, but to so great volume.  
The returning trains might bring (besides  
gold), agricultural produce from the  
Congo, but it would have to be carried at  
low rates to stand so long a haul and  
if it exceeded the capacity of the  
upward traffic both Congo & would  
only accentuate the great difficulty  
under which the Uganda Railway  
system labours at present - that  
the <sup>20</sup> volume of traffic down is much  
greater (five or six times) than the  
traffic up.

Such a railway might be of great  
advantage to the Eastern Congo; it  
requires proof that it would pay its  
way and until evidence is produced  
I think that <sup>the construction of</sup> a railway to Western  
Uganda must be determined on the  
basis of possible traffic from Western  
Uganda.

I understand that the Tanganyika  
Railway authorities have the greatest  
difficulty in procuring for their Congo  
traffic because they can get no estimate  
of what to expect.

W.L.S. 19.2.23.  
seen with 19.2.23

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upward traffic, but to so great volume.  
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gold) agricultural produce from the  
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low rates to stand so long a haul and  
if it exceeded the capacity of the  
upward traffic to the Congo it would  
only accentuate the great difficulty  
under which the Uganda Railway  
system labours at present - that  
the volume of traffic down is much  
greater (five or six times) than the  
traffic up.

Such a railway might be of great  
advantage to the Eastern Congo; it  
requires proof that it would pay its  
way and initial outlay is prodigious.  
The construction of  
I think that a railway to western  
Uganda must be determined by the  
type of possible traffic from western  
Uganda.

I understand that the Tanganyika  
Railway authorities have the greatest  
difficulty in providing for their Congo  
traffic because they can get no substitute  
of what to export.

W.L. 19.2.23.  
seen with 19.2.23

Mr. B. B. B. }  
Sir P. B. B. }  
Sir G. S. S. }  
1912

to see

with 5.2.22

9145

United Service Club,  
Pall Mall, S.W. 1.  
1. 2. 23.

Dear Mr. C. C. C. 2 FEB 23

I enclose herewith the note on African construction schemes which you asked me for. I have not put in any estimates of cost because, for certain schemes such as the Nigerian and Nyasaland ones, I have not been consulted by the colonies and so have no figures and in the other cases the figures I have are somewhat out-of-date for present prices and in my crippled state I am unable to get hold of the details and correct them. I have therefore thought it well to leave them out and you can get them filled in by the Colonial Office.

You will probably be struck, as I was, by the small number of projects which have got beyond the stage of "vague propositions". So many of the colonies will not look ahead in the proper sense of the word and spend a little money in advance on railway reconnaissance and estimate; consequently when an occasion like this arises they have nothing but vague propositions to offer; many months, and sometimes years, are lost in getting out something definite, and the opportunity slips by.

Yours truly,

*[Handwritten signature]*

*[Handwritten note]*

*[Handwritten initials]*

MEMORANDUM ON RAILWAY CONSTRUCTION SCHEMES IN AFRICAN COLONIES.

As this subject has to be viewed more particularly from the point of view of relief of unemployment, account has to be taken of the relative proportions which will be spent in England and of how early such sums will be spent as well as of the ordinary factors of return on capital, prospects of development, etc.

Where a scheme is only in the reconnaissance stage, a long time must elapse before orders can be placed in England; where it has been fully thrashed out or interrupted for want of funds, substantial orders can be placed early.

Taking the colonies in order :

(a) Kenya.

I understand that it is proposed to build a branch from Nairobi to Nyeri or continue the Thika branch to the latter point out of the savings on the estimate for the Uasin Gishu line. The survey for the new branch is in hand. The original traffic surveys estimated that for both the Uasin Gishu and Nyeri lines the receipts would not cover working expenses until 10 years after completion. Even if this period is halved owing to savings on the original estimates, this still leaves a deficit to be borne by the Colony's exchequer for the next 5 years or more.

Before any further railway development is undertaken, the whole administration of the railway requires to be overhauled and made efficient, especially in view of the financial situation of the

the Colony. When that has been done, it will be time enough to talk about more railways.

(b) Uganda.

The most promising railway project in Uganda is a line from Fort Lell or Kampala through Lubendi to the south end of Lake Albert; this would secure the traffic of the Kile and Lato goldfields with their immense potentialities and tap en route on the south the upland country round Fort Portal and to the north the Kampala-Boima area. Only a railway reconnaissance has so far been made, although before the war funds had been earmarked for construction as far as Lityana.

a  
2/10/42  
1/11/42

Another suitable scheme is the provision of a fire steamer on Lake Koga. In my report, I recommended that its provision should be deferred until there was reason to believe that the cotton crop for the succeeding year would exceed that of 1940 but that meanwhile draft plans and specifications should be put out so that, when necessary, orders could be placed for the steamer without delay. From reports it would appear that this condition as to cotton crop, if not already fulfilled, is in sight and the plans and specifications should be ready by now. The total sum required would not be large but practically all of it would be spent in England.

(c) Tanganyika:

The following are roughly the possible directions for

## -III-

developments in this colony.

(1) Extension of Tanga Ely to Aruscha. This is the most promising as the Aruscha country is reported as excellent. It has not however passed the "reconnaissance" stage, even if it has got as far.

(2) Development of basin of Lake Tanganyika. I believe the necessary sums to refit the "Van Goetzen" have been granted and although this is the most important sphere of development for the Central Railway, one 600 ton steamer should be able to do all that is required in the near future.

(3) Extension north from Tabora. This was the old German project to divert the Urundi, Ruanda and Kwanza traffic from the Uganda Railway steamers on Victoria Nyanza. I see this is being advocated again in certain quarters, but I consider that no countenance whatever should be given to it as it is merely a competitive line.

(4) Branches from the Central Railway to the Turyani or the mineral areas to the south. I have seen nothing definite so far to justify any of these; something less vague is required before any of these schemes can be considered.

Finally there remains the reconstruction of the Voi-Kahé link and the relaying of the 57 mile coastal section of the Tanga line. Both these are becoming increasingly urgent; when I inspected these nearly 2 years ago they were bad; they must be much worse now and an early decision is imperative. Very little of the money however will be spent in England unless new permanent

## -IV-

way material is bought with which to relay the coastal sections of the Tanga line. I have already given at length my views on the matter and why I consider that to purchase new material would be a waste of money:

(d) Gold Coast:

The survey for the Central Province Railway was started last autumn and it should be possible to start construction this August. The colony is in a sufficiently sound financial situation to undertake this scheme without Imperial assistance and the scarcity of labour will prevent any further development schemes in addition to this and the others now in hand, such as Takeradi and the re-alignment of the Sekondi line.

(e) Sierra Leone:

This colony is very well supplied with railways in proportion to its area when compared with other African colonies. The area south of the main line is fed by waterways and the extension of the North-Eastern branch to Kamabai has given poor results. I do not recommend any further construction here for the time being.

(f) Nigeria.

From the Nigerian Railway Report for the year ending March 31st, 1922, I gather that the completion of the Nigerian Eastern Railway to connect with the main line at Kaduna, which had been temporarily suspended has been resanctioned again and is in

-IV-

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-V-

is in progress. This is the scheme of all which is best calculated to assist unemployment because actual construction has been in hand for some time and large orders in England will automatically follow. If the policy has been changed since the issue of the report, and construction has again been suspended, I should place it first on the list of those for Imperial assistance.

(B) Nyasaland.

The construction of a new railway was put out to tender late in 1921 but I believe, was postponed. This scheme would help unemployment materially as orders could be placed early. I speak with reserve however because I have not visited the Colony and my information is secondhand and may be out-of-date.

In order of importance from the unemployment point of view I would class the schemes as follows :-

- (1) Completion of Nigerian Eastern Railway (if not already authorised).
- (2) Construction of Nyasaland Railway.
- (3) Purchase of new steamer for Lake Kioga.
- (4) (5) { Extension from Moshi to Aruscha, Tanganyika.
- (4) { Construction from Kampala to Mubendi & Albert Nyanza, Uganda.

I have not included the Voi-Kahe and Tanga projects because there will be little assistance to unemployment if the policy which I have recommended is carried out.

Nor am I including the construction of the Central Province Railway in the Gold Coast as the Colony can undertake it.