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Last previous Paper.

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British & German interests
in Africa.

Submit public memorandum.

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Next subsequent Paper.

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P.O. Nairobi. E.E.A.

27th. September, 1915.

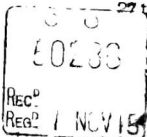
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The Right Honourable,

A. Bonar Law, Esq.,

Principal Secretary of State for the Colonies.

Downing Street, London.



Sir,


Adverting to my letter of the 7th. ultimo I have the honour to enclose herein a paper entitled "A consideration of certain parts of German East Africa in relation to British interests".

I send this as I feel it is the duty of every Britisher to furnish the authorities with such information as he may have gained on his travels in the neighbouring enemy colony, and I have embraced the opportunity of drawing attention to particular parts thereof which appear to me to possess possibilities which will be advantageous to Great Britain.

I have the honour to be,

Sir,

Your obedient servant,

Frederick ...


In regard to the Peace Conference which must of necessity follow the war, and in particular reference to the disposal of German East Africa, I venture to refer to my paper of December, 1913, entitled "British and German Interests in Africa", and to repeat that it is of the greatest importance to Great Britain to retain German East Africa with a view to the future consolidation, under the British flag, of the whole of Eastern Africa from the Cape of Good Hope to the Mediterranean.

If however it be deemed advisable to return a part of this territory (when captured) to Germany, then I venture to offer suggestions as to which parts of the colony should be retained and to state the reasons actuating my suggestions.

These are the possession and control of:-

1. Lake Victoria and its principal feeders.
2. The Eastern shores of Lakes Tanganyika, Nyasa, and Kivu.
3. An appreciable strip of land connecting Lake Tanganyika with Lake Kivu, and the latter with Uganda, and
4. The territory lying between the E. coast boundary and the ~~Southern~~ third degree South of the Equator in a direct line from the Southern extremity of Emin Pasha Gulf (Lake Victoria) to the 34th. degree of longitude, and thence in a straight line to the mouth of the Pangani River on the Indian Ocean.

LAKE VICTORIA

The possession and control of the waters of this Lake and its principal feeders are most important to Great Britain inasmuch as by means of the River Nile they vitally affect the watering

of lower Egypt, and could be made to do so on a much more comprehensive scale, as I shall hope to shew.

It has been truly said that " The Nile system consists of a great steady flowing river fed by the rains of the Tropics, controlled by a vast head Reservoir (Lake Victoria) and several areas of repose (Lakes Kioga and Albert) and annually flooded by the accession of a great body of water with which its Eastern tributaries (notably the Blue Nile) are flushed".

These accessions of water occur in the winter months and cause the annual flooding of the river, but the mainstay of the Nile and consequently the salvation of lower Egypt in relation to its water supply is unquestionably Lake Victoria, which never fails to sustain the flow throughout the year, and prevents the lower Nile from ever running dry in the summer months; and in the same manner as the Assuan Dam is used as a "replenisher" during the dry season so could Lake Victoria be converted into a vast storage area during the period when the Nile is flooded by the Abyssinian affluents, and be dammed up in the summer months, which would ensure to the Nile a very much greater volume of water than under present conditions, and would result in that country which now lies dormant in the dry season being brought constantly under the benefits of irrigation.

Some figures and details as to the magnitude of this great reservoir and the water it conserves will serve to illustrate more clearly the great benefits which must accrue from its conversion into a greater storage area than that provided by nature.

The superficial area of the Lake is 26,000 square miles, being the second largest fresh-water lake in the world. The coast line is over 2,000 miles; the greatest length from North to South 250 miles; the extreme breadth from East to West 200 miles, and

the

the greatest ascertained depth 270 feet.

The annual rise and fall of the lake level varies considerably, which is attributed to the abundance or scarcity of rain as the case may be. This rise and fall is on an average from one to three feet per annum. The rain falls more or less throughout the year, but is heaviest in March, April, and May, and in September, October, and November. The first mentioned rains affect the Lake most, and it usually attains its maximum in July.

The area drained by this vast reservoir, including the Lake itself, is 22,240 square miles. It has been calculated by Sir William Garstin that the rainfall over the whole area averages 50 inches per annum, and assuming that 25% thereof enters the Lake, this would be equivalent to 138,750,000,000 cubic metres per annum.

Measurements taken at the Ripon Falls show that 18,000,000,000 cubic metres, or 13% of the annual access of water to the Lake is taken off by the Nile, and there being no other outlet it is assumed that the balance of 120,750,000,000 cubic metres must be lost by evaporation.

It does not appear that the damming of the Ripon Falls will offer any great engineering difficulties. The cliffs at the outlet are approximately 200 ft. high, with a breadth from top to top of, say 1,500 ft. The cliffs on the Western bank are precipitous but those on the Eastern side have a gradual ascent. Calculating upon raising the level of the Lake from four to six feet only the required length of weir would not be more than 800 ft. The fall is 18 ft. over a broad solid basalt dyke, and is divided into three channels by two small islands.

In 1890 the Lake was divided between Great Britain and Germany, the 1st. degree of South latitude being taken as the boundary

boundary line, but as moving water is not divisible, Great Britain cannot raise the Lake level without the consent of Germany, and consequently by virtue of this joint ownership the great possibilities offered by the Lake in the connection indicated cannot be exploited.

I referred to the matter some two and a half years ago when visiting the Falls in company with Dr. Goltz, the German Imperial Secretary of State for the Colonies, and he informed me that his Government would not under any circumstances consent to the proposed damming of the Falls. He did not give any reasons, but they are self evident inasmuch as whilst the raising of the lake level will not detrimentally affect any of the British ports, it will undoubtedly submerge the ports of Bukoba and Musoma (at Mara Bay) and also to some extent Mwanza, all of which are situated within German territory. Outside of these places the question of encroachment on the present coast line will not offer any serious obstacle as it is practically speaking uninhabited, and excepting that part of the Uganda coast which lies within the "Kingdom", is entirely Government property. The submergence of some of the many islands will not present any difficulties for the simple reason that, with two exceptions, they are ~~uninhabited~~ Government property and have been wholly depopulated. The exceptions are Ukerewe and Bumbire, both in the German zone, but being familiar with these I feel assured that the slight encroachment of water would not result in any material loss or damage to the owners.

DEEPENING THE LAKE FOR STEAMER TRAFFIC

Apart from the benefits which will accrue to lower Egypt by damming the Ripon Falls, it is generally admitted by those most intimately connected with traffic on Lake Victoria that sooner or

or later something will have to be done to secure a greater depth of water at various places in the British section, particularly at Kavirondo Gulf, and at the busy port of Miumu (Fort Florence) where the shallowness of the Lake is so pronounced at times as to render navigation most difficult. It is a well known fact that should a steamer be steered out of the channels formed by the fleet in their constant passage to and fro she will in all probability ground in the mud. I have been on board on more than one occasion when this has happened, and as time goes on the trouble will be accentuated inasmuch as the tendency is to build larger steamers and of deeper draught.

I believe the East African Government has already considered the question of introducing dredgers, but as nothing further has been done in this direction the presumption is that the scheme has not found favour with them. The damming of the Falls will effectually solve this troublesome problem.

LIGHTING THE LAKE

In an article contributed to the Press some years ago I advocated the lighting of the steamer routes on Lake Victoria. I have since been informed that the matter has been under consideration, but as no definite result has been reached, and as the difficulties have presented themselves.

Owing to the presence of many islands and the irregularity of the coast line, the navigation of the lake resolves itself into a maze, a puzzle and simple. Steamers of vessels are guided by landmarks either on islands or on the mainland, and provided the proximity of land could be ascertained there would be no difficulty in piloting ships safely at night, which would mean an increase of fully 40% in their working capacity. Under normal conditions the present fleet cannot cope satisfactorily with the cargo traffic as in conformity with existing regulations anchor is dropped at nightfall and lifted about 5 a.m., which means a clear loss of eleven hours per day per ship. The reason

of this is the danger of running into sand or rocks of the many islands in the dark, and if these eleven hours could be turned to account it is manifestly clear that almost twice the amount of work could be got out of the fleet. It is so obvious that this will result in a great saving in respect of shipbuilding that it is difficult of comprehension why the matter has not been taken in hand long ere this, and the only conclusion I can come to is that the German Government were responsible for the frustration of the scheme. With the Lake entirely under British control no insurmountable difficulties should be encountered.

FEEDERS OF LAKE VICTORIA

The principal feeders of the Lake are the Kagera and Mara Rivers, both of which are in German territory.

Of these the Kagera is by far the larger and more important, and is in point of fact the most remote head-stream of the Nile. It rises in the hilly country East of Lake Kivu, and after flowing in tortuous fashion for 430 miles, enters the Western side of the Lake just North of 1 degree South. It is navigable by shallow draught steamers for 75 miles from its mouth, when it is obstructed for a short distance by a barrier of small rapids, after which it is again navigable to the elbow of the river, a distance of about 150 miles. This elbow is the settled terminus of the German railway now under construction from Tabora (vide my paper of 1913).

The river enters British territory at two points during its course, viz. for six miles from its mouth, which is North of the boundary line, and at a small bend 70 miles inland. Some years ago a proposal was made to the German Government to exploit this river by private enterprise, but although the proposal was at first entertained it was ultimately shelved; the reason given being that Customs difficulties presented themselves on account of the river entering at two points and discharging

discharging in British territory, but I learned subsequently that the real objection was that the enormous trade with Ruanda and the Congo would be diverted from Bukoba to a British port. I refer again to my paper of 1913, and say that the possession in their entirety of both banks of the Kagera River will ensure to the possessor the practical monopoly of the Ruanda and the middle-eastern Congo trade.

The value of the river as a feeder to Lake Victoria may be judged by its volume, which varies between 21,000 and 54,000 feet per second, the variation being due to the rainfall of Ruanda, which province it drains.

The feeder second in importance is the Mara River, which has its source in British territory but flows South and enters the Lake on the East between the 1st. and 2nd. degree of South latitude. In so far as I am aware no measurements have been taken of its volume, but in any event it is greater than that of either the Ruizi or the Katonga Rivers, which are the principal feeders in the British section.

LAKES NYASA, TANGANYIKA, AND KIVU

The possession of the Eastern shores of Lakes Nyasa, Tanganyika, and Kivu is important to Great Britain in many respects, but I need only refer to a few.

It is now common knowledge that the Germans have launched a gunboat on Lake Nyasa, and have fortified the Eastern and Southern shores of Tanganyika at Ujiji and Blamaçkeburg, which actions constitute a cause of grave danger to British interests in times such as the present. The possession of the Eastern shores of these Lakes will prevent a repetition of this in the future, and will moreover enable Great Britain to attain better control of the traffic, thereby minimising the opportunities for and evils of illicit trade. Furthermore, with Germany out of

the way, Great Britain would only have Portugal to deal with in the one instance and Belgium in the other in regard to any schemes which may be introduced for the betterment of shipping on the Lakes, and she could ultimately by means of the Cape-to-Cairo Railway divert the South Eastern Congo trade from the Udjiji-Darassalam line to Chinde or Beira and Lake Victoria.

Lake Nyasa is 350 miles long by 45 miles wide, and covers an area of 11,000 square miles. The greatest depth is 2,500 ft.

In regard to Lakes Tanganyika and Kivu there is also the very important matter of the Cape-to-Cairo Railway to be borne in mind, it being generally understood that these Lakes will form connecting links in this great trunk line.

The length of Tanganyika from North to South is over 400 miles, and of Kivu 55 miles, the average breadth 40 and 30 miles respectively. The total area of the former is 12,700 sq. miles and of the latter 1,100 sq. miles. Both Lakes are deep in comparison with Lake Victoria, Tanganyika being 2,000 ft. in depth and Kivu approximately the same.

TERRITORY BETWEEN LAKES TANGANYIKA AND KIVU AND UGANDA

A strip of country between Lakes Tanganyika and Kivu and between the latter and Uganda is necessary solely for the purposes of the Cape-to-Cairo Railway. As to the direction which the line will take is of course a matter for railway engineers. The country along the Congo border is mountainous and volcanic, and at least one of the volcanoes in the vicinity of Kisenji, immediately to the North of Lake Kivu being still active, this would be a source of danger to railway enterprise, and possibly the original scheme of making Bukoba the terminus on Lake Victoria may still be adopted, but whatever course the line may take it must be looked to that the strip of land selected be sufficient in breadth to ensure a fair measure of safety in time of war.

TERRITORY SOUTH OF THE B.E.A. BORDER AND NORTH OF THE THIRD
 DEGREE SOUTH ETCETERA.

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The possession of the land described under the heading will bring with it, inter alia, the following substantial benefits:

- (a) The whole of the Tanga-Moschi Railway.

The ownership of this land will moreover nip in the bud the proposed extension of that line to Speke Gulf on Lake Victoria which, as I pointed out in my previous paper, is shorter by some 45 miles than the Mombasa-Kisumu line, and will, if extended by the Germans become a powerful competitor of the Uganda Railway for the Lake trade. If, on the other hand, this line be extended by the British it could be used to carry the up-traffic to the Lake and the Uganda line the down-traffic, which would in effect be equal to a doubling of the line from Mombasa to Kisumu. As a matter of fact the usefulness of the proposed Tanga-Speke Gulf line would be of greater value than the doubling of the Uganda Railway inasmuch as in addition to the Lake trade two distinct portions of country will be opened for.

- (b) The rich plantation lands of the Usambara District, and the best coffee land in German East Africa, which is situated around Kilimanjaro, Arushu, and Moschi.
- (c) The great tract of splendid ranching land lying between Kilimanjaro and Ikoma, and
- (d) That highly mineralised country, covering an area of about 18,000 sq. miles, stretching from Ikoma to Lake
 Victoria

and from the B.E.A. border to below the southern extremity of the Lake. This territory is comprised within the Niassa District, and its possibilities as a gold mining centre are enormous. Reefs of great ascertained value have been discovered, and I say with confidence that the District will in the near future attract a large European population and will in time become one of the principal revenue producers of the country.

ALTERNATIVE TO No. 4.

As an alternative to my fourth suggestion I would recommend, should such be possible of arrangement, that a line be drawn from Usumbura on the North Eastern shores of Lake Tanganyika 25 miles South of the 3rd. degree of South latitude in a direct line to the 34th. degree of longitude, and then in a straight line South-East to the mouth of the Pangani river on the Indian Ocean.

This will simplify matters and will secure to Africa to retain the whole of the properties suggested under the headings B.E.A. and by excepting the Eastern shores of Lakes Tanganyika and Nyasa, and it will moreover secure to her the provinces of Rusizi and Katanga and a portion of Unyamwezi. The first named contains within its limits the finest pastoral and agricultural land in G.E.A. besides being the largest native reserve in that country. The two last named are highly mineralised and are excellent stock raising and native labour recruiting districts.

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Amable B.E.A.
27. Sep 1903.

Hector Munro

and from the F.R.A. border to below the Southern extremity of the Lake. This territory is comprised within the Nyassa districts, and its possibilities as a gold mining centre are enormous. Reserves of great ascertained value have been discovered, and I say with confidence that the district will in the near future attract a large European population and will in time become one of the principal revenue producers of the country.

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This will establish a reserve and will secure to Great Britain the whole of the Reserve also suggested under the heading I, E, S, and by enclosing the whole of the shores of Lakes Tanganyika and Nyasa, and it will moreover secure to her the provinces of Ruanda and Karaga and a portion of Urundi. The first named contains within its limits the finest pastoral and agricultural land in G.E.A. besides being the largest native reserve in that country. The two last named are highly mineralised and are excellent stock raising and native labour recruiting districts.

Manohar D.E.A.
27. 5. 1910

Hector Munro

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East Africa Protectorate

1915

VOL. 155

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FROM	DATE	SUBJECT
Collyer, A.A.	2 July	Boer Settlement in E.A.P.
Oru, J. R.	23 "	Headmistress for Nairobi Central School.
Collyer, A.A.	14 Aug.	Boer Settlement. Education.
Agoua & Swadlow, Ltd.	12 Nov.	Goods Shipped from Hamburg for Durban.
Oru, J. R.	17 "	Headmistress, Nairobi School.
Price, J.	31 May	Compensation Claim.
Parker & Crust.	1 July	Customs Fine. Case of F. J. Pollard.
	16 Oct.	" " "
Parkinson, J. W.	4 Nov.	Water Reconnaissance. Report on C. Jubaland.
Parker & Crust.	5 "	Customs Fine. Case of F. J. Pollard.
Parkinson, J.	23 "	Water Reconnaissance. N. Frontier District.
Parker & Crust.	13 Dec.	Customs Fine. Case of F. J. Pollard.
Ritch, W.	14 Jan.	Great Repatriation.
	25 "	" " "
	8 Nov.	" " "
	13 April	" " "
	2 Sept.	" " "
	25 "	Return to S. Africa.
Row, L. J. G.	29 Oct.	" J. S. Davis.
Wicked, Capt. R. E.	11 Jan.	Responsibility for Lt. Dracopoul's Cheque.
Ellis, Annemary, Randall.	22 Mar.	E. African Estates Ltd.
Simpson, Prof. W. J.	29 "	Isakura Sanitation.
Ellis, Annemary, Randall.	6 April.	E. African Estates Concession.
	20 "	" " "
	30 "	" " "
	6 May.	" " "
	25 "	" " "
	5 June	" " "
	25 "	" " "
	28 "	" " "

NAME

DATE

SUBJECT

Sutton, Ostrumansky, Randall	7 July	Leave to E. Office, Trades, etc.
Forsythe, F. A.	11 P. 13 Sept	Complaint of Res L. E. S. L.
Taylor, H. B.	15	Purchase of Makupa Brickfields
Thomas, A. F.	18	Pension & Leave Pay
	23 Oct	"
van Someren, V. G. H.	10 Mar	Appl. as Government Dentist
	5 April	"
	15	"
Verbi, Lieat. W. V.	10 Nov	Leave Salary, Naturalization
Welstead, A. D.	3 Jan	Appl. for Re-employment
Warrillow, E. S.	13 Feb	Medical Attendance on Board Ship
Wateran, Lord	8 April	Administrative Station at Shimoni