

EAST AFR. PROT

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By A. P. S. H.

Linking of E.A. & G.E.A. Railways

1919

18 Aug.

Last previous Paper.

File
46360

Submits observations on Govt E.A.P. telegram

~~Mr. G. D. D. D.~~ Mr. G. D. D. D.

1. You need not send the papers further back than 22/7/19 in which Sir St. Byatt's secret memo. about G.E.A. Railways appears.

2. We have now, as was to be expected, a definite conflict between the B.E.A. & the G.E.A. administrations as regards the Tanga - Morobe and Kaka-Vo lines. I have spoken to Sir St. Byatt & am sure that we shall gain nothing by ~~trying~~ trying to arrange a conference between him & Sir E. Mathew. The C.O. will have to decide.

3. The attached sketch will show upon the railway lines concerned, the boundary & the distances.

4. We can conveniently take up & discuss points which arise separately. Issue of Tanga Railway - Voi-Kaka connection.

Subsequent Paper.
5707
10137 (4A)

(i) G.S.A. naturally wishes to ensure all freight traffic over this line from Murchison, from any extension that may be constructed to Murchison.

(ii) If such traffic is handled by the Victorian Railways, the Victorian Railways would secure the traffic & B.I.A. would gain. G.S.A. would lose.

(iii) To avoid this, G.E.A. desires to obtain control of the extension, not the running line from Kake, even though the main portion of this line is in the B.I.A. & is the boundary. G.S.A. requires that the Victorian Railways should be left by the military for operations against G.S.A. and require at a very early date to have a large sum of money spent on it if it is to be retained for ordinary traffic - e.g. bullock, cartons, & alignment, rolling stock.

(iv) B.I.A. wishes to develop Murchison to secure all possible traffic for the proposed railway.

(v) B.I.A. desires complete to take over control of the Victorian Railways, and also the Tanga Railway above Kake, so as to attract all the traffic from the rich area of Murchison & any extension which may be built to take the country beyond Murchison.

(vi) B.I.A. argues that Tanga port facilities are inadequate; that the rails on the Tanga line are too light to cope with any increased traffic from Murchison & beyond, that present dual control is very inconvenient & that it is uneconomical to develop both Tanga & Murchison.

Wangy to (vi) for transport would mean -

(a) that before the war Tanganyika could & did provide for the requirements of German vessels as large as those calling at Malindi

(b) that it has been fully stated that heavy expenditures will be required on the Tanganyika line after about another 2 years both for delaying up existing work, as the Tanganyika Harbour section (80 miles) is then with 30 lb. rails daily.

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(c) that it should be not be very difficult to arrange through banking to Malindi & for similar classification of goods from Mombasa, if G.S.A. Marine control, & that if the Voi-Kakhe section was incorporated by the Uganda Railway, that would still be real control (this is also for E. Northey's suggestion that the Uganda Railway control would not cease at Kakhe, but would extend over the Tanganyika line about Kakhe).

(d) that if as he assumes, G.S.A. territory is to remain intact & to be run under the Marabiti by itself, he requires every possible source of recourse for G.S.A. including the port & shipping at Fanga

Can be only, in the future & it is open may be an organized, in which case railways would be under one control.

But that is not in the picture at present - & we have to deal with administrative in G.S.A. & B.S.A. within of which should be established for to

benefit the area.

I would therefore say it seems not wise
that G.S. will not entertain any
proposals for handing over to G.S.A.
control of any part of the line between
Tanga & Mwanza or any extension
beyond Mwanza & that the port of
Tanga should secure the traffic
from the whole of the area which the
Tanga line serves to go.

The question then remains as to the
proposal of the Voi-Kuku section.
Mr. Moffatt was inclined to the view that
it might be best to take it up (x) as
avoid cost of improvements required to
serve & utilize the route for
relaying the 30 lb. stretch on the lower
Tanga line, unless it is considered
convenient to retain it for military
use. If we crystallize this
suggestion we must ask -

- (1) what is the military value of the line?
- (2) would G.S.A. have a right to
the route if they were taken up?

Personally I feel that it is a pity to
destroy the connection, if a major
operandi can possibly be reached, that
such a link between G.S. & B.S. might
be extremely useful in case of an
emergency for moving part of the
garrison from one Protectorate to another
so that it is not unlikely that G.S.A.
could claim the route if they were

removed.

Action

? inf. G.S. Cap. & Administration of G.S. by
or X above = inf. to Const. Dept. for
consideration as to whether it is
essentially (a) desirable & (b) unnecessary
to retain the Voi-Kuku section for a
military purpose.

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(B) Central Railway, G.S.A.

As regards the proposed extension - start
with the mandate we shall take the whole
railway up to the lake. There will be no
question of joint control with the Belgians,
but Lord Curzon as promised Mr. Ode
that the Congo traffic shall have all
privileges that are accorded to it
& that the Belgians may have some benefit
of leased concession at D.S. as a Kigoma
for their traffic. What is important is
that the Belgians shall disgorge the good
German rolling stock etc. which they
seized when they entered Tabora. The
local admin. is making no cash expenses
about this, & the G.S. has promised
to bear the point in mind.
no action required.

(C) Rectification of G.S.A. & B.S. boundary

See para 5 of S. 1. 1901. 1901. 1901.
in 1901. 1901. 1901. 1901.
Comment in 1901. 1901.

Whatever justification there may be for
 in respect of which is in what is believed
 this objection does not really matter
 for it is clear that we should stop at
 once any idea in the mind of
 the neighbouring particularly that they
 are not to be their own and separate
 separate nations of S & A. The
 W. Community must be treated equally
 when the measure of NATO is
 a mandated territory.

Action of Gov. Gen. and Admin. Board
 that they could undertake proposals
 involving a redefinition of the boundary.

(D) Postal & Customs Service

If amalgamation were ordered,
 there will presumably be no Postal
 & the Customs Service. But again
 this is for a time at present.

I agree with both of your views that
 for the present S & A must have its
 own Postal & Customs Service.

So my Gov. Gen. Administration should

Aled

High

of course

28/1/54

Respectfully

Respectfully

Long letter

as to the present position
 procedure - GEA may be directly
 concerned with the matter to be proposed
 for agreement that we have reported to
 the interest of GEA

22/3/54

in 1954

Long letter

As to the first ruling, I would not say
 but have that ruled upon. I don't see why
 assuming each part should be subject to
 the United States (but see later).

As to the second ruling, the Belgians should be
 asked to show at it once & the result
 to find the ruling stand or not.

As to the present position, this falls within
 when BEA GEA depends on the structure
 about the various rules on the general ruling
 which falls within the scope of BEA

Under the present days of the Post, the
 shall now have a brief mention of your
 law. I am convinced in right to
 understand. A very short and clear
 shall it now that being the boundary

He arrived with Mr. M. today.
 You had not an opportunity of
 going through the papers in
 detail, but you might now
 wish to see especially
 Mr. B's letter on this
 paper & the minutes.

Mr. M. had nothing to add
 to his previous arguments except to
 urge that he was looking really
 looking at the matter from the
 broad imperial point of view,
 that it was, as he had
 already said, uncommercial
 to develop both Helvidian
 & Tonga, especially as in his
 opinion it wd. cost more to
 improve Tonga port than to
 relay the Voe-Kako line properly
 as a permanent line.

He did not see why, with
 the consent of the Duke of Victoria,
 arrangements could not be made
 for B.S. to take over the
 line now in German Capua
 & run it.

Personally I see little

were impressed with the G. E. side
of the case & perhaps the proposals
suggested appeared by some
means on 10 Sept.

As to arranging documents
of the 2 of it (when it exists),
then alone, we probably take
months for it all, & I believe
that it will at once start all
sorts of discussions & trouble.
(See Sir G. Riddell's minute of
17 Sept.) -

Sir E. Mallett thought we
might call Mr. Linsley
(of Sandringham) now on his way
home to advise - but I doubt
whether this is going to help
us at all. L.S.

We know that the S.F.S.
will not at present countenance
amalgamation of the S. African
particulars - so there is no
point in reviewing the matter
from that point of view.

accf

The paper G.E.A. case, 27/10/08
and I do not see how it can possibly help
at all. A letter to be sent on paper that will probably

have in mind and can manage the ...
make progress ...

to the other hand,

(1) If the ...-Kalle had ...
maintained ... of ... then ... the traffic ...
... of ... maintenance ... that case ... would
... of ... traffic ...

(2) ... by ... at ...
... by
... that ... did ... if ...

It would be ... that the ...
... belong ... to ...
... have ... - £250,000

on they
that the
local offer
of £60,000

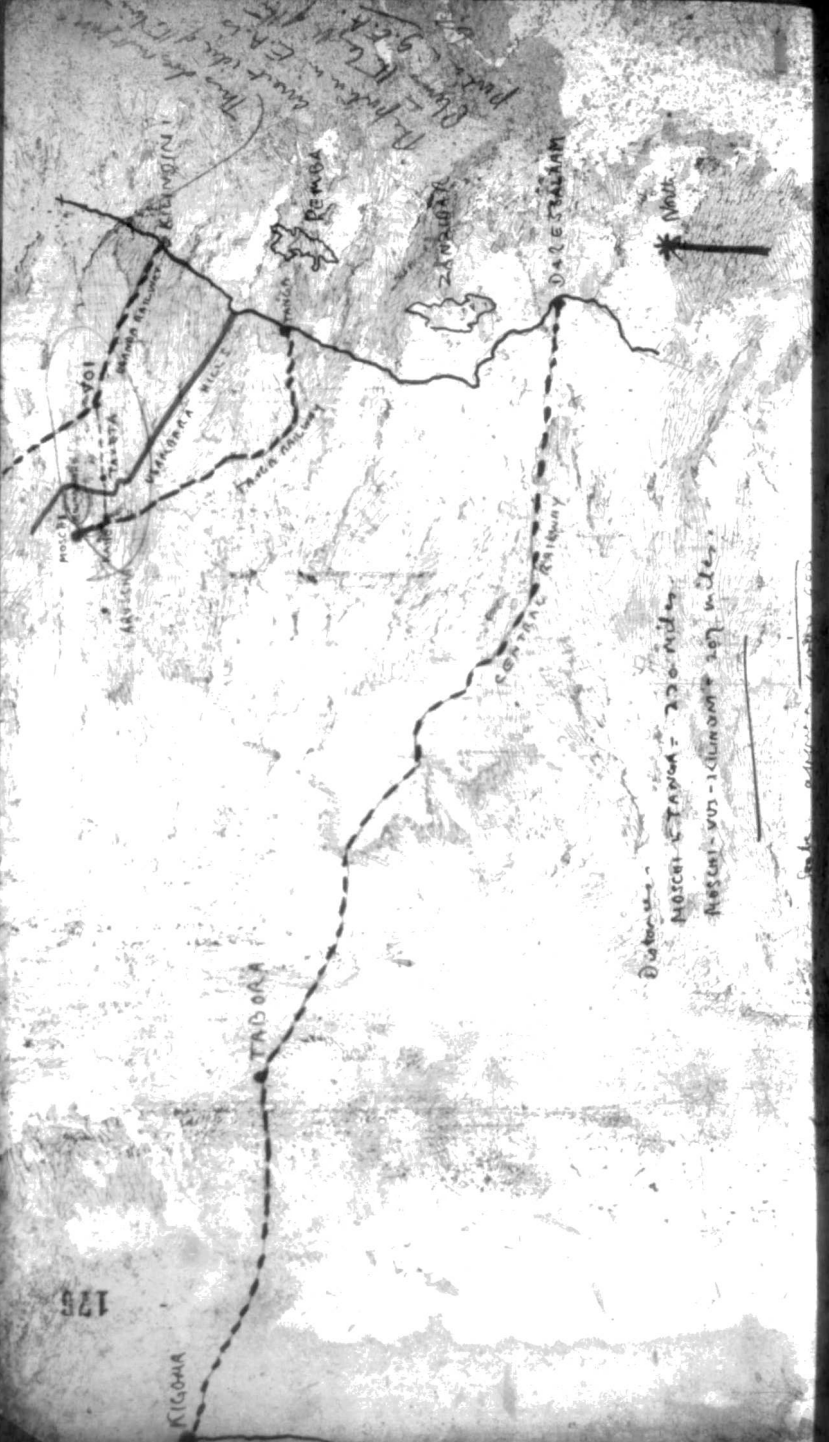
I do not ... that ...
a ...

at the point
of ...
of ...

CS 9.11.49

I think that the ...
... to ... with the
... to ... that the
... of the future of the ...
... of the local ...
... mainly ...
... it can be made to pay ...
... that a very ...
... to put it ...
... of the ...
... at a ...

15 Feb 49



*There are no paths
in the area of
KALINGOI
KALINGOI
REMAHA
ZAMALORA
DACESTANIM*

Distances -
MOCHI - TADORA - 230 miles
MOCHI - KUNGU - 100 miles + 30 miles

*There are no paths
in the area of
KALINGOI
KALINGOI
REMAHA
ZAMALORA
DACESTANIM*



11th August 1919.

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I have the honour to acknowledge the receipt of your letter 4366/1919 of the 16th instant asking for my observations on telegraphic correspondence with the Director of the East African Waterworks on the subject of the following railway.

In the first place I would observe that there are two points of view, from which the continued existence of this line should be regarded, viz. the strategic and the commercial. The former does not appear so far to have been taken into account. It will, no doubt, be a valuable convenience to be able to pass troops rapidly in case of need from one part of the country to the other, but I do not know that it is essential to maintain the line chiefly for this purpose, and the point is rather one for expert opinion.

2. From the commercial point of view it is not essential that the Oshi-Arusha section should have a direct outlet to the sea, and the saving of distance via Voi - 12 miles only - is negligible. There is little in the argument about facilities, since in greater times of peace could provide for the requirements of German vessels as large as those calling at Kilindini.

I am not impressed by the argument against dual control of the Oshi-Kilindini route. Even if the Oshi-Arusha section were incorporated in the coastal railway, duality of control will continue, especially if as is possible, the line is extended to Arusha. Arrangements for through working and uniformity of administration of roads and railways would be essential.

Under Secretary of State,
for the Colonies.

1 2 3 4 5 6 7 8 9 10 11 12	PUBLIC RECORD OFFICE		Reference C.O. 533
	225		
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The first point is that, under a certain system of
 frontiers, since it is necessary to a good deal
 more than a year in the telegraph, the
 about cross in fact the variability
 the East Africa Protectorate the health and the
 parts of Sudan not Africa, so that the
 either would benefit by evaluating the
 volcanic soil of Abyssinia, the
 and possibly the range district with its
 vigorous labour supply.
 These are strong objections to any such proposal. In the first
 place, rectification of the boundary in that sense is not possi-
 ble under the principle of a mandate. Next, I understand,
 administration of ex-cess territory, as
 by not its administration several independent administrations
 e.g. Uganda, East Africa Protectorate, Nyassaland and the authority
 of the League. For a recent
 intervention of the colonial office, I am bound that even minor
 differences of boundaries will be impracticable, such as that
 which already in practice affects Taveta.

In the second place, by arrangement it is derived
 from the fact that various districts its soil fertile, fertile
 and in which large amounts of capital
 have been sunk to produce an advanced stage
 of development, while on the other hand to the
 administration and the revenues. (Incidentally, it that region
 to be a little short of rumour to the
 of the land being invested in it, and for part of the new
 boundary between the two countries perhaps, from
 to be a very serious matter.

of a natural possible customs barrier must be
 to rectification of frontier and a very over it
 a general principle such wider than that
 and something like actual absorption
 British territory is to take place.

I would again refer to the condition of the original
line. You will recollect that estimates have been based
on the assumption of its present condition for three years, after
which heavy reconstruction will be needed. Of this period
only ^{two} years now remain, and taking into consideration
the fact that the ~~of~~ ^{of} ~~the~~ section, if it remains, must be
practically rebuilt in the early future, I am now inclined to
advise that the preferable and most economical course will be
to take it up and utilize its heavier metal for the essential
part of the coastal section of the ~~area~~ line. The material
ready to hand and can be removed and replaced with a minimum
labour and expense, as compared with the cost of purchasing
(obtainable) and importing new material from elsewhere.

I have, etc.

Sd/- H.A. Lytt.



Mr. [unclear] [unclear]

5 Dec 10

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18 Dec 10



Sir,

Have the honor to acknowledge the receipt of your letter of the 15th inst. asking for my observations on telegraphic communications with the Comms of the G. & P. under subject of the Vor-Kala Ref.

2. In the first place I would observe that there are two points of view from which the continental existence of this line should be regarded, viz. the strategic and the commercial. The former does not appear so far to have been taken into account. It will, no doubt, be a valuable communication to be able to move troops rapidly in case of need from the Protectorate to the other but I do not know that it is necessary for this purpose in relation to the report in question.

3. From the commercial point of view it is not essential that the Luochi-Kuacha region should have a direct outlet to the sea, the carrying of distances via Voi - 12 miles only - is negligible. There is little in the argument of port facilities, since in peacetime Luacha could provide for the requirements of the region as far as shipping is concerned.

4. I am not impressed by the argument in regard to the control of the Luochi-Kuacha route. Even if the Vor-Kala routes were incorporated under the same

practical result - in the early future, I am now
inclined to the view that the preferable and most
economical course will be to take it up and use
its heavier metal for the rivets, because of
constant action of the sea water. The material is
ready to hand and can be removed & replaced
a minimum of labour & expense, as compared
the cost of purchasing, (if obtainable) and using
new material from elsewhere.

Have the honour to be, Sir,
Your most obedient servant
W. Byatt

Wm. Byatt
1880

53, Drayton Gardens,
S.W.10.

18th. August, 1919.

Sir,

I have the honour to acknowledge the receipt of your letter 46360/1919 of the 15th instant asking for my observations on telegraphic correspondence with the Governor of the East Africa Protectorate on the subject of the Voi-Kahe Railway.

2. In the first place I would observe that there are two points of view from which the continued existence of this line should be regarded, viz: the strategic and the commercial. The former does not appear so far to have been taken into account. It will, no doubt, be a valuable convenience to be able to move troops rapidly in case of need from either Protectorate to the other, but I do not know that it is essential to maintain the line chiefly for this purpose, and the point is rather one for expert opinion.

3. From the commercial point of view it is not essential that the Moshi-Arusha region should have a second outlet to the sea, and the saving of distance via Voi - 12 miles only - is negligible. There is little in the argument of port facilities, since in pre-war times Tanga could provide for the requirements of German vessels as large as those calling at Kilindini.

4. I am not impressed by the argument against dual use of the Moshi-Kilindini route. Even if the Voi-Kahe Section were incorporated in the Uganda railway, duality of control will continue, especially if as is possible, the Tanga line is extended to Arusha. Arrangements for through booking and similarity of classification of goods should present little difficulty.

The Under Secretary of State,
of the Colonies.

53, Drayton Gardens,

S.W.10.

18th. August, 1919.

Sir,

I have the honour to acknowledge the receipt of your letter 46360/1919 of the 15th instant asking for my observations on telegraphic correspondence with the Governor of the East Africa Protectorate on the subject of the Voi-Kaha Railway.

2. In the first place I would observe that there are two points of view from which the continued existence of this line should be regarded, viz: the strategic and the commercial. The former does not appear so far to have been taken into account. It will, no doubt, be a valuable convenience to be able to move troops rapidly in case of need from either Protectorate to the other, but I do not know that it is essential to maintain the line chiefly for this purpose, and the point is rather one for expert opinion.

3. From the commercial point of view it is not essential that the Moshi-Arusha region should have a second outlet to the sea, and the saving of distance via Voi - 12 miles only - is negligible. There is little in the argument of port facilities, since in pre-war times Tanga could provide for the requirements of German vessels as large as those calling at Kilindini.

4. I am not impressed by the argument against dual of the Moshi-Kilindini route. Even if the Voi-Kaha Section were incorporated in the Uganda railway, duality of control will continue, especially if as is possible, the Tanga line is extended to Arusha. Arrangements for through booking and similarity of classification of goods should present little difficulty.

Under Secretary of State,
for the Colonies.

PUBLIC RECORD OFFICE, LONDON

The fifth point in Sir E. Northey's telegram strikes me as the most significant, since it very comprehensively deals more than appears in the telegram as a whole. Some months ago articles in the Nairobi press indicated the desirability of absorbing into the East Africa Protectorate the healthy and fertile northern part of German East Africa, so that the East African settler should benefit by exploiting the Arusha farm-lands, the volcanic soil of Kilimanjaro, the highlands of Usambara and possibly the Tanga district with its indigenous labour supply. I see two strong objections to any such proposal. In the first place, rectification of the boundary in that sense is not permissible under the principle of a mandate, which, I understand, contemplates the administration of ex-German territory as a whole and not its division between several independent administrations e.g. Uganda, East Africa Protectorate, Nyasaland and the authority acting directly under a mandate of the League. From a recent conversation at the Colonial Office, I gathered that even minor adjustments of boundaries would be impracticable, such as that which already in practice affects Taveta.

6. In the second place, any arrangement which deprived German East Africa of a region which is its most healthy, fertile and prosperous part, and in which large amounts of capital, public and private, have been sunk to produce an advanced stage of development, would be little short of ruinous to the new administration and its revenues. Incidentally, if that region were attached to British East Africa and given inland as its outlet, it would mean the decay of the Tanga Railway and the loss of the large capital invested in the construction of the line. The present boundary between the two countries happens, from natural causes, to be a very suitable one.

7. The "artificial" postal and customs barrier must I think remain, since a rectification of frontier would merely move it back, unless a general principle much wider than that of a mandate is to be followed and something like actual absorption of mandate territory into British territory is to take place.

Public Record Office, London

8. I would again refer to the condition of the original Tanga line. You will recollect that estimates have been based on maintenance of its present condition for three years, after which heavy reconstruction will be needed. Of this period little more than ^{two} years now remain, and taking into consideration the fact that the Voi-Maha section, if it remains, must be practically rebuilt in the early future, I am now inclined to the view that the preferable and most economical course will be to take it up and utilise its heavier metal for the essential renewal of the coastal section of the Tanga line. The material is ready to hand and can be removed and replaced with a minimum of labour and expense, as compared with the cost of purchasing (if obtainable) and importing new material from elsewhere.

I have, etc.

(Sgd) H.A. Byatt.

By 49032 East

Memorandum

DRAFT.

See
W.S.

No. 2222

MINUTE.

di

acc'd 15/11/19
15/12/19

Sanctioned to request you
brief the Army Council

- Mr.
- Mr.
- Mr.
- Mr. Grindle
- Sir H. Lambert
- Sir H. Road
- Sir G. Fiddes
- Col. Amery
- Lord Milner

Amv. 338/20

that the question of
the future of the Voi-
Kabe connecting
line between the
Uganda Railway &
the Tanaga-Moshi
Railway has been
raised by the
Administration in
the East & the

minutes for
minutes in
10 days

(2) This line was constructed in connection with the military operations in East Africa. It appears that it will be mainly required (if retained) for strategic purposes; & it is very doubtful whether it can be made to pay commercially. In any event, a considerable sum of money will be required to put it in ~~the~~ order for general purposes.

3) In these circumstances, I am to suggest that it should be disposed of to the local Administrations at a nominal price, & to enquire whether the Council will agree to such an arrangement.

(A very early reply to this letter is requested)

(Signed) H. J. READ,

through Sir George Pridemore.

These papers have been lying at the
 Secretary of State's house for some time. He has
 initialed them, but he has told me that he is
 unable to come to a decision on the matter at
 between East Africa and German East Africa.
 I think you should see the papers, in case you have
 suggestions to offer.

Mr. Thomson

Plen. to be sent to Sir P. Allen
 Jan 1914