

# E. AFRICA TANGANYIKA

X. 2239  
2 MAR 1926

DATE

85 2nd February 1926.

## E. A. DEVELOPMENT LOAN.

Enclose schedules showing lists of works which are recommended should be financed from the loan.

### MINUTES

I have inserted in paragraph 4 the correction made by the telegram X 19/14/26.

For next year the memorandum prepared for the Select Committee allows £1,268,636.

These schedules show	
Railway Programme	£ 1,237,208
and other PW	69,628
To which we must add	
Special	17,000
	<u>£ 1,323,836</u>

But the price for railway material enables us to reduce extension estimates by

	112,500
leaving	<u>£ 1,211,336</u>

which does not differ greatly from our figure. The difference is no doubt to be sought in the item "miscellaneous" no 8 in the first schedule.

The total left amounts to one

Paper

bb 9a

2000 million to be paid over ten years. This is  
 a very considerable and important to the  
 entire system for years longer than 1926/7 have  
 not been fully indicated. The general position of  
 Tanganyika is such that she must concentrate  
 first on lines which will pay early, such as  
 Ujiji Mikalima (which the Government has now  
 shifted to first priority) and must defer lines  
 such as Dodoma - Ife, which, whatever their  
 long-term importance, are likely to be a heavy  
 drain on her resources for some years.

I suggest therefore that the Committee  
 should be asked to give first priority to  
 in 1926/7, and to have seen met to

Important to existing lines in new railway work	250 000
to be done in 1926/7	100 000
to be done in 1927/8	415 000
to be done in 1928/9	184 200
to be done in 1929/30	600 000
	£1559 200

This might be put forward in a memorandum  
 which should make it clear that in urging this  
 priority the other proposals made are not excluded.  
 All memoranda should go to the Committee  
 in the form of departmental views in the  
 report.

I mention of the above points in Sir  
 Samuel Cameron's minute is perhaps best given  
 personally by you or me.

J. H. M.

Sir J. Wilson -

I send this on rather as a sample - the most important one - of Governor's programmes for the £10,000,000 (over - I agree generally with the free, but - I doubt if it would be proper for the S. P. to ask the Committee to give priority to the schemes as listed - We must give them a free hand in determining the relative urgency of the schemes. Though there is nothing to prevent us giving our opinion on the subject when asked for it - or privately as any time suitable.

S. 3. 26

Generally speaking, I think the full Governor's programmes should be communicated to the Committee, though it may only be pro forma. It was quite realized that they would put in schemes totalling far more than £10,000,000, but it will be for the Committee to cut them down.

Mr Strachey

The programmes as received from the Governor should be laid before the Committee, and there is no reason why at the same time the Department

should not lay before the Committee

2 Memorandum, 1867, and others

to which others should

be referred to

P.H.

at once

M.



UNGANYIKA TERRITORY

No 85

GOVERNMENT HOUSE,

DAR ES SALAAM,

2 February, 1926.

X. 2239  
2 FEB 1926

Sir,

With reference to your telegram of the 8th of January in which you ask that you may be supplied with a list of works which it is proposed should be paid for out of the £10,000,000 Transport development loan, I have the honour to transmit herewith schedules of such works which have been prepared after careful and detailed consideration with the General Manager Railway and the Director of Public Works.

I. and II.

I. and II.

2. These schedules are designed to supply in a succinct and convenient form the information required by yourself and your advisory committee and I trust that it will be found to be adequate and satisfactory. The estimation of the cost of works contemplated to be undertaken during the next few years must of necessity be of a rough and ready description, especially since the work has had to be done hurriedly in the course of two or three weeks. The estimates are, however, based on calculations as careful and detailed as the short time at our disposal has allowed, and I am satisfied that they are as reliable as can be expected

RIGHT HONOURABLE

L. C. M. S. AMERY, P.C., M.P.,

&c., &c., &c.,

DOWNING STREET,

S. W.

expected in the circumstances. The different works have been divided into groups according to the priority of execution which is recommended, and the amount of money estimated to be required during each successive year until completion is shown. The foot-notes give explanations in certain cases where required, and references to previous correspondence. The figures given for the amounts included in the draft estimates for 1926/27 are in each case exclusive of re-votes.

From G.M. Railways  
1. 2. 26

From D.P. Works  
1. 2. 26

3. I enclose for your information copies of letters from the General Manager Railways and the Director of Public Works giving explanations of the increase in the estimated cost of certain works as shown in the draft estimates for 1926/27.

Adm by Govt  
1. 2. 26

4. I also enclose a copy of a memorandum written by the Governor before his departure for Nairobi to attend the East African Governors' conference, dealing with the question of priority of Railway construction, the inclusion of miscellaneous Railway extraordinary works, and the scheme for the improvement of Berbera Salala harbour.

I have the honour to be,

Sir,

Your most obedient, humble servant,

*[Signature]*

GOVERNOR'S DEPUTY.

2/EA.

TRANSPORT DEVELOPMENT LOAN.

RAILWAY PROGRAMME, - TANZANIA TERRITORY.

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II. ESTIMATED DISTRIBUTION OF EXPENDITURE OVER THE PERIOD, 1926 - 1937.

	Estimated Total Expenditure	Total spent during 1926/27	Total spent during 1927/28	Total spent during 1928/29	Total spent during 1929/30	Total spent during 1930/31	Total Spent during 1931/32	Total Spent during 1932/33	Total spent during 1933/34	Total spent during 1934/35	Total Spent during 1935/36	Total spent during 1936/37
	£	£	£	£	£	£	£	£	£	£	£	£
Construction	50,000	39,000	-	-	-	-	-	-	-	-	-	-
Locomotive Purchase	640,000	627,500	12,500	-	-	-	-	-	-	-	-	-
Infrastructure Extension	300,000	150,000	50,000	-	-	-	-	-	-	-	-	-
Construction	16,000	8,000	8,000	-	-	-	-	-	-	-	-	-
Construction	40,000	30,000	20,000	-	-	-	-	-	-	-	-	-
Construction	74,600	34,600	20,000	20,000	10,000	-	-	-	-	-	-	-
Construction	22,770	3,270	10,500	-	-	-	-	-	-	-	-	-
Construction	137,108	127,608	5,500	-	-	-	-	-	-	-	-	-
Construction	321,800	-	1,376,000(a)	275,000	230,000	230,000	230,000	161,000	-	-	-	-
Construction	75,000(b)	-	175,000	150,000	150,000	-	-	-	-	-	-	-
Construction	15,000	-	15,000	-	-	-	-	-	-	-	-	-
Construction	40,000	-	30,000	10,000	-	-	-	-	-	-	-	-
Construction	1,000,000	-	-	-	-	-	-	1,063,750(e)	201,000	181,000	181,000	173,250
Construction	660,000	-	-	-	-	-	-	388,800(a)	102,000	88,400	-	-
<b>Total</b>	<b>6,506,476</b>	<b>1,110,978</b>	<b>1,931,500</b>	<b>483,000</b>	<b>390,000</b>	<b>230,000</b>	<b>230,000</b>	<b>1,613,550</b>	<b>383,800</b>	<b>269,400</b>	<b>181,000</b>	<b>173,250</b>

(a) Including Rolling-stock, locomotives, buildings, rails etc.,

(b) Including Channel and Basin ... £200,000  
 Operation to charges ... £200,000  
 Purchase of the ... £200,000  
 Surveys ... £ 5,000

The estimates of distribution of expenditure on new constructions are based on prompt delivery of material, and on a steady and ample supply of labour being available.





ROAD WORKS PROGRAM - TANZANIA PROGRAM

1. STATEMENT OF THE WORKS PROVIDED IN THE 1926/27 ESTIMATES, AND OF THE BALANCE REQUIRED TO COMPLETE PROGRAM.

PRIORITY GROUP	V O R K S	MILEAGE	EXPENDITURE PROVIDED IN 1926/27 ESTIMATES	BALANCE TO COMPLETE OR FOR NEW WORKS	T O T A L
A	1. Harbour Scheme, Dar es Salaam	..	26,000	34,700	60,700
	2. Port Improvements, Tanga	..	2,000	-	2,000
	3. Feeder Roads, Tabora and Iringa Districts	100	7,400	6,000	13,400
	4. Dodoma - Iringa Road	165	6,328	-	6,328
	5. Tanga - Pangani Road	30	3,200	-	3,200
	6. Moshi - Arusha Road	62	6,000	-	6,000
	7. Kilosa - Ifakara Road	115	5,000	11,000	16,000
	8. Ngarenengere - Kibaki Road	64	3,200	1,500	4,700
	9. Kiloga - Korogwe Road	182	6,000	-	6,000
	10. Korogwe - Mlali Road	74	2,500	-	2,500
	11. Kahama - Mbarakuli Road	267	1,400	600	2,000
	12. Kiloga - Tukuyu Road	237	-	59,000	59,000
	13. Dodoma - Arusha Road	270	-	63,000	63,000
	14. Moshi - Arusha Road	93	-	4,000	4,000
	15. S. K. Road	..	71,028	182,800	253,828

NOTES

Item 1 Revised estimate, 2800 for drainage.

Questions arise re 2,000 for Electricity Survey, 2,000 for dred. etc. Total 6,328,700.

2 Includes net m/c of shed, m/c of pier at Mbarakuli, m/c of 3rd November to Secretary of State.

3 See para 12 of Terms and Conditions of Disposal No. 1 of 31st November to Secretary of State.

4 " " " "

5 Report submitted by the contractor.

6 For 2 bridges and 1000 yds of road sections.

7 See para 9 of Terms and Conditions.

8 " " " "

9 " " " "

10 " " " "

11 " " " "

12 " " " "

13 " " " "

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TRANSPORT DEVELOPMENT PLAN.

PUBLIC WORKS PROGRAMME - TANZANIA TERRITORY.

II. ESTIMATED DISTRIBUTION OF EXPENDITURE OVER THE PERIOD 1926 - 1930.

A	O	R	K	S	ESTIMATED TOTAL EXPENDITURE	TO BE SPENT DURING		TO BE SPENT DURING		
						1926/27.	1927/28.	1928/29.	1929/30.	
1.	Harbour	Seamans	Dist	as	Salomon	6,700	28,000	24,700	-	
2.	Port	Improvements,	Weyon			2,000	2,000	-	-	
3.	Feeder	Roads,	Weyon	and	Mwanza	13,400	7,400	6,000	-	
4.	Dodoma	-	Iringu	Road		6,338	6,338	-	-	
5.	Feringi	-	Pangani	Road		3,200	3,200	-	-	
6.	Loshi	-	Arusha	Road		6,000	6,000	-	-	
7.	Kilosa	-	Feeder	Road		16,000	6,000	5,000	6,000	
8.	Ngeongoro	-	Risaka	Road		4,700	3,300	1,500	-	
9.	Kilosa	-	Karole	Road		6,000	6,000	-	-	
10.	Norogoro	-	Maji	Road		2,500	2,500	-	-	
11.	Kahama	-	Biharumale	Road		1,400	1,400	600	-	
12.	Iringu	-	Tukuyu	Road		58,000	-	10,000	24,000	
13.	Dodoma	-	Arusha	Road		65,000	-	10,000	25,000	
14.	Mkomazi	-	Same	Road	(Bridges)	6,000	-	3,000	3,000	
15.	Survey					1,000	-	4,000	-	
						255,228	71,028	74,900	59,000	51,000

COPY.

From The General Manager, Tanganyika Railways,  
 Dar es Salaam.  
 To The Hon'ble the Chief Secretary to the Government,  
 Dar es Salaam.

Ref. No. 1/31. Date 1st February, 1926.

In the draft Estimates for 1926/27 the following items appear under Railways Extraordinary LXXII.

- Item 74 Mwanza Extension ... £.627,500
- Item 75 Arusha Extension ... £.250,000

These amounts represent the sums it is considered could be spent during the financial year 1926/27, the total Estimated cost of these extensions being :-

MWANZA. £.640,000, of which £12,500 is required during 1927/28 to complete the necessary stations and water supplies.

ARUSHA. £.300,000.

The original estimate for the Moshi-Arusha extension was £300,000, and it is thought necessary to include the additional 250,000 for expenditure in 1927/28, mainly on rolling stock.

I have therefore shewn the Total Estimated amounts for these extensions in the Transport Loan programme.

MISCELLANEOUS. In the Draft 1926/27 Estimates a sum of £91,716 has been provided for Rolling Stock. This, though not recurrent expenditure is included under "Miscellaneous" in the Transport Loan, and accounts for the bulk of the difference between the total for Miscellaneous Works for 1926/27 and that for 1927/28. It is considered that a comparatively small sum will suffice for miscellaneous works

in

in 1927/28.

with the Rolling Stock now on order and that provided for above it is considered, so far as can be foreseen, that the stock will be sufficient until that provided for under 1927/28 is received.

Sgd: H. NOEL DAVIES.

for ACTING GENERAL MANAGER.



PUBLIC WORKS DEPARTMENT,

DAR ES SALAAM,

No. 1499/531.

Date 30th January, 1926.

The Honourable,  
The Chief Secretary,  
Dar es Salaam.

HARBOUR SCHEME - DAR ES SALAAM.

With further reference to my No. 4200/6 of the 20th of January forwarding a list of items for consideration for the £10,000,000 loan, I submit herewith the following reasons which have necessitated increases in the estimated costs of items of expenditure sanctioned for the Harbour Scheme :-

(a) The sum of £12,602 has been sanctioned for a new shed but as a result of a consultation with Mr. Mitchell, who gave me some information regarding a similar shed which is being erected at Kilindini, it is evident that the sum allowed is inadequate. The cost of such a shed works out at £2 per square feet and on this basis a sum of £34,000 would be required. I have carefully reconsidered the question of this shed accommodation and I now find that a single storied shed, which will meet our requirements, can be erected for £15,000. Although every care was taken in preparing the original estimate for the Harbour Scheme it is regretted that the cost of this shed was underestimated, but our prices were based on information received from Zanzibar, and in most cases it has not been a true guide as to the cost of work in Dar es Salaam.

BY, £2,400.

(b)

(b) The sum of £1,000 was allowed for the installation of electric light and power. This estimate was supplied by Mr. King, the late Chief Engineer and Manager of the Electricity Department, but Mr. Dennis has examined this estimate and compared it with the requirements of the Harbour Scheme, and states that the sum of £4,000 will be required instead of £1,000. It is quite clear therefore that Mr. King has underestimated this to the extent of £3,000.

(c) Drainage, which was estimated to cost £262 will now cost £1,000.

(d) Water supply, which was estimated to cost £500 will now cost £1,000.

With regard to items (c) and (d) the amounts asked for in the original estimates were based upon the original scheme, which has been revised and added to once or twice. It has been found during the progress of the work that the amounts allowed for these two will be insufficient.

(e) A sum of £2,000 is required for dredging but this was not provided for in the original estimate. Mr. Mitchell is, however, of the opinion that dredging could be best carried out while the wharf construction is in its skeleton state.

2. If the above increases in estimated cost are sanctioned this will add the sum of, say, £3,700 to the present estimate of £119,000 making a total of £127,700.

Sgd: J. E. SELANDER  
DIRECTOR OF PUBLIC WORKS.

MEMORANDUM BY THE GOVERNOR.

I have indicated as far as I can the form which the schedules for the Transport Development Loan should take but they cannot be ready for transmission to the Secretary of State before I leave for Nairobi tomorrow.

2. I find some difficulty in regard to putting down money for Railway extensions apart from extensions to Mwanza and Arusha. The telegram which we received from the Secretary of State suggested that provision should be made for the Arusha-Dodoma link but made no allusion to construction in a southerly direction to open up the interior of the Territory and to afford an outlet for produce from the interior and the north-eastern parts of the Territory.

3. If the route selected for the route has not yet been found then there is a better reason for including the Arusha-Dodoma link which has not yet been surveyed and is of far less importance from every point of view than the southern line. One of the principal reasons for obtaining the loan was, I believe, that a southern line should be built and I can scarcely think that the first schedules will contain no provision for a southern line although the route has not yet been selected. I recommend that provision should be inserted on the lines of the rough estimate of cost to be furnished by the General Manager for a line via Iringa and Rife.

4. I do not recommend that the Arusha-Dodoma link should be constructed before the southern line and I do not recommend that both should be taken in hand together as I think that this would be too much for our labour supply.

5. I have drafted a despatch about the Harbour as a result of the visit of Mr. Mitchell. We should provide £250,000 for improving

improving the channel and the banks, £5,000 for Surveys and £20,000 for a tug. Also £200,000 for extending the wharf on lines which Mr. Mitchell will recommend from England after he has received from here certain data which are being collected for him. It will possibly take four to five years to do all this work and a vote on account only should be taken on the issue of the first loan if there is prospect of our being able to obtain more money from the same source at the time when it will be required.

6. I omitted items 1 to 70 of Head XXXII, Railways Extraordinary, 1926-27, from the expenditure which I proposed for transfer to the Loan (see the Budget statement on page 3 of the draft Estimates) because I thought that it would be a pity to fritter away the loan in this manner, but if we cannot get the money from any other source we shall have to take it from the loan.

7. In considering the question of Railway betterment and extension in Tanganyika I hope that the Committee will bear in mind that we have not to earn money to pay debt charges on the original cost of the Central Railway. After setting the debt due by the Company to the German Government against the valuation of the undertaking as arrived at by the High Court the sum that we shall have to pay is about £20,000 - a negligible figure. The position in this respect in regard to the Tanga Railway has not yet been worked out but I am given to understand that the whole of the interest in it belonged to the German Government and that we shall have to pay nothing for it.

Intd: D. C.

19.1.26.

2237/26

22.4.26  
at home

10/15

Just  
Aunt 3/17/26

Coded receipt  
150/- 22/4/26  
60

Priority

your despatch of 2 February  
no 85 do you wish to  
make any reservation in  
proposed or their order of  
priority in view of despatch  
that bears, bears interest from  
beginning. Please telegraph reply

see Salcom