



6th Dec. 1907

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Dear Mr. Read:

I inclose you a letter from M. A. J. Waters. He is the Secretary to the Congo Alliance, and is one of the 'moderate' or liberal party in Belgium connected with the Congo Question (with Colonel Thys and others) and have long struggled against the King's influence to bring about a properly governed Congo.

Whatever misdeeds the Congo Free State has been guilty of, it has at any rate required a control over all the peoples of the eastern part of the Congo exceeding anything attained by the Arab---I mean from a slave-driving point of view, and there is

no doubt that it could deal with a magnificent labour force and turn it to the construction of a line from the Iqualaba eastwards to the British frontier if it wished.

With regard to railway-making in that direction, so far as the regulation of labour has been concerned, it has been a marked success, and has been praised not only by the Baptist missionaries, but also I think by British Vice Consuls---I mean as regards care and kind treatment of labourers. Perhaps when you have done with the letter you might send it on to Clarke at the Foreign Office, in case there is any information in it of use to him.

Since I saw you I have from my own point of view discussed the matter of rail development with other Belgians connected with shipping matters. They agree with me

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that it would be a great gain to the Congo Free State to be able to send the abundant produce from its eastern provinces as directly as possible to the sea coast through Uganda.

But I imagine nothing much will be decided until the still more momentous question is settled---on what terms Belgium is to take over the State from the King, and whether these terms will be agreed to by the signatory Powers.

Yours sincerely,

Bruxelles, le 3 décembre 1907

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REDACTION ET ADMINISTRATION

12, RUE BREDERODE, 13

CONGO-BRUXELLES

N° 100

Cher Monsieur,

Je m'empresse de répondre à votre lettre du 27 novembre. Je n'ai malheureusement que très peu de renseignements à vous donner concernant les projets de chemins de fer vers les grands lacs. Le projet primitif était grandiose (un réseau d'environ 6.000 kilomètres), tellement grandiose que je n'y ai jamais cru, que j'ai toujours pensé qu'il avait surtout été combiné pour jeter de la poudre aux yeux. J'ai, du reste, été d'un sentiment analogue, lorsque j'ai vu apparaître le projet destiné à relier le bas-Congo au Katanga, par le Kasai (environ 2.000 kilomètres), et celui de l'Itimberi à l'amorce du Transaharien (1) que la grande Bretagne rêve, et réalise même de pareils travaux, cela est dans ses nobles traditions et réalisable par elle, mais qu'un Etat qui boucle son budget en déficit et qui ne vit que du crédit de la politique, ne

Gonile a ce point, cela ne paraît dépasser les bornes permises.

Jusqu'à présent tous ces projets qui ont commencé à voir le jour il y a environ huit ans, n'ont produit que 127 kilomètres de rails entre Stanleyville et Pontisaville. C'est peu, surtout que l'Etat n'a aucune difficulté de main d'œuvre à vaincre et peut appeler sur les chantiers autant de bras qu'il le veut.

Aujourd'hui on ne parle plus que du tronçon de 350 kilomètres de Sembeve vers Nyangwe; il est en construction et il paraît que 25 kilomètres de rails sont posés.

Quant aux tronçons vers l'Albert Nyanza, le Soudan et le Tanganyika, il n'en est plus soufflé mot. C'est comme si il n'en avait jamais été question.

Le traité de transfert du Congo à la Belgique a été signé vendredi passé, par les plénipotentiaires des deux Etats, mais le contenu en est très mystérieux. Mais je pense que le Parlement devra combattre pour réaliser l'annexion dans des conditions acceptables.

Croyez-moi, cher Sir Harry Johnston

Votre tout dévoué,

*Je vous envoie quelques photographies  
de mon voyage au Congo et de  
une nouvelle correspondance.*

~~WINTERHILL COURT S.W.~~

of Messrs Barto

16 Cherry St.

44423

REC<sup>d</sup>

DEC 20 1897

Dear Road

I want to mention

to you that in the event of the  
Stamlerville - Lado Railway  
being built, the gauge will  
be 3'6" (as Sudan Rlys are  
that gauge); if the line goes to  
L. Victoria as it should do,  
the gauge must be metric.

I should be glad to work out comparative rates by either route, from some central point, of Irumu, showing differences in cost of transport from Irumu to London via Khartoum roads, or via L. Victoria + Monrovia.

The other points I mentioned to you were possibility of connecting Gondokoro to Khartoum, should a dam be

constructed on the part of the Nile. This joining the navigable portions of the Nile. The Uganda bank is the better & easier side to build such a line.

Also Sudan Govt would be ready to buy considerable number of donkeys or mules if sent to Gondokoro the Lango tribes living north of Fowera are reported to have a large stock. If these natives could be induced to come with their donkeys for transport in the Bah el Ghazal they would

be preferable to the Sudan-  
ese boy we now employ,  
& the douka's, far cheaper  
than those obtained, & now,  
from Abyssinia.

The only risk is sleeping  
sickness.

Yours sincerely

A. J. Lowcombe

Paraphrase of tele. from Mr Churchill

to Mr D. A. Dec 29<sup>th</sup> 07

Private. Please put the following points to Curran  
 Amuse paraphrase of tele. to Albert Lake,  
 via Fajaz, L. Chisga & Krule, reaching point  
 near Fajaz, with railway firms on Lakes  
 Victoria Chisga & Albert, at new capital  
 charge not exceeding £700000. - what are  
 absolute lowest economic rates per ton  
 that you could quote for 300 miles of Belgian  
 railway material delivered at Krule?  
 Calculations which I recognise must be only  
 approximate, and for my private information  
 will not bind you at all, but it is most  
 important to prove that use of gradient  
 the Nile route via Rejaf.

Paraphrase of telegram from Sir J. W. Hays, Berlin  
& Mr. Churchill received Jan 9<sup>th</sup> 1908.

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Private I have received report from Curme stating  
that the rate from Kuduabas & Mankheje would  
be £8 per ton, allowing 1<sup>d</sup> per mile on existing  
railway & steamer, doubtless rate on the extension  
£1/4 a ton on 15 new transshipments.

The total weight of material for 300 miles wd  
probably be 45000 tons, distributed over 3 years  
in the 2<sup>nd</sup> year, if fair traffic is obtainable, lower  
rates might be quoted on extensions beyond Jinja  
letter follows.

Telegram from Mr. Churchill to the Secy,  
Jan 20. 1908

Personal. Please inform me what rates on rail  
& river respectively, you contemplate offering for ordinary  
material delivered at Lado and Rejaf, and what  
are ordinary Govt rates per ton on London railway.

over

Memorandum from the Sirdar to the Commissioner

23 Jan. 05

Your ltr. of Jan 21. Contemplates offering on  
Pat Sirdar Kharatoun line, £2 a ton for  
permanent way material, but 3 pice per  
20 pice a ton for machinery which pays for actual weight of

fuel rate, 160 pice a ton. This is a good  
line because the charge is based on the  
carrying capacity of the waggons, irrespective  
of actual loading. On the river from Kharatoun  
to Lada.