

DISPATCH

EAST AFR. PROT.  
FORT. W. AFRICA

13517

No. 13517

APR 28

Author No.

1908

Continous Paper.

Tanganyika Concessions

Sands extract from private report  
by mining expert.

(Minutes.)

W. Lambert

Sand copy to the F.O.,  
explaining that Mr. Jell is a mining  
expert <sup>temporarily</sup> employed by the F.O.  
the U.K.P. - send copy to Prof.  
Dunstan for his report with  
to talk with Mr. Jell.

H. J. R.

20/4

H. J. R.  
atam.S. R.

Author No.  
1908

Continous Paper.

13517  
APR 08

Governor's Office,

Nairobi,

March 18th 1968.

~~CONFIDENTIAL~~  
~~SECRET~~  
~~SECRET~~

My Lord,

I have the honour to transmit herewith  
Report for Your Lordship's information an extract from a  
private report on the Tanganyika Commissions.

I have the honour to be,  
With the highest respect,

My Lord,

Your Lordship's most obedient,  
humble servant,

H.M. PRINCIPAL SECRETARY OF STATE

FOR THE COLONIES,

DOWNING STREET,

LONDON, S.W.

R.

COPY.

Despatch No. 4 of 1908

Governor's Office,

Nairobi, 19 APR 08

March 7th 1908.

MINISTERIAL.

Reference is made to the report of the Tanganyika Commission dated 10th July 1907, especially to the passage of the 10th July 1907, which states that

Mr. R. Wilton's letter to Mr. Allan Gibb (Head Resident of the East Africa for Tanganyika Concessions) dated 10th July 1907, states—

"It was possible to have been that an exploring and prospecting company which has since discovered what is probably the largest, the greatest copper deposits of the world, as well as other valuable minerals".

"The greatest difficulty to be overcome is transport and it is probable that we cannot expect to have completed the main railway before ten years from date although we have produced 140 tons of copper and tin to the value of £100,000 and 100 tons of copper and tin in Antwerp.

"The great difficulty is the security of the gold and silver and we believe with proper appliances and experienced men, these results can be increased with increasing profits as the Benguela Railway advances from the West and the Rhodesian Railway towards Kanaanshi from South".

"The wealth exposed at Katanga at present price of metals taking copper at £100 per ton.

**Copper.** £200,000,000 sterling in carbonate ore chiefly in open quarries from 3% to 55%.

**Fluxes.** Large quantities of barren Fluxes in iron and

Scientific

Secretary to the Administration,

Nairobi.

dolomitic limestone exist all over the country and sometimes close to the mines.

Fig. £.4,000,000 in cassiterite easily concentrated and, melted.

Gold This mine may be described as a typical example of alluvial gold and interesting sandstone bed occurrence, carrying values of gold, platinum, palladium and other metals. Total value recovered to date £.60,000.

Coal. The Luabala Coal Area - So far the prospecting work that has been done on the coal area does not show any great value.

Diamonds. Two years ago Mr. Jones found a small diamond in the bed of the Mutentle River and a small one has been since discovered close to the same spot.

Railways. The Benguela Railway from the West Coast will be constructed over the first 200 miles of rough country and up to a height of 5,000 feet above sea level plateau by the end of next year after which rapid progress can be made. The construction of the Rhodesian Railway to the Kansanshi Mine has been in progress for several years. It is mainly a question of the Rhodesian Railway Company arranging finance which again depends upon what traffic we can give that line from Kansanshi Mine until our own Benguela Railway can be completed to our mines.

Such an industry requires the railway line and as the Benguela Railway route is nearer to the sea coast by some 400 miles than the southern or any other route, to say nothing of the long sea journey it would save, this railway

railway is being pushed forward as fast as possible.

Another advantage of the Benguela Railway is that its rates can be fixed by ourselves and its profits come to us.

Contract prices at present for transport from Katanga to Lobito Bay (western route) £.45 per ton,

From Kansanshi Mine to Railhead of Southern Railway £.30 per ton."

I trust to be able to secure a blue print showing the situation of the Banganyika Concessions and also the proposed route of the Benguela Railway. I do not think there are any further points to be mentioned.

I have &c., &c.,

S/- Kenneth B.B. Joll.

Mining Expert.

Jan  
13517/08

27  
28

E. A.P.

DRAFT

70.

25 April 08.

MINUTE. 23/4

Sir

Mr. Noall 25/4

Mr. Read

Mr. Juss

Mr. Anrobus,

Mr. Cox.

Sir C. Lucas.

Sir F. Hopwood.

Mr. Churchill.

The Earl of Elgin.

1101 25/4/08

I am directed by the Secretary to transmit to you to be laid before Secretary Sir Edward Grey the accompanying copy of a despatch from the Government of the E. A.P. enclosing a letter from Mr. H. B. Joll on the subject of the Tanganyika Concessions & the Baguella Rly.

I am to explain that

for Comptroller Mah

Director Impl Inst.  
(Confidential)

M. Naall 2/24

M. Read

1902/25/4/1

I am directed by the Secy  
Crewe to transmit to you  
for your information the  
accompanying copy of a  
despatch from the Gov of  
the E. A. P. enclosing a  
letter from M. K. + B. Lall  
on the subject of the  
Tanganyika Concessions &  
the Bequella Rly.

I am to request that

his despatch & its contents may be  
treated as <sup>strictly</sup> confidential

(Signed) R. L. ANTROBUS

Comp 13 Hch