

EAST AFR. PROT.

C. O.
15168

No. 15168

30 APR 08.

S. A. Pratt

No. 1908
Cof 27

(Subject.)

1908

2 apr

Dances - salar - Tabona Railway

Copy contains copy transport of materials. Has appended draft of Mr. Curries reply to Mr. Hauragordato; to state S/S affairs.

Last previous paper
at 110
1908

(Minutes)

Mr. Antedus.
After all the Gumar Co. (backed by the State) are proposing a railway to compete with our line to Pea Lake Victoria. See map on which I have marked the route in red ink. It will take a long time to make, & in the meantime we must endeavour to carry these materials at the normal rate, but there is no reason why we should concede a special rate which will not pay us. Mr. C. & some of his friends would like to see a...
I am. We were told some

1/4
Subsequent paper

line of Great Horned Osprey,
as the result of his visit to
East Africa, had expressed
the opinion that the wisest
course w^d be for the German
Govt to make their railway
to Lake Tanganyika and
then Lake Victoria to our
Nigeria Railway. But
this opinion has not been
yet been adopted.

July 25 + 26
for Cairo C.E.T.

30.4

811

15168

REF
30 APR 08East Africa Protectorate

Tombura Office 234

Confidential (27)

Khartoum
2 April 1908

My Lord,

In submitting the enclosed correspondence regarding the transport of material for the Der-es-salaam - Jibora Railway, I have the honor to report that I have approved L^{ie} Currie's draft reply to L^{ie} Harrogordato and I trust this will meet with Your Lordship's approval.

2 We cannot refuse to carry the German Railway material, at the same time we are not anxious to see a connection laid down between Jibora and the Victoria Nyanga, which although temporary for the transport of material, L^{ie} Currie is right in assuming will be there to stay.

3.

Principal Secretary of State
for the Colonies

Downing

London

S.W.

3. I therefore do not see why we should necessarily reduce the rate for ton for the carriage of this material, to the rate which we should be willing to quote for the same material carried on the proposed extension of our Railway system to the Lake Albert.

4. In any way this is a question which will come up for determination later on. In the meanwhile I am of opinion that Mr Currie is right in offering Mr Macgregor the assistance he has at the rates proposed.

I have the honour to be
with the highest respect
My Lord,

Your Lordship's most Obedient
humble Servant

J. Macgregor

15168

20 APR 68

With reference to...

Your letter of...

All your proposals... my letter I...
I have agreed and my staff reply.

The primary aim is...
It should be the intention to build a...

...that line is... it will not be...
and...

...will have... of... on the...

...is...
... 08/-... to...

... 75,000 tons... should be...
... 40,000...

At the... I...
... 100,000...

... 100,000...
... should be...

... 5/-... on 75,000 tons =
... 10,000, in which there will be no profit as it will cost this to carry
the stuff.

At... it is possible that so
... the...

... it is...

... should be...

... should be...

... should be...

... should be...

My best idea is that we should adhere to inter-
 national for the present and refer the question back as
 this is really an Imperial question.

I will add that assuming that the railway is
 built to operate within the next few years I am very
 doubtful whether the ~~business~~ could quote a profitable
 rate for ~~business~~ to ~~business~~ which could compete
 with the rates known to ~~business~~ if it is possible
 over this ~~business~~ ~~business~~ ~~business~~ ~~business~~ ~~business~~
 over their line by ~~business~~ ~~business~~ etc. I think there-
 fore that we could not be too zealous to assist to
 build a line which will simply increase us, if made, and
 that if it is to be made we should not start to build
 it now.

If a temporary line is not built from
~~business~~ to ~~business~~ it is probable that a permanent one
 will be made for ~~business~~ to ~~business~~.

34/- H.A.F. Currie.

25. 3. 08

Inclusion in East Africa Protectorate
Confidential (77) 28 Oct 1908

PHILIPP HOLZMANN & Co.

Gesellschaft mit beschränkter Haftung

No.
147.

Frankfurt A.M., Den 23. Februar 1908.

Dear Mr. Currie,

Since having had the pleasure of meeting you in October 1905 in East Africa, after having completed my survey for the extension of the Darassalas-Morogoro-railway to Tabora, I have spent most of my time surveying the country between the above mentioned railway and the Nyasa-Tanganika alignment. In the meanwhile the line in construction as far as Morogoro has been opened to traffic, with the result of deciding the home authorities to extend the railway as quickly as possible to Tabora. The building Company Messrs. Philipp Holzmann & Co., G.M.B.H., to which I belong, is pretty sure of being put in charge of this extension and is making arrangements to complete the work in the shortest time possible. One of the alternatives is to begin by laying a temporary line from Tabora to Mwanza or to some favorable spot on the South coast, probably below Jnara Kwa Pambani. The distance from there to Tabora is about 150 miles. This would allow the building Company to begin the staking out of the line from Morogoro to Tabora at each extremity at a time. The length of line to be laid from Tabora eastwards would also be about 150 miles. The rails, iron sleepers, rolling stock and other building materials (tools, iron bridges, cement, etc.,) would have to be brought to the lake terminals by your railway and steamer. I hardly think that your steamers could reach the railway pier on the north end and in order to avoid an expensive transshipment it would probably be more advantageous to load the staking out and other materials in barges at Fort Florence and to tow them or tow them alongside your steamers as far as Mwanza from where a tug boat would tow them to the staking pier. The rails will be thirty three tons, rather inconvenient for

H.A.P. Currie, Esq.,
Nyanza-Tanganika Railway,
P.O. Box 10, Mwanza.

ships' cargo and probably for this reason also would it be more convenient to run them in barges at Fort Florence. The final decision about the adoption of this building-plan depends on the freights and that your railway steamers would charge for conveying the above mentioned goods to the German coast of the lake. The weight of the rails and sleepers for 380 miles amounts to about 25,000 tons (120 tons for each kilometer). Including rolling stock and fittings the weight would reach 35,000 tons. Other building materials would amount to 10,000 tons, which would make a total of at least 45,000 tons to be carried by your rails and steamers.

Half of this tonnage must be delivered to the German coasts of the lake in ten months after the first start. The other half in the following twelve months.

I should be very much obliged to you for your opinion about this scheme and for information about the freights for the above mentioned different classes of building materials, as well as for any barges and tug boats, that we should have to supply, in case your means of transport on the lake should not be sufficient for our purpose.

This way of building is certainly a very onerous one and it is doubtful if the great expense occasioned by it would be compensated by the gain of time on the alternative of adopting the harbour of Darassalan for landing all building materials and plant, and building the line from the east extremity only.

Considering the big tonnage which has to be carried by your rails, we hope that it will be possible for you to charge freights considerably below the ordinary ones charged by your railway for the same class of goods.

I also presume that transit goods from Namassa or Kilindini to the German coast of the lake, will not have to pay any custom duties. Would you please advise me about this possibility.

I shall possibly be leaving for Berlin this year. I shall be glad to hear from you. Please write to the address of the German Consul in Mombasa. My
 Yours truly
 Dr. H. G. Meißner

(6)

240

Use, G.M.P.M., Francfort on Main, and mention in your letter that
it is an answer to mine.

With k. regards

Yours sincerely,

1st/4 N.S. Myrogorodov.

(0)

*Business in East Africa to be treated
confidential (27) 2 April 1948*

15168
20 APR 08

Dear Mr. Inverarity,

In reply to your letter dated 25th
last, regarding the carriage of railway
material to Britis Sound on the East African
Railway, I am glad to hear that you have
made your arrangements and that the
material can take 450 to 500 tons of weight.

Our cranes are 30 feet high and
will be no difficulty in loading and unloading
of 33 feet in length.

Our derricks are capable of lifting loads
up to 5 tons and we could easily deliver your machinery,
tools etc, at Britis Sound as fast as you could dispose
of it there.

I can not locate the place you mention on
the Sound but if your firm decides to send your
material to Mwanza we could easily arrange either to
select a site on the Sound accessible to the cargo
boat - which draws about 7' 6" fully loaded - or to
unload the material into 11' 6" boats at Mwanza.

As regards freights the rate for this class
of material is "Intermediate" i.e. about 12.00/- per
ton Mombasa to Mwanza and I can not quote anything
lower than that.

Goods in the port of Mombasa are
not cleared Customs duty as they are subject to
transit charges.

Gov
15/68/55

E. A.P.

12
13

DRAFT.

E. A.P. Confidential

3 May 68

Gov
Sadler.

Sir,

- MINUTE. b/s Recd of
- Mr. Noall 12/5
 - Mr. Ellis 11/12/5/5
 - Mr. Jupp
 - Mr. Ambrose
 - Mr. Cox
 - Sir C. Lucas
 - Mr. E. Hopwood
 - Mr. Churchill
 - The Earl of Elgin

I have to honour to acknowledge the receipt of your Conf. despatch No. 27 of the 2nd of April on the subject of the transport of copies of the material for the German Rly from Das-co-salcaen to Taborn, & to inf. you that I approve the terms of the above address & to Mr. M^r Marnagordato by W. Curial which formed the last link to your desk.