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**TRUSTEESHIP
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**CONSEIL
DE TUTELLE**

UNRESTRICTED

T/PET.2/55/Add.1
22 December 1948

ORIGINAL: ENGLISH

TANGANYIKA

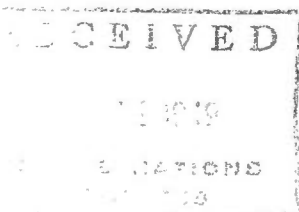
ADDENDUM DATED 22 NOVEMBER 1948

TO

PETITION FROM MR. A. J. SIGGINS

UNDATED

The Secretary-General has received a communication dated 22 November 1948 with certain enclosures from Mr. A. J. Siggins concerning the Trust Territory of Tanganyika. This communication and its enclosures, which contain information additional to that in the previously submitted petition set forth in Document T/PET.2/55 by the same petitioner, are transmitted herewith to the Members of the Trusteeship Council in accordance with rule 85 of the rules of procedure for the Trusteeship Council.



/Authors' Club

COPY

Authors' Club,
2, Whitchall Court,
London, S. W. 1.
22nd. November, 1948.

The Director,
Department of Trusteeship and
Information from Non-Self-
Governing Territories,
United Nations,
Lake Success, New York,
United States of America.

Dear Sir,

With further reference to your letter of the 13th September last,
Ref. TRI 130/5/06/AA/B.II.39.36, I beg to enclose herewith a copy of
The Times of today - 22nd November, 1948 - in which I have marked two news
items which corroborate my original complaint against the British
Government.

I enclose also a reprint of a letter which I wrote to "The Crown
Colonist" of June, 1948.

In this letter I have claimed to be the originator of the Trans-
African Railway development and, in effect, accused the British Government
of having filched and distorted my scheme, which received a good deal of
publicity in the British and Empire Press in 1929 and 1930.

I would be glad if this additional evidence could be joined to my
original communication as I feel that my case will be strengthened thereby.

Yours faithfully,

(Signed) A. J. SIGGINS

A. J. Siggins

2 encl.

Received at United Nations: 8 December 1948.

/EXTRACT

COPY

EXTRACT

"The Times" - Monday, November 22, 1948

RAILWAY LINKS IN AFRICA

STRATEGIC REQUIREMENTS AND DEVELOPMENT

(From Our Correspondent)

NAIROBI, Nov. 21.

Proposals for railway links between East Africa and South Africa and Rhodesia are taken a step farther by the recent conversations in London between the East African Transport Commissioner, Sir Reginald Robins, and the Colonial Office.

There has been an indication in recent months that this subject is taking an increasingly important place in the forefront of African transport problems, both for reasons of the more rapid development of Tanganyika and for obvious strategic requirements in relation to the over-all picture of African defence. An examination is being made as soon as possible into the practicability of a rail connexion between Mombasa and Broken Hill. As a secondary project it is proposed that there should be a further link between Broken Hill and the new groundnut port of Mkindani, in southern Tanganyika. For these purposes and for other railway and port development, mainly in Tanganyika, it is proposed to raise a transport loan of £17m. about the middle of 1950.

Sir Reginald Robins also had talks on groundnut traffic problems arising from the limitations of the Tanganyika port and railway system and the interim steps that would have to be taken to increase efficiency. There has recently been agitation among commercial and shipping interests in East Africa for the separation of port control from that of the railways. This is not favoured in official circles, but some aspects of it apparently have been discussed in London, because Sir Reginald Robins is soon to make new proposals respecting the administration and management of East African ports.

COPY

EXTRACT

"The Times" - Monday, November 22, 1948

GROUND NUTS

CHANGED PLANS IN TANGANYIKA

(From Our Agricultural Correspondent)

Last spring the ground nuts scheme in Tanganyika received much publicity. Several people wrote about what they saw of the cleared area and the first year's crop before harvest. Subsequently the Minister of Food inspected the scheme. But since the Overseas Food Corporation took over control from the United Africa Company at the end of April little has been heard of the progress being made.

The view expressed in these columns that the scheme would develop into a general farming operation with ground nuts as only one of the crops grown in a rotation is now confirmed. To keep the cleared area in fertile condition and save soil erosion a variety of crops, including some kind of grass ley, must be grown.

Moreover, there will be an insistent call for crops to feed the Africans. The native reserves cannot feed their growing populations by the primitive agriculture of the woman with the hoe. Even when terracing the slopes, the conservation of organic manure, and the use of fertilizers are more widely adopted, native food production will still be inadequate. The British taxpayer, who is financing this 3m. acre scheme in Tanganyika, should recognize now that the benefits will not all come in our direction.

"IMPENDING UPHEAVAL"

Mr. Clyde Higgs, one of those who visited Tanganyika earlier this year, has just returned from a second visit. Writing in the Farmer and Stockbreeder of November 16, he gives disquieting news of the changed atmosphere at Kongwa. He reports "a feeling of impending upheaval coupled with serious dissatisfaction. Even capable people with their hearts in the job are critical and miserable. Worthy young men I met in January are now embittered and wishing only for a suitable opportunity to get away." Mr. Clyde Higgs suggests that "the removal of half the administrative staff, with a severe toothcombing of the remainder, would leave more time for the things that matter". He also reports that the Africans are unhappy and that in one area there has been 100 per cent. turnover of labour in six months.

/In London

In London the members of the board of the Overseas Food Corporation recognize that the handling of affairs during the next year will decide the fate of the scheme. Progress in clearing the bush has been slower than they had hoped because of unforeseen mechanical troubles and staff difficulties. The cropping programme for the coming season gives a big place to sunflowers, another oil-bearing crop, which may be easier to handle while the ground is still full of roots and trash.

The original development programme, which optimistically forecast 1,230,000 acres of ground nuts in 1949, has been drastically revised. No official estimate has been published, but Mr. Clyde Higgs states that for the coming season 27,000 acres are earmarked for ground nuts and 24,000 acres for sunflowers. As the pace and character of the scheme have been so changed it would be reassuring to have a statement either from the Overseas Food Corporation or the Minister of Food about their plans for the future.

COPY

LETTERS TO THE EDITOR

Reprinted from "The Crown Colonist", June, 1948

(The Editor is not responsible
for the opinions expressed by
his correspondents.)

GROUNDNUTS SCHEME: DANGERS AND DISADVANTAGES

Sir,

The optimism expressed by Mr. Samuel in the April issue is quite unjustified. May I, as the only writer to condemn the East African Groundnut Scheme from the time of the first published announcement, state my reasons for so doing?

- (1) The Scheme exploits the Africans, uproots them from their communal and family life, and demoralises them; it also wastes an enormous amount of labour.
- (2) It will damage large areas of land in the "Groundnut country", and take much-needed labour away from village husbandry.
- (3) It cannot possibly produce groundnuts at anything near the usual market price, or in quantities as great as could be produced by private enterprise.
- (4) The Scheme is absorbing precious man-power, materials and capital that are urgently needed elsewhere.
- (5) Tanganyika is not a British Colony, but a Trust Territory; therefore, we must be doubly careful to fulfil our trust to the inhabitants. We are not doing this while carrying out the Groundnut Scheme.

In explanation of my first point, the scheme exploits the Africans because it offers them employment on better wages and conditions than other private employers. Africans never work so well for Government as they do for private employers. Yet hundreds of thousands more of them will be enticed away from their villages and other employment by the easy jobs offered on the groundnut areas. This is particularly true of Africans employed on sisal plantations.

Men from villages hundreds of miles away from the areas will be attracted, although they will have to walk, without any payment or food, to and from the work. They will be absent from their wives and families for many months - perhaps for two or three years.

In the villages natives get a varied and balanced diet, many articles of which could not be grown economically by employers. The staple diet of Africans varies considerably over the continent, and it is

/impossible

impossible for an employer to give each tribesman employed the diet of his country. As a result, much time will be lost through sickness and the search for suitable articles of diet.

Gamblers, racketeers and prostitutes will flock to the operational centres and take a heavy toll of the natives' earnings. Their families will suffer, as their gardens will be smaller owing to the absence of able-bodied males, and very likely their wives and sisters will be forced into prostitution in order to exist and pay their taxes.

All the above has happened all over South Africa, Northern and Southern Rhodesia, Portuguese East Africa and Tanganyika, and has been officially reported frequently. I have seen it happening myself in my 29 years' experience of the areas mentioned.

The above reasons should be more than sufficient to condemn the "operation", but there are others. In any case, if we really need groundnuts, it is an easy matter to offer a few pounds a ton over market price and allow private individuals to produce them. We could not use in Britain all the groundnuts produced in British African Colonies before the war.

However, we are committed to the scheme, and for the sake of the Africans and ourselves we should forthwith attempt to convert the obvious failure into a success which will benefit the natives and reflect credit, instead of odium, on us. There is a remedy, and the public should be told of it.

I submitted a scheme for a trans-African railway and general development to the Imperial Government several times between 1922 and 1936. It was studied by the Colonial Office and was finally rejected in 1936 by Mr. J. H. Thomas, the then Secretary of State. The scheme had the support of all Africans who knew of it, and of many competent persons in Britain and elsewhere.

I sounded M'twara Bay and checked the Admiralty charts myself. I have known the area intimately since 1905, having prospected, traded and hunted over the route, whereas those who selected large areas for the Groundnut Scheme only flew over it. In addition, I have had many years of experience of roadmaking and in assisting railway surveys, as a guide in East Africa and Rhodesia.

The present railway route is along the coast from M'to M'twara via Mikindani to Lindi, and thence to Masasi along the line of the old tramway. For 50 miles near one side of the line is the sea, and on the other side are unfertile hills. From Lindi to Masasi the country is hilly and not very fertile. Therefore, there will not be an appreciable amount of freight available until Masasi is reached.

/The line

The line I proposed would run along the fertile Rovuma Valley from M'to M'twara. This river could supply a very large town with all the water required, as well as hydro-electric power. (Water is a very important factor in African economy, and this is lacking on the present route.) I also suggested feeder roads into Portuguese territory in the south and into Tanganyika in the north; one of these would tap Masasi as well as other more fertile areas. Proceeding along the Rovuma Valley to the Highlands, the line would run northwards and then south-west between Lakes Nyasa and Tanganyika, connecting both lakes by branch lines so as to tap lake-shore traffic, and then linking with the Belgian Congo in the north and Nyasaland in the south, running through north-east and north-west Rhodesia, connecting with the Central Cape to Katanga line and the Belgian fluvial system, thence pushing a southern branch to the Walvis Bay line and a more direct westward route to a port in Portuguese Angola.

I proposed connecting the central Tanganyika line with my route, altering the gauge of the latter, and then connecting with the Kenya and Uganda Railways.

I aimed at a network of railways throughout Africa, built by the co-operation of Europeans, Asians and Africans. Capital, materials and labour were then available. There was support for my scheme in Germany as well as in Britain, but it was turned down in favour of the Zambesi Bridge and extensions.

It will demand courage on the part of Ministers to admit that a big mistake has been made. But in the interests of everyone concerned, the question of developing this region of Africa so as to ensure long-term benefits for Africans, Europeans and Asians alike should be studied afresh.

A. J. Siggins.

Authors' Club, S. W. 1.
