

1932.

Kenya.

No. 18297.

SUBJECT

CO 533/426

K. U. Railway.

Estimates. 1933.

Previous

17402/31. Ets 1932.

18134/32. Rly Rates Policy

See 18185/32. Loan Commission.

Subsequent

3045/33.

1932.

Kenya.

No. 18297.

SUBJECT

C0533/426

K. U. Railway.

Estimates. 1933.

Previous

17402/31. Etc 1932.

18134/32. Rly Rates Policy

See 18185/32. Com. Commission.

Subsequent

3045/33.

Is shortly forwarding the draft K.U.R. Estimates for 1933 together with a comprehensive memo reviewing the whole position & including a statement showing the cash position, but desires to collect before the next meeting of the Rly Advisory C'cil on Oct 25th, information regarding the trend of general trade conditions. Asks for an indication as to whether the price level of primary products is likely to be maintained or to be increased.

This seems rather like asking for a tip for the Draft.

? The views of Sir J. Campbell may be invited on the former's & given in para 5.

H.S. P. M. S. H. W.
4/10/32

The High Commissioner regarding the third paragraph of N° 5 on 17402, is anxious to forestall the occasion for a similar admission in 1933. But his problem is double-barrelled; even if sustained a rise in the level of Kenya & Uganda exports could be confidently predicted, it by no means follows that there would be a proportional increase in the far more remunerative import traffic. The ^{One} reason for the heavy & progressive decline in imports - to which he refers in para 3 is undoubtably the growth of local

* See the last
page of the
draft memo
on 17402

industries (e.g. sugar & tin production)
which have enabled the public to avoid
buying the heavily taxed imported
commodity.

? To Sir John Campbell, for any
predictions which he may feel prepared
to express. (No point, I think, in
referring to B.T.)

J. H. H. H.
4/10

When I spoke to Sir Campbell
recently I understood there were then no
definite signs of revival & I
can only think that it must be
distinctly unwise to bank on
any more revenue in 1933 than
in 1932 on the basis on which the
minister has said.

J. H. H. H.
4/10/32

One does not like being cast for the rôle of "minor
prophet";--and one remembers the treatment usually
meted out to prophets!

2. My view is that there is no justification for
thinking that the depression is at an end, or
that improvement is in sight. There have been
numerous indications recently of better things.

the effect of
These indications--faint in themselves, and
admittedly not touching the basic situation--have
been magnified by the omnipresent wish for
improvement. A psychological effect has carried
(as it always carries in such cases) the
initial movement a good deal further than these
faint indications warranted. Events have shown,
even already, that many of them were spurious; and
the psychological impetus ^{is} losing its effect.
Prices are sagging; stock and share prices are
falling again; much of the initial glow has been
lost already.

3. Further, the basic conditions on the improve-
ment in which everything (in my view) depends
remain unaltered. The tension between France and
Germany is worse, not better; tariffs remain as
they were--or are being added to; the restrictions
on trade continue, or get worse; railways gener-
ally show no improvement; shipping shows the
faintest signs only of better things; unemploy-
ment is no better; retail trade is no better--
it is slightly worse. The Japanese affair is
a most disturbing complication; disarmament
gives cause for the gravest anxiety; in neither
of these two major issues is there any room for
optimism. America is in turmoil. Monetary matters
are where they were. Till after the American
elections, no one knows where Lausanne stands--and

generally
L.H.H. H.
4/10/32

that is the one hopeful fundamental thing we have to build on.

4. Broadly, then, I cannot take an optimistic view of the situation. Copper prices will go lower, I think; coffee prices seem to depend to a very large extent on the (doubtful, but quite probable) temporary success of the new Brazilian plan for raising the gold price. If I had to guess, I should think they would most probably be maintained about their present level. Cotton I don't know much about. The price will sag, I think; but will probably remain at a level considerably above the quite recent very low levels, and this because of crop shortages, smaller area, etc. Cotton seed will probably stay where it is, or advance slightly with the recent rise in oils and seeds. Sisal I should expect to remain near the present level, sagging somewhat, but not much.

5. The obvious thing is to budget for price conditions (and quantities) not above the 1932 levels. That seems the maximum we can safely take. Recovery--even if it comes--will be almost certainly slow (apart from an initial flutter due to the existing extremely low stocks in consumers' hands). If things improve, so much the better--that is a situation always easy to deal with. And at the same time the former warning as to continuous watch over the position, and the preparation of plans well ahead to deal with any worsening of it, might perhaps be repeated in the least annoying form--by reference. In the last fortnight, there has been a general feeling that the recent little boomlet had no solid roots. That feeling is almost universal:--

there are unmistakable signs of it in America, here, and on the Continent.

6. I have not touched on the effects of Ottawa. I can't form any opinion how that will affect Kenya at present. But, personally, I doubt very much whether it would be wise to base any very optimistic conclusions on the Ottawa decisions. As things stand, I'd leave Ottawa effects for further consideration when more is known about it.

The 4th October 1931.

If the efficiency of cotton is to be maintained, it is necessary to have the necessary for many years of fibrous wood.

large amount of cotton in the U.S.A. in the market.

It is more likely that 1932 is likely to have a better crop than 1931.

Should the former warning be repeated?

will similar be in the minds of the Kenya officials

be had better to say that future conditions are quite uncertain but that... or "unstable" be shown to be a maximum in the case of the liquidation of the crop, the size of which they should judge in the light of the latest information readily available after action, Sir S. should be Sir J. Campbell's...

(be had for a big increase in the weather may get a little more)

51032

2 Tottel's Transport New Tel No 45 6.10.32

3. M. Cr Transport Conf. 7 30th Sept 1932
 Trs. 12 copies of the preliminary Draft
 Estimates, K.U.R., for 1933 which he has approved
 for submission to the Legis C'cils of Kenya &
 Uganda, subject to any alteration which may be
 found as a result of the Rly. Advisory Council's
 meeting on 25th Oct. Encloses memo by Benl. Mangr.,
 Rly C'cil Minutes, Report of Harbour Sub-Committee,
 Minutes of Harbour Board & copies of Balance
 Sheets as at 31st July 1932 & 31st July 1931.

These preliminary estimates
 anticipate a Combined Railways & Harbours
 deficit of £254,199.

It will be observed however that
 the Railway estimated Revenue is
 based on world prices for primary
 products ruling in the middle of the
 year - and that is therefore on
 a slightly more conservative basis
 than that suggested in the telegram
 at 2.

* But that basis
 has a "margin"
 J.M.P.

? Before considering these costs.
 It seems desirable to
 await the result of the meeting
 of the Railway Advisory Council on
 26th Oct. at which 2
 will be considered. In the
 meantime Sir J. Campbell should
 see for us for.

M. P. ...
 11/10/32
 ...

Seems this is the only copy - but
 we have his notes & the annual
 literature with at least 10
 copies of the same. It is therefore

collected an apparently ...
 that any material change will be made in
 the Revenue estimate.

J.M.P.
 12/10/32
 ...
 12/10/32

3a

I attach a note on the Estimates for 1933.

As these Estimates have not yet been approved
 by the Legislative Councils of Kenya and Uganda, the
 only immediate action necessary is to approach Treasury
 on the question of charging the deficit for 1933 vide
 H. in the attached note.

If no substantial alteration in the Estimates
 results after their consideration by the Legislative
 Councils, the despatch approving them might gain com-
 ment favourably on the reductions secured in expendi-
 ture; agree that the basis taken for the revenue esti-
 mate is the only possible one in the circumstances;
 say that the considerations set out in para. 4-5 of last
 year's despatch will apply, and that appreciations of
 the financial position should, therefore, be furnished
 at intervals; express the hope that the Gibb Report
 will assist as regards the outstanding questions of
 railway and road competition; note the promised in-
 vestigations into Railway Dead Assets and Obsolete
 Stores, details of which will be awaited, and also note
 that the question of closing sections of the line has
 been

5-17402/31

7
been examined, but has been considered undesirable, and note the Governor's views regarding the cash position.

M. P. Masaka
20 Oct., 1932.

DESTROYED UNDER STATUTE

W. G. G. G. G.

Secretary 3/4 _____ 23 Nov. 32.
Trans. 12 copies of Uganda Budget & Harbours
Estimates 1933.

5 H. Comm. Tel 33/31 _____ 19 Dec. 32
States no change has been made by Harbour Council
in Estimates 1933 & draft Estimates have passed Leg. Council
without amendment. Requests approval by Tel.

(Taken over 2nd January)
to be presented definitely note in 10/32.
Revised Estimates for 1932.

The deficits now anticipated are
Railway £225,102; Harbours £82,148 as compared
with £124,958 and £37,305 in the approved
estimates.

Estimates, 1933.

After making full provision for
depreciation and loan charges, these show the
following deficits:

Railway	£168,654
Harbours	£55,545.

Deficit Account.

The abovementioned deficits, together
with the realised deficit of £361,394ⁿ in 1931,
would bring the deficit account up to £892,842ⁿ

*Actual deficit in
1931 was £376,164,
of which £16,790
was from the
balance of the

at

6
at the end of 1933.

Cash Position.

This is safeguarded so long as expenditure
on renewals and betterment can be deferred and no
such expenditure of any magnitude is expected in
1933.

Economy.

Excluding depreciation and loan charges,
ordinary/working expenditure has been reduced to
£994,139, which is £604,273 less than the approved
estimate of 1931. The High Commissioner is
satisfied that expenditure has been brought to an
almost irreducible minimum. *Harbours departmental
expenditure has been reduced by £62,676 from the 1931 figure of £1,353,976.*
Outlook for 1933.

These estimates were drawn up in August
and the revenue figure is based on the world prices
for primary products ruling in the middle of 1932.
Since then we have learnt:

- The Uganda cotton crop promises to yield
275,000 bales, which, I believe, beats the
previous record by no less than 60,000
bales.
- In Kenya the coffee crop is excellent;
other crops are stated to be doing better
than they were in mid 1932, but one is
shy of anything approaching optimism.
- Additional revenue may accrue from the
further development of the Kavirondo
goldfield.

Perhaps, therefore, we may hope that the revenue
estimate

*Since generally - both
sterling & gold - as
well as falling primary
export prices have
diminished left of
considerably better
than sterling prices
generally.*
H. G. G.

I agree generally.

I would accept the estimates, as they stand; we have I think no alternative. And I do not anticipate that the Treasury will make any difficulties; we are up against facts which we cannot alter, and which we must recognise.

The 9th: January 1933.

Handwritten signature/initials
2/1/33

I have discussed procedure with Sir J. Campbell, & he agrees that there is not much about a brief of the Treasury over & discusses the uncertainty of the inevitable, unless they wish it.

Staff of the H.C. send 25 mainly 80. for convenience, with the best relevant documents, & say that we should be happy to discuss if they wish it.

W.S. 12.1.33

Handwritten mark

24/6 To R.A. Griene (14) (at Council. m. etc) Com. 3/2/33

Extract from Legislative Council Debates 16 Dec 32

To Sir J. Byrnes % (15/2 minute) — 25 Oct 32

(Draft on 18/11/32 copy attached)

(M)

Note: Provision on 19/32 Estimate on subject of contributions

Gly Draft on 18/10/32
Kenya



Downing Street,

25 October, 1932.

CONFIDENTIAL.

My dear Byrne

A reply is being sent by the outgoing air mail to your Confidential despatch No.129 of the 8th October, and as regards the request in the last paragraph of your despatch for information as to the latest trend in general trade conditions, it merely refers to the Confidential telegram (No.25) which the Secretary of State sent to you as High Commissioner for Transport on the 6th of October.

That telegram was based on advice given by Campbell, our Financial Adviser, in a minute, of which I enclose a copy, as it will no doubt be of use to you both as Governor and High Commissioner. As the minute was dated the 4th October, Campbell

has

BRIGADIER-GENERAL
SIR JOSEPH BYRNE, K.C.M.G., K.B.E., C.B.

Minute
4th October

has looked over it again, and made one or two slight alterations.

Yours sincerely

(Signature)

Minute by Sir John Campbell, Financial Adviser
to the Secretary of State.

One does not like being cast for the rôle of minor prophet: - and one remembers the treatment usually meted out to prophets!

2. My view is that there is no justification for thinking that the depression is at an end, or that improvement is in sight. There have been numerous indications recently of better things. The effect of these indications - faint in themselves, and admittedly not touching the basic situation - has been magnified by the omnipresent wish for improvement. A psychological effect has carried (as it always carries in such cases) the initial movement a good deal further than these faint indications warranted. Events have shown, even already, that many of them were spurious, and the psychological impetus is now losing its effect. Prices are sagging; stock and share prices are falling again; much of the initial glan has been lost already.

3. Further, the basic conditions on the improvement in which everything (in my view) depends remain unaltered. The tension between France and Germany is worse, not better; tariffs remain as they were - or are being added to; the restrictions on trade continue, or get worse, railways generally show no improvement, shipping shows the faintest signs only of better things, unemployment generally is no better, retail trade is no better - it is slightly worse both here and in the United States of America. The Japanese affair is a most disturbing complication.

11

complication; disarmament gives cause for the gravest anxiety, in neither of these two major issues is there any room for optimism. South America is in turmoil. Monetary matters are where they were. Till after the American elections, no one knows where Lausanne stands and that is the one hopeful fundamental thing we have to build on.

4. Broadly, then, I cannot take an optimistic view of the situation. Copper prices will go lower, I think; coffee prices seem to depend to a very large extent on the (doubtful, but quite probable) temporary success of the new Brazilian plan for raising the gold price. If I had to guess, I should think they would most probably be maintained somewhere about their present level. Cotton I don't know much about. The price will sag, I think, but it will probably remain at a level considerably above the quite recent very low levels, and this because of crop shortages, smaller area, larger consumption here and in the United States of America, disease reports, etc. Cotton seed will probably stay where it is, or advance slightly with the recent rise in oils and seeds. Sisal I should expect to remain near the present level, sagging somewhat, but not very much.

5. The obvious thing is to budget for price conditions (and quantities) not above the latest 1932 levels. That seems the maximum we can safely take. I do not think that 1933 is likely to prove a better year than 1932. Recovery - even if it comes - will almost certainly be slow (apart from an initial flutter

12

due to the existing extremely low stocks in consumer's hands). If things improve, so much the better - that is a situation always easy to deal with. The former warning as to continuous watch over the position, and the preparation of plans well ahead to deal with any worsening of it will doubtless be in the minds of the Kenya officials. In the last fortnight, there has been a general feeling that the recent little boomlet had no solid roots. That feeling is almost universal - there are unmistakable signs of it in America, here, and on the continent.

6. I have not touched on the effects of Ottawa. I can't form any opinion as to how that will affect Kenya at present. As things stand, I'd leave Ottawa effects for further consideration, when more is known about it.

The 4th October, 1932.

7 13

FRIDAY, 16th DECEMBER, 1932

The Council assembled at 10 a.m. at the Memorial Hall, Nairobi, on Friday, the 16th December, 1932. His EXCELLENCY THE GOVERNOR (BRIGADIER-GENERAL SIR JOSEPH ALOYSIUS BYRNE, K.C.M.G., K.B.E., C.B.) presiding.

His EXCELLENCY opened the Council with prayer.

MINUTES.

The minutes of the meeting of the 15th December, 1932, were confirmed.

NOTICE OF MOTION

THE HON. T. J. O'SHEA: Your Excellency, I beg to give notice of the following motion—

That the terms of appointment of the Income Tax Advisory Officer are extravagant and unwarranted, and that his engagement be terminated at the earliest possible opportunity.

BILL.

FIRST READING.

THE MONEY LENDERS BILL.

On Motion of Mr. J. O. O'Connell, the Attorney-General (Mr. A. D. V. MacGregor, B.L.), the Money Lenders Bill was read first time.

Notice was given to move the second reading at a later date of the session.

MOTION

RAILWAY ESTIMATES, 1933

THE HON. THE GENERAL MANAGER, KENYA AND UGANDA RAILWAYS AND HARBOURS (BRIG. GEN. G. D. RHODES): Your Excellency, I beg to move the following motion:

That the Estimates of Revenue and Expenditure of the Kenya and Uganda Railways and Harbours Administration for the year 1933 be approved.

The Budget I now have the honour to introduce to this House is rather more than a mere estimate of expenditure and revenue for the coming year. It represents more properly the results that have been achieved after two years of strenuous effort to adapt our organization to the reduced amount of work to be carried out. It, in fact, portrays a reorganization in full working order.

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HIS EXCELLENCY opened the Council with prayer.

MINUTES.

The minutes of the meeting of the 15th December, 1932, were confirmed.

NOTICE OF MOTION

THE HON. T. L. O'SHEA, Your Excellency, I beg to give notice of the following motion.

That the terms of appointment of the Income Tax Advisory Officer are extravagant and unwarranted, and that his contract should be terminated at the earliest possible opportunity.

BILL.

FIRST READING

THE MONEY LENDERS BILL.

THE HON. THE ATTORNEY GENERAL, MR. A. D. V. MACKENZIE, said:—The Money Lenders Bill was read a first time.

Notice was given for the second reading at a later date of the session.

MOTION

RAILWAY ESTIMATES, 1933.

THE HON. THE GENERAL MANAGER, KENYA AND UGANDA RAILWAYS AND HARBOURS (COLL.) GEN. G. D. RIDGERS, Your Excellency, I beg to move the following motion:

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It is hardly necessary for me again to give particulars of the large number of retrenchments and heavy reductions in expenditure that have taken place during these two years, as full details have already been published from time to time, while such additional information as is necessary is printed with the Estimates now before hon. Members. But, in order that the House may appreciate generally the changes that have been made in these two years, the following comparisons with the Estimates for 1931 will be of interest.

So far as the Railway is concerned, the estimated revenue in 1931 in round figures was £2,589,000. Comparing this with the figure taken for 1933—£1,750,000—it will be seen that there is a decrease of not less than £839,000, or 32 per cent of the total anticipated in 1931. Working Expenditure, inclusive of Depreciation, was estimated at £1,845,000 in 1931, as compared with £1,328,000 for 1933, a total decrease of £517,000. As the Depreciation contribution increased by £87,000 in this period, the actual decrease in Working Expenditure is £604,000, or 37 per cent of the Ordinary Working Expenditure estimated for 1931. It will be noticed that, exclusive of Depreciation, the Working Expenditure estimated for 1933 is below the £1,000,000 mark for the first time since 1924. The ratio of Working Expenditure, inclusive of Depreciation, to Revenue in 1931 was 71.2 per cent, as compared with 76 per cent for 1933. Exclusive of Depreciation, the figures are 61.7 per cent in 1931 and 56.8 per cent in 1933. Similarly, the expenditure per open mile has dropped from £743 to £611, a decrease of no less than £132 per mile on these two years.

Hon. Members will notice that figures are given inclusive of Depreciation and also exclusive of Depreciation. Contributions to a Renewal Fund on account of depreciation are quite properly part of the annual Working Expenditure, but so many railways, particularly during the present period of acute depression pay nothing into a Renewal Fund that a proper comparison cannot be made, unless the contribution on this account is shown separately. In my Annual Report and in my Budget comparisons, therefore, I give both figures, so that proper comparisons can be made.

It will be noted that after paying a full contribution to the Renewal Fund on account of depreciation, amounting to £394,631, and after meeting all Loan Charges, amounting to £626,964, we are budgetting for a deficit on the Railway in 1933 of £168,654.

It will be seen that the Railway figures of comparison for these two years can only be described as remarkable; they are equally remarkable for the Port, as the following details will show.

The estimated Revenue of the Port in 1931 was in round figures £432,000; for 1933 the figure has been taken at £307,000, a decrease of £125,000, or 29 per cent. Working Expenditure, inclusive of Depreciation, was £279,000 in 1931 and £154,000 in 1933. Exclusive of Depreciation, the figures are £255,000, as against £124,000, a decrease of £131,000, or 51 per cent. The ratio of Working Expenditure to Revenue, inclusive of Depreciation, was 64 per cent in 1931, as against 50 per cent in 1933, and, exclusive of Depreciation was 69 per cent in 1931, as against 40 per cent in 1933. After meeting full contributions to the Renewal Fund on account of depreciation, totalling £30,187, and after making full provision for Loan Charges, amounting to £209,749, we are budgetting for a deficit in the Harbours Estimates of £55,545.

While referring to the Harbours section of the Estimates, I may perhaps be allowed to mention the early departure on transfer of the Port Manager, Mr. G. V. O. Bulkeley, C.B.E.; he came to us in May, 1926, to take charge of the new Port organization. The splendid way in which he has carried out his duties is well known to hon. Members and is reflected in the Harbour figures I have just quoted. His work of organization is now completed and he hands over to us for safe keeping a magnificent port, second to none in efficiency on the coast of East Africa.

While I am very sorry indeed to lose Mr. Bulkeley a most valuable services, I am sure I shall have the support of this House in wishing him every success in taking up his new post as General Manager of the Nigerian Railways.

Taking the Railway and Harbour figures together, the total reduction in Working Expenditure, as compared with the 1931 Estimates, is no less than £735,000. This total refers entirely to recurrent expenditure and does not include savings in Capital and Betterment expenditure of a non-recurrent nature, which, in effect, has been completely eliminated.

I suggest that the figures I have given are of exceptional interest. It will be noticed too that, heavy as has been the drop in the Estimates of Revenue, both in the Railways and Harbours Estimates, the decrease in Working Expenditure, exclusive of Depreciation, has been at an even greater rate. These figures should, I think, prove to the satisfaction of this House that everything possible has been done to reduce working costs.

In checking our expenditure against past years we have taken 1924 as a basis. The Estimates for that year showed the reductions in expenditure introduced by the late General Manager before he was forced to increase expenditure again

It is hardly necessary for me again to give particulars of the large number of retrenchments and heavy reductions in expenditure that have taken place during these two years, as full details have already been published from time to time, while such additional information as is necessary is printed with the Estimates now before hon. Members. But, in order that the House may appreciate generally the changes that have been made in these two years, the following comparisons with the Estimates for 1931 will be of interest.

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It will be seen that the Railway figures of comparison for these two years can only be described as remarkable; they are equally remarkable for the Port, as the following details will show.

The estimated Revenue of the Port in 1931 was in round figures £432,000; for 1933 the figure has been taken at £307,000, a decrease of £125,000, or 28 per cent. Working Expenditure, inclusive of Depreciation, was £279,000 in 1931 and £154,000 in 1933. Exclusive of Depreciation, the figures are £255,000, as against £124,000, a decrease of £131,000, or 51 per cent. The ratio of Working Expenditure to Revenue, inclusive of Depreciation was 64 per cent in 1931, as against 50 per cent in 1933, and, exclusive of Depreciation was 59 per cent in 1931, as against 40 per cent in 1933. After meeting full contributions to the Renewal Fund on account of depreciation, totalling £30,187, and after making full provision for Loan Charges, amounting to £209,749, we are budgetting for a deficit in the Harbours Estimates of £55,545.

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In checking our expenditure against past years we have taken 1924 as a basis. The Estimates for that year showed the reductions in expenditure introduced by the late General Manager before he was forced to increase expenditure again

owing to expansion in traffic demands. Allowing for increased open mileage, increased number of stations, etc., I may state that we are now below the standard of expenditure of that year; in fact, I think I may claim that, after allowing for increased mileage and extension of the railway system, our costs are now below anything they have ever been since the war. The Estimates now before the House will, therefore, serve as a new basis upon which to build future estimates.

As I have already explained, while they may prove to be completely inaccurate as estimates of what may happen next year (no one knows what may happen in the next twelve months), they do, in fact, represent an actual organization which is now in being and is capable of handling the amount of work being done at the present time.

As estimates, I believe both the Railways and the Harbours Estimates of Revenue to be conservative. The Railway figures are perhaps slightly more conservative than the corresponding Harbour figures. We shall be disappointed if the actual Revenue next year does not prove to be greater than the amount we have shown. Transportation estimates of revenue should, however, always be of a conservative nature and I am particularly anxious that next year we should be reasonably sure of realizing our estimate. It is easy to justify Supplementary Estimates when revenue and the work involved exceed our expectations, but it is difficult to adjust expenditure at short notice when revenue fails to materialize. I confidently believe that the Estimates now before you are sufficiently conservative to be reasonably safe.

The continued need for great caution will be realized when we remember that after meeting Loan and Depreciation Charges in full in 1931, we showed a deficit of £378,184. During the present year, it is probable that our deficit—again after meeting Loan and Depreciation Charges in full—will be in the neighbourhood of £300,000. In the estimates before hon. Members, the total shown in the Deficit Account at the end of 1932 is £668,645. With a further deficit in 1933 of £224,199—again after meeting Loan and Depreciation Charges in full—the total is brought to £892,844. Now this position is sufficiently serious and fully justifies the severe steps that have been taken to cut down expenditure. We are just able to finance this deficit and to carry on the work of the Railway by tying up the balance of our Renewal Fund, but this process cannot long be continued, as this Renewal Fund will be required for its legitimate purpose.

As this House is aware, our Loans are guaranteed by the two Governments of Kenya and Uganda. I doubt whether the two Governments themselves realize how near they have been to being called upon to implement their guarantee. By

the action we have taken, we have, for the moment, stayed off that danger, but we are by no means clear yet and every effort must be energetically continued to safeguard revenue and to cut down expenditure.

The importance from the Railway point of view, as well as from the Government point of view of avoiding any loss of revenue due to wasteful as distinct from useful, road competition is clearly evident. In fact, so important is this question that unless the Government can by legislation definitely stop this leakage, the Railway must proceed to deal with the problem without further delay by an alteration in its rates policy.

There is, in fact, evidence that this change is already overdue, but I am anxious to avoid making any drastic changes during a period of depression such as exists at present when the burden on trade and commerce is already heavy enough. We hope that Mr. Gibb's report when it arrives will be of great assistance to us in considering this matter.

That the Railway is suffering from various difficulties cannot be denied. The review of the financial position that I have just given will make this evident. That position is, of course, particularly due to the world-wide depression through which we are passing and which is outside our direct control, but those who have studied my Annual Reports during the past three years will have noticed that I have drawn attention to other troubles that are partially within our control.

If I may use a medical analogy, two of these may be likened to a high blood pressure and to a high fever. The high blood pressure refers to cost of working. In my Reports I have shown that while unit costs of actual work done have in most cases come down in a very satisfactory manner, the total cost per freight ton mile has since 1929 gone up. This is due in the main to

- (1) the heavy increase in Loan Charges due to transportation development far in excess of trade and agricultural development; and
- (2) reduced traffic due to trade depression.

Loan Charges we cannot now avoid, heavy expenditure has been incurred on development and it now only remains for the Colonies to push trade and agricultural development to a corresponding degree.

I have already explained the action taken with regard to our working costs during the past two years.

So much for our high blood pressure.

owing to expansion in traffic demands. Allowing for increased open mileage, increased number of stations, etc., I may state that we are now below the standard of expenditure of that year; in fact, I think I may claim that, after allowing for increased mileage and extension of the railway system, our costs are now below anything they have ever been since the war. The Estimates now before the House will, therefore, serve as a new basis upon which to build future estimates.

As I have already explained, while they may prove to be completely inaccurate as estimates of what may happen next year (no one knows what may happen in the next twelve months), they do, in fact, represent an actual organization which is now in being and is capable of handling the amount of work being done at the present time.

As estimates, I believe both the Railways and the Harbours Estimates of Revenue to be conservative. The Railway figures are perhaps slightly more conservative than the corresponding Harbour figures. We shall be disappointed if the actual Revenue next year does not prove to be greater than the amount we have shown. Transportation estimates of revenue should, however, always be of a conservative nature and I am particularly anxious that next year we should be reasonably sure of realizing our estimate. It is easy to justify Supplementary Estimates when revenue and the work involved exceed our expectations, but it is difficult to adjust expenditure at short notice when revenue fails to materialize. I confidently believe that the Estimates now before you are sufficiently conservative to be reasonably safe.

The continued need for great caution will be realized when we remember that after meeting Loan and Depreciation Charges in full in 1931, we showed a deficit of £378,184. During the present year, it is probable that our deficit—again after meeting Loan and Depreciation Charges in full—will be in the neighbourhood of £300,000. In the estimates before hon. Members, the total shown in the Deficit Account at the end of 1932 is £668,645. With a further deficit in 1933 of £224,199—again after meeting Loan and Depreciation Charges in full—the total is brought to £892,844. Now this position is sufficiently serious and fully justifies the severe steps that have been taken to cut down expenditure. We are just able to finance this deficit and to carry on the work of the Railway by tying up the balance of our Renewal Fund, but this process cannot long be continued, as this Renewal Fund will be required for its legitimate purpose.

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There is a fact, evidently, that the Railway is already overburdened but I am anxious to avoid making any drastic changes during a period of depression, such as is at present obtaining, when the burden of trade and commerce is already heavy enough. We hope that Mr. Girth's report, when it comes, will be of great assistance to us in considering this matter.

That the Railway is suffering from overburdening is, I think, denied. The review of the financial position that I have just given will make this evident. That position is, of course, particularly due to the world-wide depression, through which we are passing and which is outside our direct control, but those who have studied my Annual Reports during the past three years will have noticed that I have drawn attention to other troubles that are partially within our control.

If I may use a medical analogy for these troubles they may be likened to a high blood pressure and a high fever. The high blood pressure refers to cost of working. In my Reports I have shown that while unit costs of a truck work done have in most cases come down to a very satisfactory margin, the total cost per freight ton mile has since 1929 risen up. This is due in the main to:

1. the heavy increase in loan charges for transportation development loans and for agricultural development loans;
2. reduced traffic due to trade depression.

Loan Charges we cannot now avoid, because expenditure has been incurred on development and we now have to satisfy the Colonies to push trade and agricultural development to a corresponding degree.

I have already explained the other cause which has led to our working costs during the past two years.

So much for our high blood pressure.

The fever from which we are suffering is a highly dangerous one, requiring most drastic action of the Dr. Burkitt type. The thermometer that we use to diagnose and measure this fever is called "Average Receipts per Ton Mile", and, contrary to the clinical thermometer, the lower the reading, the more serious the disease. I will not repeat the figures that I have given in detail in the Annual Reports, but I will explain that this serious drop in average receipts is due to two or three main causes—

- (1) reductions in rates in past years;
- (2) serious decrease in tonnage of high-rated imports; and
- (3) heavy increase in tonnage of low-rated exports.

The first is within our control. There is reason to believe that rate reductions in the past have been heavier than we anticipated or intended. I may remark, however, in passing, that appreciation of these reductions has been chiefly noticeable by its absence. When we come to revise our tariff policy, which, as I have said, must be done shortly, we may have to reconsider some of these reductions.

The second cause arises partly from great reductions in new capital and development expenditure, not only by the general public, but also by both Governments and by the Railway itself. We have passed through a boom period which is not likely to be repeated on such a scale for a long time. It is also partly due to the return to more normal (and even below normal) values of primary products.

The third cause, however, was anticipated and is the direct result of the agricultural policy of the past ten years. The Railway difficulty is that the revenue derived from such traffic during recent years has not been sufficient to pay even the direct out-of-pocket cost of the services provided, let alone anything towards salaries, overheads, Depreciation and Loan Charges. When such traffic amounts, as it has done, to 32 per cent of the total traffic, the chief cause of our fever is clear.

The whole question, which concerns mainly cotton seed and maize for export, has been ventilated freely in Annual Reports, bulletins and speeches during the past four years, culminating in a special inquiry eighteen months ago. As a result of this inquiry, it was found necessary slightly to increase charges on maize, in order to keep the cost of the service within the rate quoted and to impose conditions to ensure non-peak movement, which must, in practice, act as a considerable restraint on both industries. These restrictions are, however, inevitable, unless someone—the Governments or the industries themselves or other users of the

Railway offers to place further sums of money at my disposal to finance a more elaborate service. The cotton seed interests have accepted these restrictions loyally, and maize interests—however, feel—I must say this frankly—that the Railway is out to kill the industry.

This is a very serious charge and one that cannot be ignored, particularly as the rates and conditions now in force have been completely endorsed by the Railway Council after the fullest possible inquiry and on their advice, have also received your approval, Sir, as High Commissioner.

No railwayman ever wishes to restrict any movement of traffic if it can possibly be avoided, and if I may say this on behalf of myself particularly, no one likes to see his friends—and I have many friends among the maize farmers—badly hit at a time like the present.

I have explained the maize position over and over again, apparently without much success, but at the great risk of wasting the time of the House, I feel I must make one last attempt to make the position clear.

The facts are as follows:

In July, 1922, following on the recommendations of the Bowring Committee, it was decided to quote a flat rate based on direct operating costs. With Nakuru as the centre of production, giving an average haul of 450 miles, this was calculated to be Sh. 13 30 per ton, with Kijabe as the centre, giving an average haul of 375 miles, the rate was calculated to be Sh. 11 20 or Sh. 1 per bag. As the Railway demonstrated that the centre of production at that time was Nakuru, while the industry wished to obtain the Sh. 1 flat rate, Government agreed to make good the difference between the two rates.

In June, 1924, Government withdrew the subsidy to the industry. The Railway Administration agreed to maintain the existing rate without a subsidy, owing to heavy imports resulting in many wagons going to the coast empty and to the comparatively small tonnage involved, which automatically brought about non-peak conditions, but, as advised by the Railway Council at their meeting on the 8th August, 1924, subject to reconsideration if and when desirable, Railway Council undoubtedly had in their minds when laying down this condition the possibility of the circumstances under which the traffic was being handled altering considerably.

Since that date what has happened? No change has taken place with regard to railway policy, our charges are still based on direct operating costs as before, but the conditions under which the industry operates have altered considerably. The centre has moved farther up country to an

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Since that date what has happened? No change has taken place with regard to railway policy, our charges are still based on direct operating costs as before, but the conditions under which the industry operates have altered considerably. The centre has moved farther up country to an

average distance of over 550 miles from the coast, instead of 375 miles, upon which the original Sh. 1 flat rate was calculated. This important factor cannot be ignored, as anyone who is interested in transport of any kind will appreciate. A longer haul has been brought about which has substantially altered the position.

In addition to this change, however, the tonnages involved are now considerable. Formerly it was possible to deal with all export tonnage of maize in trucks running empty to the coast to bring back imports. Under present conditions, if the tonnage for export exceeds 40,000 to 50,000 tons, trucks must be brought up empty from the coast to carry back maize. This again is a most important factor. Instead of using trucks, engines and staff required and paid for by other traffic, as formerly, if the full service desired is now given, additional rolling stock and staff must be specially provided, but the industry is not in a position to bear the cost.

In other words, owing entirely to the longer haul and the larger tonnage resulting from the development of the industry, the cost of the service required and given was in excess of the revenue obtained from the rate then in force.

It will be clear, therefore, that in these changed circumstances some alteration in the flat rate and conditions of haulage was overdue. It has been stated that the late General Manager would have made no change. I have reason to believe from records on the files that, instead of waiting three years to bring about a change, as I have done, the change would have been made very much more rapidly or the peak service would never have been given. However that may be, there is no doubt that, as I have explained, a change was overdue. The maize industry has always, and is still, receiving the most favourable terms the Railway can afford to quote and with such favourable treatment the industry must stand on its own legs or again obtain a subsidy. Members will agree, from the figures that I have given them this morning, that the Railway Administration cannot provide that subsidy. Those, like my hon. friend the Director of Agriculture and the Noble Lord, the gallant Leader of the Opposition, who, I know, feel otherwise, have not been able to suggest to me how any better service than the one now offered can be financed.

The cold facts must be faced. There are now no funds available for the Railway Administration to finance a better service than the industry can pay for. In these circumstances, I have called for the complete and hearty co-operation of the industry to help us to provide a reasonable non-peak service, equivalent to the rate which the industry have indicated is

the utmost they can afford to pay. I must make it quite clear that any failure to make this scheme work—and it is bound to fail without real co-operation—must have one result, and one result only: that is, the quotation of a higher rate, free of all restrictions, which, I feel, will be more burdensome to the industry at the moment than the present one with its non-peak conditions. As soon as possible, however, this question should be put upon a proper basis and a rate should be accepted that will cover the cost of an unrestricted service.

I repeat the maize industry has always got, and is still getting, the most favourable treatment the Railway can afford to give it. This treatment compares very favourably with that found in other countries.

South Africa, I agree, apparently gives slightly better terms, but the average length of haul there is less than here. When this is taken into account, our terms are not unfavourable. When the size of our system is compared with the size of the South African system, and when it is remembered that South Africa has many other rich traffics, such as gold, coal and many other industries and that the export maize traffic forms only a small percentage of the total, it will be agreed that we are doing as much as we can. Incidentally, I may say that the estimated accumulated loss on the South African railways by the end of this year will be, I believe, about £1,000,000.

Rhodesia definitely offers cheaper rates at the moment, while, at the same time, the average length of haul is about equal to ours, but this concession is recognized to be of the nature of a subsidy. Also, this railway system has benefited in the past and will no doubt do so again, from a heavy import traffic to the copper mines and therefore still has empty trucks available in the downward direction. This Railway too is in difficulty, and, I understand has applied for a moratorium for three years in their payments due on the debenture capital. If I could get that I could probably do a lot too. In neither South Africa nor Rhodesia has the maize traffic grown out of all proportion to other traffic as it has done with us.

In Canada, what are recognized to be definitely un-economic rates, are quoted for the wheat traffic. This rate is almost exactly equal to our rate for maize. The Canadian Pacific Railway is specially subsidized to give this rate by large grants of land and a bonus of £2,000 a mile for their main line extension. The American rates are, in many cases, double the Canadian rate and our rate on maize.

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It is evident that an infant cannot bear what a giant has difficulty in carrying.

In the Argentine, the maize rate for a 100 mile haul over easy, flat country is equivalent to what we are attempting to do for a 550 mile haul up and down two escarpments and over two summits, involving heavy grades and curvature and resulting in costly train movements.

In Western Australia, where the wheat traffic corresponds to our maize traffic, the rate per ton mile is nearly four times our rate.

These few figures will, I think, demonstrate that the maize industry is receiving every possible consideration.

I hope the issue is quite clear. A better service requires more money from somewhere. If the money is forthcoming, a better service can be provided, given due notice, but not otherwise.

With the best will in the world, I can suggest no other alternative and I trust the position will now be recognized and accepted.

As I have stated, considered as an estimate of next year's revenue, the Railway figure, corresponding as it does closely to this year's actuals, is, in my belief, conservative. The Port Estimate of Revenue, though perhaps not quite so conservative as the Railway figure, is also, I hope, on the low side.

Crops in Kenya are good, while it is hoped that Kakamega will have some beneficial effect on Railway revenue in 1933. Too much reliance, in my view, should not be placed on this possibility. Goldfields are notoriously uncertain and a great deal of prospecting still remains to be carried out before development on any large scale can take place.

In Uganda, crop prospects are excellent and we may quite easily get a record export of cotton. The development of other crops in Uganda, including coffee, is very promising.

Prices, while still fluctuating, have hardened somewhat, but this remains perhaps the most uncertain factor in attempting to look into the future. It is a very important one, however, governing as it does the quantity of imports upon which we depend so largely for our revenue.

Taking all these factors into consideration, I think I am safe in saying that, unless there is some unforeseen catastrophe, our prospects for 1933 are perhaps somewhat better than they have proved to be this year.

So many uncertain factors exist, however, particularly in the political atmosphere of Europe, that our policy must continue to be governed by extreme caution.

The presentation of this Budget marks, I think, the close of a definite period and the end of a chapter in our history. The past decade commenced with severe depression, necessitating the strictest economy, then followed an intensive boom period with great development; now, again, we are passing through a severe period of depression. As a result of this depression, to use a well-worn phrase, we have now got down to bed-rock as regards expenditure. We have cut out all wasteful or redundant services; we are carrying on with a minimum staff, with hardly any reserve. We have reduced maintenance even below the economic level in many cases. This has been done with great hardship to many individuals and could only have been carried out through the loyalty and with the co-operation of every member of the staff. Thanks to this loyal co-operation, I am able to report that the work of retrenchment and reduction has been completed and I believe it has been well and thoroughly done. This is confirmed by the fact that three-quarters of a million pounds of recurrent expenditure have been cut off the Budget in two years. The process has been a painful and unpleasant one and I trust will never have to be repeated and the greatest sympathy is due to those who have suffered from this process, through no fault of their own.

Users of the Railway too have suffered inconvenience in that they have had to make shift with much reduced services and facilities, though no essential services have been cut out. It is believed that the efficiency of the services as a whole is being well maintained and the keenness and zeal of the staff and their anxiety to meet the wishes of the general public in the service of the Railway and State have never been greater. The Railway provides transport at an average charge to the public of less than eleven cents per ton per mile. This can truthfully be described as cheap transport. I leave it to hon. Members acquainted with the cost of road transport to say how this average compares with such services.

Based on a solid foundation, we no longer look back, we now look forward to a steady growth in the near future.

The first problem that must be tackled is the revision of our tariffs, better to distribute the cost of transport and so more fairly to equalize the burden. This revision is overdue, in view of the great changes in circumstances and conditions that have taken place during recent years, following from the natural development of our agricultural and trade policies. We hope to avoid making drastic changes—if such are found to be necessary—during this period of financial difficulty, but we shall make use of this period to study the problem in all its aspects.

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Taking all these factors into consideration, I think I am safe in saying that, unless there is some unforeseen catastrophe, our prospects for 1933 are perhaps somewhat better than they have proved to be this year.

So many uncertain factors exist, however, particularly in the political atmosphere of Europe, that our policy must continue to be governed by extreme caution.

The presentation of this Budget marks, I think, the close of a definite period and the end of a chapter in our history. The past decade commenced with severe depression, necessitating the strictest economy; then followed an intensive boom period with great development, now, again, we are passing through a severe period of depression. As a result of this depression, to use a well-worn phrase, we have now got down to bed-rock as regards expenditure. We have cut out all wasteful or redundant services; we are carrying on with a minimum staff, with hardly any reserve. We have reduced maintenance even below the economic level in many cases. This has been done with great hardship to many individuals and could only have been carried out through the loyalty and with the co-operation of every member of the staff. Thanks to this loyal co-operation, I am able to report that the work of retrenchment and reduction has been completed and I believe it has been well and thoroughly done. This is confirmed by the fact that three-quarters of a million pounds of recurrent expenditure have been cut off the Budget in two years. The process has been a painful and unpleasant one, and I trust will never have to be repeated and the greatest sympathy is due to those who have suffered from this process through no fault of their own.

Users of the Railway too have suffered inconvenience, in that they have had to make shift with much reduced services and facilities, though no essential services have been cut out. It is believed that the efficiency of the service as a whole is being well maintained and the keenness and zeal of the staff and their anxiety to meet the wishes of the general public in the service of the Railway and State have never been greater. The Railway provides transport at an average charge to the public of less than eleven cents per ton per mile. This can truthfully be described as cheap transport. I leave it to hon. Members acquainted with the cost of road transport to say how this average compares with such services.

Based on a solid foundation, we no longer look back, we now look forward to a steady growth in the near future.

The first problem that must be tackled is the revision of our tariffs, better to distribute the cost of transport and so more fairly to equalize the burden. This revision is overdue, in view of the great changes in circumstances and conditions that have taken place during recent years, following from the natural development of our agricultural and trade policies. We hope to avoid making drastic changes—if such are found to be necessary—during this period of financial difficulty, but we shall make use of this period to study the problem in all its aspects.

From this point of view, a period of financial stringency may prove in this case, as in so many others, a blessing in disguise, as it shows up clearly where economic mistakes have been made. As already stated it is confidently expected that Mr. Crompton's report on rates will help us greatly in dealing with this problem.

I should appreciate very much, indeed constructive criticism of these Estimates now before the House and I will do my best to answer any question from a Member who may ask. I should also state that these Estimates, following the usual practice, have been put before the Railway Council and the Harbours Advisory Board and examined by them in great detail. The attacks of this House are due to those two bodies because the work they have put in that connexion before recommending these Estimates to the House for approval. I should also say that the Estimates have passed the Legislative Council of Kenya, and I am sure the hon. Sir, standing in my place, will be able to answer the hon. Sir, standing in my place.

THE HON. THE ATTORNEY GENERAL: I beg to second the hon. Member's question.

THE HON. MEMBER: My question is—

Will the Estimates of Revenue and Expenditure for the Kenya and Uganda Railways and Harbours Administration for the year 1953 be approved?

THE HON. LORD FRANCIS SCOTT: Your Excellency, I should like to make an appeal to you that you will allow this debate to be somewhat more real than is sometimes the case in this House by allowing the two Official Members who are intimately connected with these Railway matters to speak out freely in their positions as representatives of the country, one the hon. the Director of Agriculture, the Railway Council, and the other the hon. the Commissioner of Customs, as Chairman of the Port Advisory Board. After all, they are in those positions as representing the country and not merely as Government puppets and I think that on this occasion, which may perhaps be the last time we shall have the pleasure of hearing the hon. the Director of Agriculture on the Railway Estimates, in view of the fact that he has been on the Railway Council ever since it was first instituted, I think it is only right and proper that this House should have an opportunity of hearing him state his views frankly without being restricted by official shackles. In the same way I think we ought to hear from the hon. the Commissioner of Customs his views on the Port

I should like, first of all, to associate myself with the remarks of the hon. and gallant General Manager in his regret at Mr. Bulkeley's departure and his good wishes for Mr. Bulkeley's future as General Manager of the Nigerian Railways. I should also like to associate myself and the Members on this side of the House with the expression of regret and sympathy with all the officers of the Railway who have had to be retired through no fault of their own. It is one of the most regrettable things which occur at these times of stress, that good men who have done their work loyally have to be sacrificed purely because there is no money to keep them on.

Now, Sir, as a member of the Railway Council, I examined these Estimates and approved them in Railway Council. There are one or two minor suggestions which I brought up which were not agreed to. One was, I thought possibly an economy might be made if the legal work of the Railway was done in the Attorney General's office, instead of the Railway employing its own legal officer. That, however, did not meet with the approval of the majority of the Railway Council. I also thought that the Estimates of Revenue were on a conservative basis. I think, as the General Manager also said, that the Railway Council work on a somewhat more conservative basis than the Port Advisory Council felt was necessary.

Now, Sir, since we approved those Estimates, a question has come up which has filled me with a certain amount of nervousness, as to whether we have not gone too far in these reductions. As I understand—I was not present the other day, Sir, when you had a delegation from representatives of the maize industry, but I understand—the hon. the General Manager will correct me if I am incorrect—that the General Manager stated that, whatever price was paid for the movement of an extra amount of maize during the next three months, he would be unable to do so for lack of staff. Now, Sir, if that is so, I think we have gone below the safety mark. If the Railway is not able to carry out its proper and normal functions of carrying any traffic which may be offered, it is possible, as the General Manager himself said, that maintenance has now gone below the economic limit.

We now turn to this vexed question of the Railway versus the maize industry. The hon. and gallant General Manager said that the maize industry believed the Railway was out to destroy the industry. There is no question in my mind that, if these present restrictions on the movement of maize are continued, or if the price the unfettered movement of maize is put up to a much higher figure, it does mean the maize industry as we know it in this country is destroyed. Maize is a crop of low value which cannot possibly stand

From this point of view, a period of financial stringency may prove in this case, as in so many others, a blessing in disguise, as it shows up clearly where economic mistakes have been made. As already stated, it is confidently expected that Mr. Gibb's report on rates will help us greatly in dealing with this problem.

I should appreciate very much indeed constructive criticism of these Estimates now before the House and I will do my best to answer any question hon. Member may ask. I should also state that these Estimates, following the usual custom, have been put before the Railway Council and the Harbour Advisory Board and examined by them in great detail. The thanks of this House are due to those two bodies for the work they have put in in that connexion before recommending these Estimates to the House for approval. I should also say the Estimates have passed the Legislative Council of Uganda. I beg to move the motion, Sir, standing in my name.

THE HON. THE ATTORNEY GENERAL: I beg to second the motion.

HIS EXCELLENCY: The question is—

That the Estimates of Revenue and Expenditure of the Kenya and Uganda Railways and Harbours Administration for the year 1933 be approved.

MR. COL. THE HON. LORD FRANCIS SCOTT: Your Excellency, I should like to make an appeal to you that you will allow this debate to be somewhat more real than is sometimes the case in this House by allowing the two Official Members who are intimately connected with these Railway matters to speak out freely in their positions as representatives of this country, one, the hon. the Director of Agriculture on the Railway Council and the other, the hon. the Commissioner of Customs as Chairman of the Port Advisory Board. After all they are in those positions as representing the country and not merely as Government puppets and I think that on this occasion—which may perhaps be the last time we shall have the pleasure of hearing the hon. the Director of Agriculture on the Railway Estimates, in view of the fact that he has been on the Railway Council ever since it was first instituted, I think it is only right and proper that this House should have an opportunity of hearing him state his views frankly, without being restricted by official shackles. In the same way, I think we ought to hear from the hon. the Commissioner of Customs his views on the Port.

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high transport charges, and when the hon. and gallant Member quotes these other countries and their rates and says that by so doing they are losing heavily on the Railway, surely there must be some reason why they think it is worth while to lose money on their railways in order to preserve this industry. If this industry is of such value to South Africa, Rhodesia or the Argentine and other places that they believe it pays them—and I presume they are not on facts to keep the industry going, surely Sir, it must mean something to this country also to keep that industry going. Is it realized what the repercussions will be if this industry goes out of existence? When I say goes out of existence, I mean as far as the export of maize is concerned. Already this restriction of trade has had a very bad effect on native grown maize which would have been purchased if there had been a possibility of moving as much as was wanted to fulfil contracts. The policy of the Railway, which was built up ten years ago was based to a great extent on the encouragement of bulk traffic. It was with the view of moving this bulk traffic to a great extent that so much money was spent on the Port in order to be able to deal with it. And if, Sir, we get to the stage when the Railway can only carry high valued and high paying traffic, we shall have to consider seriously whether we are going really on the right lines in the view of modern transport. The lines we are following at present is to give protection to the Railway against road transport. If however the Railway is not able to move this low-priced bulk traffic, then I submit Sir, it is very questionable whether it is justifiable to spend large sums in keeping a Railway in existence if only the high valued traffic is to be moved.

What is very noticeable in the hon. and gallant Member's speech on this subject is that he makes no reference whatsoever to the resultant benefits to the Railway from this industry. While it may not make much money for the Railway in the actual carriage of this maize to the Coast for export, there is no question at all that the resultant money from those exports comes back into the country in the form of imports. I think that is an economic fact that will not be denied and a fact that the General Manager himself stated in the early part of his speech, that one of the reasons for the falling off in revenue was the reduction in imports owing to the low price of exports.

Now, Sir, I should like to refer to the Railway Ordinance, 1927, paragraph 18, which says this—

"The Services shall be administered on business principles, due regard being had to agricultural and industrial development in Kenya and Uganda by means of cheap transport."

Are we complying with that?

The General Manager himself, Sir, supports that view. If I may I will quote from the Annual Report of 1951, which has recently been issued, where he says:—

"It is questionable whether anything should be done that might hinder a further development and production. It would be wiser to prefer to finance deficits if they arise by means of grants-in-aid, if necessary, rather than to shut down any of the services which at the moment may not be paying their way but which, if abandoned, will definitely reduce the powers of a district while increasing losses due to depreciation of assets which are not being maintained."

He further says, Sir,

"While therefore the working of existing facilities results in some loss to the Administration, they are in fact performing a very valuable development service, and no doubt in time will have a beneficial effect on the business of the Railway."

So, I believe, Sir, that the General Manager is absolutely correct in his belief that the restriction of this industry is for the benefit of the Railway. Where I disagree with him is that I think he is wrong in his policy. I believe that the restriction of this big maize industry, the export of which will have far worse effects on the Railway than any small sum which it may lose on the direct carriage of the maize.

When you go into the actual figures, Sir, comparing maize and maize meal with cotton and cotton seed, the figures are rather interesting. During the last six years the total carriage of maize and maize meal has amounted to 888,963 tons, or 18.21 per cent of the total amount moved by the Railway, excluding coal. Of this 888,963 odd tons of maize and maize meal transported by the Railway, a little less than half, 444,112 tons were moved at the export rate, and the remaining 444,851 tons were carried at the internal rate. The export rate is based on 13.1 cents per ton-mile up to 500 miles and thereafter at a maximum rate of 80.1 per cent. The hauling costs of the Railway, including interest and sinking fund, works out at 10.69 cents per ton-mile. You will, I am sure, Sir, that the internal movement of maize pays the haul, was very well, and that in fact it represents just over 100 per cent tonnage of maize moved. Now, Sir, if you take cotton ginned and unginned, moved by the Railway during the last six years, 28,033 tons, this valuable product is hauled over a greater distance than maize, and the haul of the rate is 10.69 cents per ton-mile, which just covers the cost at 100

have quoted. Cotton seed is moved at a rate which works out just about the same as the export rate on maize, but in fact the percentage of cotton seed moved at this low rate compared with cotton lint on the higher rate shows 57.9 per cent at the low rate while 42.05 per cent is moved at the higher rate. So whilst I do not wish to make any attack on the cotton industry, because I do feel that cotton lint and cotton seed should be carried and should be helped to be exported just in the same way as maize, I have quoted these figures to show that the idea which is prevalent amongst some of our friends across the border in Uganda that cotton carries the maize is not altogether correct. I should also like to point out that cotton seed is really a by-product of the industry and not the main industry, whilst maize is the industry itself, so a comparison of the effects on the two industries is not fair or correct. The hon. the General Manager said that the cotton interests in Uganda had accepted loyalty these proposals. It would be very curious if they had not as they are getting a better service now than they have ever had before. I do not know quite to whom they are loyal, whether it is to the General Manager or to whom. The maize industry realizes that this restriction on trade—I am not referring to the Sh. 15 rate; I think we agree that that is probably justified—but this restriction on trade is going so seriously to damage the industry that it must inevitably result in an enormously large decrease in the production of maize here. He must make it easier for the Railway to transport maize. I do submit it is going to be not only a very great loss to a very large number of individual farmers but a very great loss to the country at large, and I do believe this question has not got come to its final settlement. It has got to be gone into much more thoroughly. I understand, Sir, that in reply to the deputation representing the maize industry recently the General Manager said he could not transport any of the surplus maize over and above the 50,000 tons agreed upon at a lower cost than what worked out at over Sh. 4 a bag. Now, Sir, if that is really so and those were the figures—I understand that it was even more: £1,500 to move 500 tons of maize from Kitale to the coast. I was told—it works out between Sh. 4 and Sh. 5 a bag. Of course, those figures are obviously ludicrous when you think that the price of maize to-day is something between Sh. 3 and Sh. 4 a bag, and to offer to carry it to the Coast for something between Sh. 4 and Sh. 5 is *reductio ad absurdum*. Why not say straight out that the Railway will not carry any more definitely at any price or in any way whatsoever? Obviously, Sir, the suggestion that the Government should be asked to give a very large subsidy to make up the difference in this cost is out of the question also because it would pay the country better, it would pay the maize grower better, if the country bought the crop and destroyed it. Even

at this late hour, Sir, I do hope the General Manager will make every effort he possibly can to export at the low rate a larger quantity than he is prepared to do at the moment. It is a matter of vital importance, Sir, and it is a matter which has to be dealt with in the very, very near future. I am afraid we will never agree perhaps on this question of policy, but just as the General Manager sincerely believes that he is right, so I also believe I am right: there are two different schools of thought and at that I am afraid we must leave it.

There is one other matter on which I should like to ask for information, and that is I have been told recently that the Railway are proposing to pay their labour in consolidated wages instead of giving them their wages plus *posho*. If this is so, Sir, I should like to know how much extra they are allowing for *posho* and whether they think it is a sound method, because I think it is generally accepted in this country that if that is done the natives do not buy their food properly and further if this is done it is, of course, another nail in the coffin of the maize growers of the country.

One last thing, Sir. The hon. and gallant General Manager referred to the road competition. I should like to point out, Sir, that if this Bill which is coming before the House at this session is passed it does mean that this Government of Kenya is giving a direct subsidy to the Railway inasmuch as by prohibiting this traffic on these roads we shall lose the Customs duty on the lorries which would have been imported, on the spare parts for those lorries and on the petrol and oil which those lorries would have used. I submit, Sir, that if we give this monopoly to the Railway and protect them against this road competition, we can justifiably ask that the Railway shall in its turn do its very best to help to export these low-priced commodities which are of such great value to the welfare of this country.

The Council adjourned for the usual interval.

On resuming.

THE HON. T. J. O'NEILL: Your Excellency, as I shall have occasion in the course of my remarks to advance some criticism of the ability of the hon. the General Manager in one of the important functions of his office, I think it only right I should start by paying a well-deserved tribute to his ability in other directions as evidenced by these Estimates. I pay that tribute ungrudgingly because I think he thoroughly deserves it. The Estimates placed before us do show that in at least one direction the hon. gentleman has discharged his obligations to the country in very difficult conditions in the most admirable manner. The way in which working expenditure has been reduced during the last three years without

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There is one other small matter on which I should like to ask for information, and that is I have been told recently that the Railway are proposing to pay their labour in consolidated wages instead of giving them their wages plus *posho*. If this is so, Sir, I should like to know how much extra they are allowing for *posho* and whether they think it is a sound method, because I think it is generally accepted in this country that if that is done the natives do not buy their food properly and further if this is done it is, of course, another nail in the coffin of the maize growers of the country.

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The Council adjourned for the usual interval.

On resuming.

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seriously impairing the efficiency of the Railway in most respects is, I think, concrete and conclusive evidence of the ability of the director of that concern and of those associated with him. I heard him say with great pleasure that he regarded these new figures of working costs as the new basis upon which to estimate future working costs. I take that as a long overdue acknowledgment of the claims made on this side of the House during the past years that the working costs of our boom period were on the extravagant side, and I regard it as a belated acknowledgment of what I think must now be acknowledged as a fact that we are to-day paying the penalty of extravagance during our prosperous periods. That thought continued to run through my mind while I listened to the case put up by the hon. Member and by the Rt. Hon. Member on this side (the hon. Member for the Rift Valley) regarding the cost of carrying maize. I asked myself whether it were not possible to prove that maize could be carried at an economic cost if the extravagance of the Railway in the past had not deprived us of the sum of money that is now not available to cover the deficit. I should like to ask the hon. mover of this motion whether his figures of working costs for the new year are based upon the revised and more reasonable terms of service that have recently been announced for the Civil Service of the Colony or whether they are based upon the extravagant terms that have been so long in operation and so unnecessarily long. I should also like to ask what saving he anticipates from the adoption of those revised terms and whether that saving would not go some way towards paying the extra amount required to carry maize at an economic transport figure.

Turning to the very important question of the tonnage of the country's maize crop next year, I think to any unprejudiced listener to the debate it must have been apparent that if you accept the premises of the contestants, their answers are entirely logical. As I listened to the hon. General Manager I felt that everybody must be impressed by the logic of his case: in turn, as I listened to the Noble Lord, I felt that his logic also was unanswerable, and I was reminded of those theological disputes that have figured in history from time to time and of some present day international political disputes in which, if you start off from the point of view of the respective antagonists, there can be no answer but that which they themselves give. And so, Sir, I suggest that in such cases there are factors in the case that have been omitted and that we cannot arrive at a satisfactory answer to the problem by starting from either point of view. For the hon. the General Manager as a railway administrator I have the greatest respect, but for his economic sense I have no respect whatever. Indeed, I may say that I regard him in this crisis as a

grave menace to the country because he completely lacks the economic sense. He sees these issues entirely from the Railway point of view. I admit that as a railwayman there is much to be said for his looking at it entirely from the Railway point of view, but I do urge upon Government that it has a more important point of view to look at it from and that it cannot and must not accept the advice of the railway administrator in this important matter. No attempt has been made by the mover of this motion to inform the House as to what loss would be suffered to the acceptance of Maize at the price that the industry is prepared to pay for its transportation. I think it most important that that figure be given because it may be one, and I think it should be one, that the Colony might and I think should be prepared to pay to maintain the industry. Statements have been made from which it would appear that we are being foolish in this Colony in endeavouring to maintain the maize industry. I suggest that that cannot be so because we have so much proof from other countries that they regard it as of the utmost importance to their national well-being that their maize industries should be maintained, and unless it can be shown that our production costs are out of proportion to the production costs in other countries, then I say there must be some sound reasons why we should maintain the maize industry in this country through its present difficult period. Surely it is a question of working costs and not of price. Were the industry to-day based upon the working costs of a few years ago I would say there is much in favour of reconsidering our attitude towards our maize industry, but in view of the fact that costs have been reduced in this country to an extent that makes it compare favourably with the costs of production in other countries, that one factor in deciding us to maintain it has been decided.

Again, on the question of price in relation to the costs of production, if to-day's prices were anything like normal, if it were a price on which we might reckon maize to be sold in future years, then I would agree that there was reason to doubt as to whether we should continue to maintain this industry; but knowing as we do that agricultural prices throughout the world are at an uneconomical level—knowing that, I suggest it is unwise to consider the question of the industry's future at to-day's market prices and I would urge upon Government that the question must be reviewed in the light of numerous factors that did not enter into the consideration of the hon. mover of this motion. I urge upon Government that if, for the sake of the comparatively small amount of money necessary to assist the Railway in carrying these products, we were to allow the industry to be destroyed, that we should be faced in the near future with a graver economic crisis than we have been faced with in Kenya

seriously impairing the efficiency of the Railway in most respects is, I think, concrete and conclusive evidence of the ability of the director of that concern and of those associated with him. I heard him say with great pleasure that he regarded these new figures of working costs as the new basis upon which to estimate future working costs. I take that as a long overdue acknowledgment of the claims made on this side of the House during the past years that the working costs of our boom period were on the extravagant side, and I regard it as a belated acknowledgment of what I think must now be acknowledged as a fact that we are to-day paying the penalty of extravagance during our prosperous periods. That thought continued to run through my mind while I listened to the case put up by the hon. Member and by the Rt. Hon. Member on this side (the hon. Member for the Rift Valley) regarding the cost of carrying maize. I asked myself whether it were not possible to prove that maize could be carried at an economic cost if the extravagance of the Railway in the past had not deprived us of the sum of money that is now not available to cover the deficit. I should like to ask the hon. mover of this motion whether his figures of working costs for the next year are based upon the revised and more reasonable terms of service that have recently been announced for the Civil Service of the Colony or whether they are based upon the extravagant terms that have been so long in operation and so unnecessarily long. I should also like to ask what saving he anticipates from the adoption of those revised terms and whether that saving would not go some way towards paying the extra amount required to carry maize at an economic transport figure.

Turning to the very important question of the tonnage of the country's maize crop next year, I think to any unprejudiced listener to the debate it must have been apparent that if you accept the premises of the contestants, their answers are entirely logical. As I listened to the hon. the General Manager I felt that everybody must be impressed by the logic of his case: in turn, as I listened to the Noble Lord, I felt that his logic also was unanswerable, and I was reminded of those theological disputes that have figured in history from time to time and of some present day international political disputes in which, if you start off from the point of view of the respective antagonists, there can be no answer but that which they themselves give. And so, Sir, I suggest that in such case there are factors in the case that have been identified and that we cannot arrive at a satisfactory answer to the problem by starting from either point of view. For the hon. the General Manager as a railway administrator I have the greatest respect, but for his economic sense I have no respect whatever. Indeed, I may say that I regard him in this crisis as a

grave menace to the country because he completely lacks the economic sense. He sees these issues entirely from the Railway point of view. I admit that as a railwayman there is much to be said for his looking at it entirely from the Railway point of view, but I do urge upon Government that it has a more important point of view to look at it from and that it cannot and must not accept the advice of the railway administrator in this important matter. No attempt has been made by the mover of this motion to inform the House as to what loss would be suffered to the acceptance of maize at the price that the industry is prepared to pay for its transportation. I think it most important that that figure be given because it may be one, and I think it should be one, that the Colony might and I think should be prepared to pay to maintain the industry. Statements have been made from which it would appear that we are being foolish in this Colony in endeavouring to maintain the maize industry. I suggest that that cannot be so because we have so much proof from other countries that they regard it as of the utmost importance to their national well-being that their maize industries should be maintained, and unless it can be shown that our production costs are out of proportion to the production costs in other countries, then I say there must be some sound reasons why we should maintain the maize industry in this country through its present difficult period. Surely it is a question of working costs and not of price. Were the industry to-day based upon the working costs of a few years ago I would say there is much in favour of reconsidering our attitude towards our maize industry, but in view of the fact that costs have been reduced in this country to an extent that makes it compare favourably with the costs of production in other countries, that one factor in deciding us to maintain it has been decided.

Again, on the question of price in relation to the costs of production, if to-day's prices were anything like normal, if it were a price on which we might reckon maize to be sold in future years, then I would agree that there was reason to doubt as to whether we should continue to maintain this industry; but knowing as we do that agricultural prices throughout the world are at an uneconomic level—knowing that, I suggest it is unwise to consider the question of the industry's future at to-day's market prices and I would urge upon Government that the question must be reviewed in the light of numerous factors that did not enter into the consideration of the hon. mover of this motion. I urge upon Government that if, for the sake of the comparatively small amount of money necessary to assist the Railway in carrying these products, we were to allow the industry to be destroyed, that we should be faced in the near future with a graver economic crisis than we have been faced with in Kenya

in the past. To allow the maize industry to go out would ruin all the farmers in the Trans Nzoia district and the Nakuru district and it would have very serious repercussions on the development of the industry. I therefore do hope that Government will reconsider this question in the light of the wise advice that has been placed before it by the hon. the General Manager.

I am sure, Sir, the country will pay particular attention to a statement made by the hon. member this morning—that the question of the revision of tariffs, long overdue, is likely to be dealt with in the near future. I can quite understand that the question of revision must be faced, but I do sincerely hope that in their revision something more than a Railway point of view will be taken into consideration. Frankly, I have no confidence in the hon. the General Manager's economic sense. I should not like to think that the revision of these tariffs was dependent upon him and I hope, in making whatever revisions are necessary, every effort will be made by Government to see that the points of view of other sections of public opinion are taken into account.

It was obvious from the latter part of the hon. gentleman's statement that he is placing some reliance on the monopoly that is now to be given to our Railway transportation system in a Bill shortly to come before this House. I have from the outset opposed the granting of a monopoly. I regard it as a grave error of judgment on the part of Government and of Members on this side of the House to grant that monopoly, and I am more than ever confident that within a very short period of time it will be more widely recognized as a mistake. To-day an effort is being made to eliminate the competition of one more modern form of transport than the form for which the hon. the General Manager is responsible, a form which already, it is obvious, is becoming obsolete. Am I suggesting something unreasonable in asking you to consider that in the very near future you may be called upon to give a monopoly against an even more modern form of transport and that, in depriving this Colony of the possible advantages of these two more modern forms of transport, you are asking it to develop under restrictive conditions and preventing it competing with other parts of the world? In an effort to elucidate my point of view, I will ask the hon. the General Manager to say whether there is not some justification for my belief that already the Railway, as a transport system for passengers, is becoming obsolete. Is it not the case that in this Colony the Railway is used to an ever-decreasing extent for the transport of passengers? Is it not the case that it is only fallen back upon when other means are not available; and am I not right in believing that it is already suffering a very serious loss because of its inability to

maintain itself as a passenger carrying system? Is it unreasonable of me to ask him to give his views to the House as to whether it would not be possible to carry maize at an economic rate by cutting out his passenger services to a very great extent and so saving the loss thereon, and whether it would not be a greater advantage to the Colony if he did that than attempting to support the Railway as a passenger carrying organization.

The address of the hon. the General Manager with a return to my mind the impression that he is hoping that, after left to prosperity in the Colony, the Railway's difficulties will be solved. I very much question that. I am every day coming more strongly to the belief that the era of Railway prosperity is past, that its problems are going to be very much greater in the future than they have been in the immediate past and that, unless the Administration of the Railway takes notice and makes preparations for the changes which will take place from the introduction of modern forms of transport, we shall be faced with a much graver crisis in the very near future. When, about two years ago, I suggested that air transport might be a factor in the life of this Colony within a period of ten years my statement was received with a considerable amount of scepticism. I should think there is much more support for my point of view to-day than there was two years ago and to-day I seriously suggest that, within even the next three or four years, you will have air transport as a competing factor with this railway system of ours.

In conclusion, Your Excellency, I should like to repeat that I do regard these Estimates as evidence of considerable ability on the part of the hon. the General Manager and his staff. It is a very conscientious effort and a very successful effort to meet the needs of a difficult situation, but I regard as a great blot on them the arrangements—the most unsatisfactory arrangements—that have been made for the carriage of one of Kenya's principal export crops during the current year.

THE HON. CONWAY HARVEY: Your Excellency, I have always regarded the Kenya and Uganda Railways and Harbours Services as part and parcel of the East African economic structure, but I am sorry to say, Sir, after listening to the hon. the General Manager, that I see signs of most serious degeneration in that structure, of which the Railway service might well be regarded as a corner stone. I do feel very strongly, Sir—and I agree with every word said by the Noble Lord—that it is very high time that corner stone received drastic attention.

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It was obvious from the latter part of the hon. gentleman's statement that he is placing some reliance on the monopoly that is now to be given to our Railway transportation system in a Bill shortly to come before this House. I have from the outset opposed the granting of a monopoly. I regard it as a grave error of judgment on the part of Government and of Members on this side of the House to grant that monopoly, and I am more than ever confident that within a very short period of time it will be more widely recognized as a mistake. To-day an effort is being made to eliminate the competition of one more modern form of transport than the form for which the hon. the General Manager is responsible, a form which already, it is obvious, is becoming obsolete. Am I suggesting something unreasonable in asking you to consider that in the very near future you may be called upon to give a monopoly against an even more modern form of transport and that, in depriving this Colony of the possible advantages of these two more modern forms of transport, you are asking it to develop under restrictive conditions and preventing it competing with other parts of the world? In an effort to elucidate my point of view, I will ask the hon. the General Manager to say whether there is not some justification for my belief that already the Railway, as a transport system for passengers, is becoming obsolete. Is it not the case that in this Colony the Railway is need to an ever-decreasing extent for the transport of passengers? Is it not the case that it is only fallen back upon when other means are not available; and am I not right in believing that it is already suffering a very serious loss because of its inability to

maintain itself as a passenger carrying system? Is it unreasonable of me to ask him to give his views to the House as to whether it would not be possible to carry maize at an economic rate by cutting out his passenger services to a very great extent and so saving the loss thereon, and whether it would not be a greater advantage to the Colony if he did that than attempting to support the Railway as a passenger carrying organization.

The address of the hon. the General Manager left on my mind the impression that he is hoping that, with a return to prosperity in the Colony, the Railway's difficulties will be solved. I very much question that. I am every day coming more strongly to the belief that the era of Railway prosperity is past, that its problems are going to be very much greater in the future than they have been in the immediate past and that, unless the Administration of the Railway takes notice and makes preparations for the changes which will take place from the introduction of modern forms of transport, we shall be faced with a much graver crisis in the very near future. When, about two years ago, I suggested that air transport might be a factor in the life of this Colony within a period of ten years my statement was received with a considerable amount of scepticism. I should think there is much more support for my point of view to-day than there was two years ago and to-day I seriously suggest that, within even the next three or four years, you will have air transport as a competing factor with this railway system of ours.

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THE HON. CONWAY HARVEY: Your Excellency, I have always regarded the Kenya and Uganda Railways and Harbours Services as part and parcel of the East African economic structure, but I am sorry to say, Sir, after listening to the hon. the General Manager, that I see signs of most serious degeneration in that structure, of which the Railway service might well be regarded as a corner stone. I do feel very strongly, Sir—and I agree with every word said by the Noble Lord—that it is very high time that corner stone received drastic attention.

The General Manager stated, Your Excellency, that the unfortunate state of Railway finances was largely due to the very large proportion that low-priced commodities bore to the total traffic carried by the Railway. Perhaps he will tell us, in replying to the debate, Your Excellency, how he reconciles that with the fact that during the current year practically no maize or wheat have been transported by the Railway for export. I suggest for his consideration, Your Excellency, that the cause may more probably be attributed to the general financial stringency which has led to enormous curtailment of imported commodities.

Now, Sir, there is one point which has not so far been made in this debate, which, I suggest, is worth very serious consideration—and I sincerely trust Your Excellency will accede to the suggestion, or the request of the Noble Lord and that the hon. gentleman more particularly concerned with the Port Administration will confirm some figures I propose to give you in regard to the Port—and there are very serious Port repercussions in any change in Railway policy, especially in regard to maize production.

Now, Sir, I have worked this out very carefully and I find that maize is far and away the heaviest commodity moved through the Port. During the last six years, Sir, maize represents no less than 14 per cent of the total import and export traffic handled at the Port, while, Sir, it represents no less than 26.18 per cent of the total export traffic—which figure also includes Tanganyika and Uganda traffic as well as that of Kenya. During the last four years, Your Excellency, no less than 19.62 is paid by maize out of the total revenue derived by the Port from exports. Now, Sir, maize, at the very high wharfage charge of Sh. 5/25 per ton, pays something in the region of Sh. 2/50 towards administration, depreciation and interest charges at the Port—and, as Your Excellency knows, the Port represents an enormous capital outlay, and provision has to be made for this interest and other charges. Now, Sir, if the maize traffic is lost, revenue must be made up somehow, and if it means greater charges on other commodities, there is a very grave danger. Your Excellency, that other commodities will find themselves in the same perilous state in which maize finds itself to-day. With all due respect to something Your Excellency said about coffee and coffee growers and the present position of coffee in your opening speech, there is no shadow of doubt, Your Excellency—I speak as a coffee planter, representing hundreds of coffee planters—that the coffee market is very low indeed and coffee planters are just hanging on by the skin of their teeth, and there is no margin whatever for any additional burden to be imposed on the coffee planters.

Now, Sir, out of 2,100 farmers in Kenya no less than 800 depend for their livelihood on the production of maize, and I suggest, Your Excellency, that Government should give most serious consideration to the very, very serious effect on the Colony as a whole of any interference with the main activities of those maize farmers who, Sir, incidentally created wealth to the Colony in many years of a sum of not less than three-quarters of a million pounds. It has been said to me by responsible gentlemen who take the trouble to think before they speak that if the European maize farmers closed down altogether the Colony's requirements could quite adequately be met by native maize growers. Such is not the case, Your Excellency. I have gone very carefully into these figures too and I can produce detailed figures to prove most conclusively that the native maize production falls short of the Colony's requirements by no less than 800,000 bags a year.

LT-COL. THE HON. J. G. KIRKWOOD: Your Excellency, as usual I find in surveying the course I have to travel that there are very few fences left for me to jump. I must congratulate my hon. colleagues on the many points they have made and the excellent way in which they have made them. I join issue with the hon. General Manager when he stated that the cotton people were co-operating and accepted loyally the new conditions, for he could not say that of the maize industry. I would point out, Your Excellency, that the 80,000 tons taken by the Railway to be moved during the peak period was fixed approximately some eighteen months ago, long before the present crop was ever grown or planted and it was impossible to know what would be required in the way of tonnage to move the 1932-33 maize crop either in the peak period or otherwise. The maize industry themselves, as far as producers are concerned in my area, have not been consulted, and when I was told by the hon. the General Manager at Kitale that the amount was fixed at 50,000 tons I immediately told him that in my opinion that would be 25,000 tons short. I agree with my hon. colleague, the Member for Plateau South, when he paid a tribute to the hon. the General Manager; he did not consider him an economist or a political economist and I quite agree with him, and I am very much afraid that when the hon. the General Manager views the Railway his view does not go beyond the gauge of that Railway. The Railway, to my mind, should be solely and wholly for the development of the country which it serves and not to destroy any particular industry. I am right when I say that the maize industry has been built up by this Government, deliberately built up, on the considered judgment that it was a sound policy to follow. To go back—without going back to the Bowring Commission and what we have done during Sir Christian Felling's time—but

The General Manager stated, Your Excellency, that the unfortunate state of Railway finances was largely due to the very large proportion that low-priced commodities bore to the total traffic carried by the Railway. Perhaps he will tell us, in replying to the debate, Your Excellency, how he reconciles that with the fact that during the current year practically no maize or wheat have been transported by the Railway for export. I suggest for his consideration, Your Excellency, that the cause may more probably be attributed to the general financial stringency which has led to enormous curtailment of imported commodities.

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Now, Sir, I have worked this out very carefully and I find that maize is far and away the heaviest commodity moved through the Port. During the last six years, Sir, maize represents no less than 14 per cent of the total import and export traffic handled at the Port, while, Sir, it represents no less than 25.18 per cent of the total export traffic—which figure also includes Tanganyika and Uganda traffic as well as that of Kenya. During the last four years, Your Excellency, no less than 19.62 is paid by maize out of the total revenue derived by the Port from exports. Now, Sir, maize, at the very high wharfage charge of Sh. 5/25 per ton, pays something in the region of Sh. 3/50 towards administration, depreciation and interest charges at the Port—and, as Your Excellency knows, the Port represents an enormous capital outlay, and provision has to be made for this interest and other charges. Now, Sir, if the maize traffic is lost, revenue must be made up somehow, and if it means greater charges on other commodities, there is a very grave danger, Your Excellency, that other commodities will find themselves in the same parlous state in which maize finds itself to-day. With all due respect to something Your Excellency said about coffee and coffee growers and the present position of coffee in your opening speech, there is no shadow of doubt, Your Excellency—I speak as a coffee planter, representing hundreds of coffee planters—that the coffee market is very low indeed and coffee planters are just hanging on by the skin of their teeth, and there is no margin whatever for any additional burden to be imposed on the coffee planters.

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Lt.-Col. THE HON. J. G. KIRKWOOD: Your Excellency, as usual I find in surveying the course I have to travel that there are very few fences left for me to jump. I must congratulate my hon. colleagues on the many points they have made and the excellent way in which they have made them. I join issue with the hon. General Manager when he stated that the cotton people were co-operating and accepted loyally the new conditions, for he could not say that of the maize industry. I would point out, Your Excellency, that the 50,000 tons taken by the Railway to be moved during the peak period was fixed approximately some eighteen months ago, long before the present crop was ever grown or planted and it was impossible to know what would be required in the way of tonnage to move the 1932-33 maize crop either in the peak period or otherwise. The maize industry themselves, as far as producers are concerned in my area, have not been consulted, and when I was told by the hon. the General Manager at Kitale that the amount was fixed at 50,000 tons I immediately told him that in my opinion that would be 25,000 tons short. I agree with my hon. colleague, the Member for Plateau South, when he paid a tribute to the hon. the General Manager; he did not consider him an economist or a political economist and I quite agree with him, and I am very much afraid that when the hon. the General Manager views the Railway his view does not go beyond the gauge of that Railway. The Railway, to my mind, should be solely and wholly for the development of the country which it serves and not to destroy any particular industry. I am right when I say that the maize industry has been built up by this Government, deliberately built up, on the considered judgment that it was a sound policy to follow. To go back—without going back to the Bowring Commission and what we have done during Sir Christian Felling's time—but

you did invite soldier settlers out here; you offered inducement to others to come to this Colony and I say without fear of contradiction that in my own area the economic survey was principally based on maize production and it was on maize production that the branch line to Kitale was sanctioned and built. I think it is a disastrous policy after many years, these settlers having put their all into maize production, that they should now have to face the closing down of the growing of maize. It means ruin to many hundreds. There are over 800 producers of maize in the Colony. I believe that when the hon. the General Manager comes to the conclusion that you have got to do this it is probably an honest conclusion. He does not consider he can carry maize or that it can be grown as an economic proposition in this Colony. With that I do not agree but I credit him with honesty and sincerity of purpose in believing he is right, but everybody else is perfectly convinced the hon. the General Manager is wrong. Taking the normal crop in the normal year, I will give approximate figures of the repercussion shown on Customs as £350,000 due to the maize industry only. In 1928 the maize crop of Kenya saved the famine in Uganda; in 1929 with the famine in Kenya the maize crop was the means of saving the lives of hundreds of thousands of natives. The General Manager, in criticizing the maize industry and the maize producers, said nothing about cotton producers beyond that they were loyal and were co-operating with him. This was denied by the hon. Member for the Rift Valley. I would remind the hon. the General Manager that in 1930 his figures with reference to cotton showed a gross loss on cotton and cotton seed of £86,506. Since that year, Your Excellency, the hon. the General Manager has not published those figures. You may look in vain for them if you study the Annual Report of the Kenya and Uganda Railways. There were many other figures published previously that are not now published; evidently it is considered not advisable to allow producers like myself to have access to those figures. But my point in mentioning that is not to criticize Uganda or Uganda cotton producers and the people who deal in it but to show there are two sides to the question—that it is not only maize that can be claimed by the Kenya and Uganda Railway as being carried at a loss. I would also remind the hon. the General Manager that the taper rate into Uganda is largely financed at the expense of the people who patronize the Railway in Kenya. Per ton mile they pay less than we pay in Kenya and I consider, without going into detail, that the taper rate tapers much too quickly. That is also a point that I hope will be carefully considered. There was nothing, as far as I can remember, came from the hon. the General Manager as to how the position of the maize growers might be assisted. I

think my remarks apply also to the High Commissioner for Transport and to His Excellency the Governor of Kenya. You, Sir, have been reported as having said that you accepted the memorandum presented by the deputation of the maize producers some time ago, but what it meant by accepting that Report, which was a very valuable Report indeed and has been quoted largely from this morning, I do not know. I do not know what that acceptance means, but I suggest in all sincerity to Your Excellency that there is still a way out to help the maize producer without any injustice to anybody and with justice to them, and that is to stabilize immediately the internal price of maize in this Colony. In 1929, when the famine existed in the native areas of Kenya, the maize price was stabilised but it was stabilised against the producer. When conditions were in his favour the Government thought it advisable, and I think very wrongly, to stabilise the price against the maize producers in this Colony. After three years of fighting against the world's conditions and drop in cereal prices, I should say during that three years, the export parity of maize has been somewhere round Sh. 4; it is less than that at the moment and there is no sign at the moment of an increase, but as it is below the cost of production it is quite obvious to any thinking man that that price cannot remain there for ever, and I do suggest, and I appeal to Your Excellency, to consider most seriously taking the necessary measures to stabilise the internal price of maize at a reasonable figure. If you try to co-operate with the industry in that way the industry will co-operate with the Railway and help them over their difficulties.

There is another point that would help and which is a bone of contention. It is this: with regard to the arbitrary figure of 30,000 tons which the Railway has undertaken to move during the peak period, if you could increase that, if you could use your influence, Sir, to increase that amount by another 25,000 tons, a great deal of the criticism that has been offered here this morning would not be offered.

I should also like the General Manager to say in reply whether it is true that he is not only contemplating but has already put into force consolidated pay to the native employees of the Kenya and Uganda Railway in Mombasa and Nairobi. If that is so, Sir, I think that again is another blow, and a direct and deliberate blow, at the European maize producers in Kenya. It is quite obvious if the natives are put on consolidated pay they will not buy European maize; they will buy a cheaper maize, weevily maize, etc., at a less price. It is a question of the welfare of these natives themselves—as we know, they are entitled to 2 lb. of maize meal per day.

you did invite soldier settlers out here; you offered inducement to others to come to this Colony and I say without fear of contradiction that in my own area the economic survey was principally based on maize production and it was on maize production that the branch line to Kitale was sanctioned and built. I think it is a disastrous policy after many years, these settlers having put their all into maize production, that they should now have to face the closing down of the growing of maize. It means ruin to many hundreds. There are over 800 producers of maize in the Colony. I believe that when the hon. the General Manager comes to the conclusion that you have got to do this it is probably an honest conclusion. He does not consider he can carry maize or that it can be grown as an economic proposition in this Colony. With that I do not agree but I credit him with honesty and sincerity of purpose in believing he is right, but everybody else is perfectly convinced the hon. the General Manager is wrong. Taking the normal crop in the normal year, I will give approximate figures of the repercussion shown on Customs as £250,000 due to the maize industry only. In 1928 the maize crop of Kenya saved the famine in Uganda; in 1929 with the famine in Kenya the maize crop was the means of saving the lives of hundreds of thousands of natives. The General Manager, in criticizing the maize industry and the maize producers, said nothing about cotton producers beyond that they were loyal and were co-operating with him. This was denied by the hon. Member for the Rift Valley. I would remind the hon. the General Manager that in 1930 his figures with reference to cotton showed a gross loss on cotton and cotton seed of £66,506. Since that year, Your Excellency, the hon. the General Manager has not published those figures. You may look in vain for them if you study the Annual Report of the Kenya and Uganda Railways. There were many other figures published previously that are not now published; evidently it is considered not advisable to allow producers like myself to have access to those figures. But my point in mentioning that is not to criticise Uganda or Uganda cotton producers and the people who deal in it but to show there are two sides to the question—that it is not only maize that can be claimed by the Kenya and Uganda Railway as being carried at a loss. I would also remind the hon. the General Manager that the taper rate into Uganda is largely financed at the expense of the people who patronize the Railway in Kenya. Per ton mile they pay less than we pay in Kenya and I consider, without going into detail, that the taper rate tapers much too quickly. That is also a point that I hope will be carefully considered. There was nothing, as far as I can remember, came from the hon. the General Manager as to how the position of the maize growers might be assisted. I

think my remarks apply also to the High Commissioner for Transport and to His Excellency the Governor of Kenya. You, Sir, have been reported as having said that you accepted the memorandum presented by the deputation of the maize producers some time ago, but what it meant by accepting that Report, which was a very valuable Report indeed and has been quoted largely from this morning, I do not know. I do not know what that acceptance means, but I suggest in all sincerity to Your Excellency that there is still a way out to help the maize producer without any injustice to anybody and with justice to them, and that is to stabilize immediately the internal price of maize in this Colony. In 1929, when the famine existed in the native areas of Kenya, the maize price was stabilised but it was stabilised against the producer. When conditions were in his favour the Government thought it advisable, and I think very wrongly, to stabilise the price against the maize producers in this Colony. After three years of fighting against the world's conditions and drop in cereal prices, I should say during that three years, the export parity of maize has been somewhere round about Sh. 4; it is less than that at the moment and there is no sign at the moment of an increase, but as it is below the cost of production it is quite obvious to say thinking man that that price cannot remain there for ever, and I do suggest, and I appeal to Your Excellency, to consider most seriously taking the necessary measures to stabilise the internal price of maize at a reasonable figure. If you try to co-operate with the industry in that way the industry will co-operate with the Railway and help them over their difficulties.

There is another point that would help and which is a bone of contention. It is this: with regard to the arbitrary figure of 50,000 tons which the Railway has undertaken to move during the peak period, if you could increase that, if you could use your influence, Sir, to increase that amount by another 25,000 tons, a great deal of the criticism that has been offered here this morning would not be offered.

I should also like the General Manager to say in reply whether it is true that he is not only contemplating but has already put into force consolidated pay to the native employees of the Kenya and Uganda Railway in Mombasa and Nairobi. If that is so, Sir, I think that again is another blow, and a direct and deliberate blow, at the European maize producers in Kenya. It is quite obvious if the natives are put on consolidated pay they will not buy European maize; they will buy a cheaper maize, weevily maize, etc., at a less price. It is a question of the welfare of these natives themselves—as we know, they are entitled to 2 lb. of maize meal per day.

If they are paid in cash I very much doubt, from my experience of the native, whether he will buy 2 lb. of maize meal a day. I am inclined to think that he will be in the future an under-fed and inefficient worker.

The Railway has not considered the many points that have been continually put up to the General Manager in respect of branch lines, and I doubt if this House realizes that whereas maize has risen from Sh. 11/20 to Sh. 18/50 per ton on the main line that the branch line pays Sh. 16/25 and they are prohibited by the branch line rates from competing in the maize meal market in Kenya Colony.

I have given this morning very serious consideration, Your Excellency—and during the past two years I am quite certain everybody on this side of the House has been very worried about what has been happening in Kenya, and what has happened to-day, and I have come to the conclusion, especially with this case in front of me this morning, that the Government of Kenya is no longer a government—it is a clearing house for the Secretary of State. Past experience, and present experience also, convinces me that we are governed by the Secretary of State and the latest commission that he chooses to appoint. On a previous occasion I took the initiative over the repeal of a Bill which had been passed by this House and whose support—no, I am putting that wrongly. He was against the repeal of the Daylight Saving Ordinance.

HIS EXCELLENCY: What has this got to do with the Railway Estimates?

LT. COL. THE HON. J. G. KIRKWOOD: I think it has, Sir, in this way. Whilst that Ordinance existed it cost the Railway many thousands of pounds per annum, and we are paying for that to-day.

The other point, Sir, is that where waters have once run they are likely to run again, and if I remain in this Council next year, which is doubtful, but if I do, I shall propose to repeal the Railway Ordinance and do away with the Inter-Colonial Railway Council.

MAJOR THE HON. SIR ROBERT SHAW: Your Excellency, I do not propose to take up very much more of the time of this House on this subject, since an exposition of the disastrous results produced by the present impasse between the Railway and the maize industry has already been given by my hon. colleagues. What I will try to do is to endeavour to emphasize the question, which has already been argued by the hon. Member for Flinders South. It was the one point in the long and extraordinary able address given by the hon.

mover of this motion that he did not tell us what would be the loss incurred by the Railway by moving the maize in dispute. I rise to repeat the question because there are some figures as regards that particular point which I think should be before this House. I understand the amount of maize in dispute is approximately 25,000 tons. That is the amount the Railway Administration refuses to move at the "Z" rates of approximately Sh. 15 per ton. The present market-rate value of that maize is approximately £120,000—£120,000 worth of exportable wealth in the Colony at this period of financial crisis. Now, Sir, under the "Z" rate, the revenue which the Railway will obtain for moving that 25,000 tons of maize is approximately £18,750. What is the difference between that £18,750 and the actual cost of moving that 25,000 tons of maize by the Railway? I suggest that sum would be so small in comparison with the £120,000 worth of maize at stake that it would be a figure which it would be folly to boggle at. In addition, I would like to remind this House of the fact that we have before us a Bill to curtail motor transport, and I understand from the figures given by the hon. the General Manager that the savings to the Railway if that Bill is passed will be somewhere in the neighbourhood of £50,000. I suggest that £50,000 will more than cover the loss he expects to incur by the movement of this maize.

As well as that, there are a few other facts, Sir, which are worthy of consideration. These maize farmers, who will be put out of business to a large extent if this disastrous suggestion is allowed to go through, are now responsible for approximately £100,000 of Government money which has been advanced to them, and presumably that £100,000 will have to be written off as a bad debt. At the present time their industry and their maize *shambas* are ample security for that debt and no one can deny that the efforts made to meet the subsidy received at that time have been magnificent. I do think, Sir, if these facts are taken into consideration, and a due sense of proportion is used in considering them, that the very small—comparatively very small—loss to the Railway which will be incurred in getting this maize out is something this Colony is not going to hesitate to meet.

LT. COL. THE HON. LORD FRANCIS SCOTT: Your Excellency, may I repeat my request that the hon. the Director of Agriculture should be allowed to speak in this debate.

HIS EXCELLENCY: I am not calling on the Director of Agriculture, but I will ask the Commissioner of Customs to reply.

If they are paid in cash I very much doubt, from my experience of the native, whether he will buy 2 lb. of maize meal a day. I am inclined to think that he will be in the future an under-fed and inefficient worker.

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mover of this motion that he did not tell us what would be the loss incurred by the Railway by moving the maize in dispute. I rise to repeat the question because there are some figures as regards that particular point which I think should be before this House. I understand the amount of maize in dispute is approximately 25,000 tons. That is the amount the Railway Administration refuses to move at the "Z" rates of approximately Sh. 15 per ton. The present market-rate value of that maize is approximately £120,000—£120,000 worth of exportable wealth in the Colony at this period of financial crisis. Now, Sir, under the "Z" rate, the revenue which the Railway will obtain for moving that 25,000 tons of maize is approximately £18,750. What is the difference between that £18,750 and the actual cost of moving that 25,000 tons of maize by the Railway? I suggest that sum would be so small in comparison with the £120,000 worth of maize at stake that it would be a figure which it would be folly to boggle at. In addition, I would like to remind this House of the fact that we have before us a Bill to curtail motor transport, and I understand from the figures given by the hon. General Manager that the savings to the Railway if that Bill is passed will be somewhere in the neighbourhood of £50,000. I suggest that £50,000 will more than cover the loss he expects to incur by the movement of this maize.

As well as that, there are a few other facts, Sir, which are worthy of consideration. These maize farmers, who will be put out of business to a large extent if this disastrous suggestion is allowed to go through, are now responsible for approximately £100,000 of Government money which has been advanced to them, and presumably that £100,000 will have to be written off as a bad debt. At the present time their industry and their maize *shambas* are ample security for that debt and no one can deny that the efforts made to meet the subsidy received at that time have been magnificent. I do think, Sir, if these facts are taken into consideration, and a due sense of proportion is used in considering them, that the very small—comparatively very small—loss to the Railway which will be incurred in getting this maize out is something this Colony is not going to hesitate to meet.

LT.-COL. THE HON. LORD FRANCIS SCOTT: Your Excellency, may I repeat my request that the hon. the Director of Agriculture should be allowed to speak in this debate.

HIS EXCELLENCY: I am not calling on the Director of Agriculture, but I will ask the Commissioner of Customs to reply.

THE HON. T. J. O'SHEA: I do suggest, Your Excellency, that the Council is entitled to hear the Director of Agriculture.

HIS EXCELLENCY: I think the Government can put up with speakers it desires.

THE HON. T. J. O'SHEA: Are we to understand that the Government refuses to allow the Government officials concerned in this question to speak?

HIS EXCELLENCY: As far as the Director of Agriculture is concerned, the only point is that he is very keen on the maize industry. He has stated that time and time again and he can say no more as regards the Railway Estimates.

LT. COL. THE HON. LORD FRANCIS SCOTT: On a point of order, the Director of Agriculture is on the Railway Council as representing the country and not the Government.

LT.-COL. THE HON. C. G. DURHAM: Your Excellency, owing to the very able manner in which the Noble Lord put up this case I have quite a clear field, but there are one or two points. It came as a shock to me to hear the hon. the General Manager suggest to-day that in the future he may have to look to the country to pay for the money they have lost on the Railway. If the country was running the Railway, I would say, "well and good." But to-day the Railway is not under the control of the country and I think it is high time the Government of this country reconsidered its position and took charge of that Railway again. For many years past the Railway has gone building mad. They have put up colonial offices, big enough to run the whole of the South African Railways and probably the Australian Railways as well. They have put up garden cities, and houses for second class Railway officials better than those provided for first class Government officials. Now, Sir, if the Railway is allowed as a Railway, without any control by the country at all, to build these colonial offices and houses—that I definitely state should not have been built—and waste the country's money on these places, then I say, Sir, the Railway has no right to come to us and ask us to foot the bill.

If you go down the railway line to Mombasa you will find that although they had nice little houses they have rebuilt them because they say their employees could not live in the houses they had—that these houses of wood and iron were not fit for anybody to live in at all. But, Sir, they have sold these houses to settlers as quite fit for settlers to live in. I say the Railway has gone building mad. If you take the colonial

goods sheds they have now, they will never have enough commodities—not in the next ten years—to fill those goods sheds. And now they tell us their Budget is on the wrong side. Of course it is—it must be.

With regard to the maize industry, up to now I have supported the Bill to cut out the road transport but I am going to reconsider my position. One of the principal reasons I wanted to vote for that Bill was that the Railway did carry maize at low rates while the road transport picked out the plums. Now if the Railway is going to sit down and pick all the plums and leave the low-priced commodities, and try and sting the farmer so that he is going to be put out of business, then I shall have to reconsider the position and vote against the Bill.

THE HON. THE COMMISSIONER OF CUSTOMS (MR. G. WALSH): Your Excellency, a point has arisen in connexion with the Harbour charges and I have been asked to explain the position as Chairman of the Harbour Board. In the first place I should like to remind the House of the constitution of that Board. It consists of representatives of ship-owning interests, shipowners, importers, exporters and representatives of Chambers of Commerce. I am the only Government servant on that Board and I presume I was made Chairman of that Board because it so happens that I am the senior Government officer stationed in Mombasa and am responsible jointly to the two Governments served by the Railway. I do not look upon myself as a puppet on that Board, nor do I look upon myself as a puppet in this Council.

The Board, representing as it does such diverse interests, obviously is not inimical to the maize industry and it is obviously ridiculous to say that ship-owning interests, shipowners, importers and exporters would not do everything possible to assist the maize industry if it possibly could do so. The Board looks upon itself as a business committee, discussing business matters in, I hope, a businesslike way. The Board, Sir, acts in an advisory capacity to the High Commissioner of Transport and it is therefore a little difficult for me to know how far I can go in this Council in divulging what happens in the Board, which is an advisory board, but I think I may say that the case for the maize industry was recently presented to the Harbour Board very ably by the accredited representatives of the maize industry and the position in regard to harbour charges was examined very carefully by the Harbour Board. These charges fall under three heads. First, there are certain haulage charges; secondly, there are storage charges in respect of maize conditioning; and thirdly, there are the handling charges. So far as the first two items are concerned, it was found that the Board considered they

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could well advise the High Commissioner to make certain reductions. So far as the third item is concerned, the hon. Member for the Lake has stated that these charges are very high, representing Sh. 5 a ton. That, I may say, Sir, is the minimum charge on any export commodity—the same charge operates in respect of cotton seed, wattle bark and similar low-rated commodities. The Board, having, as I say, every intention of assisting the maize industry if it was at all possible to do so as a business proposition, came to the conclusion that it could not reasonably advise the High Commissioner of Transport to make a reduction in that charge; and I would like again to remind hon. Members that that decision was arrived at unanimously by ship-owners, shipowners, importers and exporters and representatives of Chambers of Commerce and, I must say, also with the advice of myself

MAJOR THE HON. R. W. B. ROBERTSON-EUSTACE: Your Excellency, though I have considerable interests in this country I am not a maize grower, but I am satisfied that the destruction of the maize industry would be most disastrous for this country and I wish fully to endorse the remarks that have been so ably made by my colleagues on this side. Further, Sir, should this maize industry be done away with, we have so far made very small attempts to further the production of anything else that has been taken up very largely in other countries.

In the Estimates there are only two questions I should like to ask. The first is with regard to motor transport services from Masindi to Butaba, a distance of 75 miles, seems to be the only one. On page 54 we find the staff for this motor service consists of a Motor Transport Officer at a salary of £720 a year, five clerks and an office boy, which come to another £228. Surely that seems to be a very large expense. I do not know if there is any revenue being derived from this service—I presume there is.

The other question, Sir, I should like to ask is about the overhead charges on the administration and management of the Port. The Railway Council, Sir, I believe, do not deal with the Port. The cost and expenses of administration and management is £2,794. I do not quite see where the expenditure comes in but I should like to be assured that there is at present no overlapping or duplication of work being made by the Port Authorities with the Lighterage Companies.

One more, Sir—on the question of posho to natives. I do not think that the natives themselves will agree or will like it if their posho is done away with and they are given money in its place. Only two nights ago my boys, who are Tanganyika boys, came up and asked that I should give them posho instead of the money they were getting.

THE HON. HAKIM SINGH: Your Excellency, I agree that all industries should be encouraged as much as possible. The maize industry was helped since last depression and in several years since they have enjoyed this privilege. Now I find that the Railway does not benefit from this traffic and I would agree with the General Manager that the industry should at least pay outgoing expenses, which means the cost of the working of the Railway. I would say, Sir, that this industry has been helped for many years, and it was perhaps thought at that time that in coming years the industry would be able to stand on its own legs, so I do not agree that the Railway should suffer the loss which will be borne by all people, even those who are not getting any direct benefit. Also the Railway Manager has suggested that the Bill should be provided for the prohibition of the carriage for reward of goods by motor vehicle, with which I do not agree because these people are paying all sorts of taxes, even heavy taxes since last year, and it would be a loss to the general revenue and also a loss to those people who depend upon those services.

THE HON. H. F. WARD: Your Excellency, may I join with my colleagues on this side of the House in the appreciation of the Budget as presented by the hon. the General Manager and with the Noble Lord in his sympathy with those who suffered in the depression. Sir, I do not want to deal with any detail at all but I do want to deal with this question of the maize because I do not think the hon. the General Manager yet realizes sufficiently that this is not a question affecting the maize growers exclusively but it is a question affecting every possible industry in this country and I suggest even must have its repercussions in Uganda. Sir, I think the point I wish to make is this: that I think you can say of every argument that the hon. the General Manager put forward, if you agreed with it—I do not say that I do—but if you agreed with it, you could not concede the wisdom of making these sudden changes in the depths of the present depression. You could give the hon. the General Manager the whole of his case but you cannot justify the introduction of the changes that have been suggested under the conditions of depression that we are trying to live through. The hon. the General Manager said that maize was an industry of ten years ago. In that I think he will on reflection find he is incorrect. A good deal of publicity started this maize growing in Kenya by public speech and by addresses and so on and so forth by the late Sir Percy Girouard when he was Governor of this Colony in 1907, assisted by the late Mr. MacDonald, who was then Director of Agriculture, and it was a clear slogan of the time of Sir Percy Girouard and his Government that the future of British East Africa lay in maize, and I submit to-day that the future of Kenya to a great extent is

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One more, Sir—on the question of posho to natives. I do not think that the natives themselves will agree or will like it if their posho is done away with and they are given money in its place. Only two nights ago my boys, who are Tanganyika boys, came up and asked that I should give them posho instead of the money they were getting.

THE HON. HARIM SINGH: Your Excellency, I agree that all industries should be encouraged as much as possible. The maize industry was helped since last depression and in several years since they have enjoyed this privilege. Now I find that the Railway does not benefit from this traffic and I would agree with the General Manager that the industry should at least pay outgoing expenses, which means the cost of the working of the Railway. I would say, Sir, that this industry has been helped for many years, and it was perhaps thought at that time that in coming years the industry would be able to stand on its own legs, so I do not agree that the Railway should suffer the loss which will be borne by all people, even those who are not getting any direct benefit. Also the Railway Manager has suggested that the Bill should be provided for the prohibition of the carriage for reward of goods by motor vehicle, with which I do not agree because these people are paying all sorts of taxes, even heavy taxes since last year, and it would be a loss to the general revenue and also a loss to those people who depend upon those services.

MAJOR THE HON. H. F. WARD: Your Excellency may I join with my colleagues on this side of the House in their appreciation of the Budget as presented by the hon. the General Manager, and with the Noble Lord in his sympathy with those who suffered in the depression. Sir, I do not want to deal with any detail at all but I do want to deal with this question of the maize because I do not think the hon. the General Manager yet realizes sufficiently that this is not a question affecting the maize growers exclusively but it is a question affecting every possible industry in this country, and I suggest even must have its repercussions in Uganda. Sir, I think the point I wish to make is this that I think you can say of every argument that the hon. the General Manager put forward, if you agreed with it—I do not say that I do—but if you agreed with it, you could not concede the wisdom of making these sudden changes in the depths of the present depression. You could give the hon. the General Manager the whole of his case but you cannot justify the introduction of the changes that have been suggested under the conditions of depression that we are trying to live through. The hon. the General Manager said that maize was an industry of ten years ago. In that I think he will on reflection find he is incorrect. A good deal of publicity started this maize growing in Kenya by public speech and by addresses and so on and so forth by the late Sir Percy Girouard when he was Governor of this Colony in 1907 assisted by the late Mr. MacDonald, who was then Director of Agriculture, and it was a clear slogan of the time of Sir Percy Girouard and his Government that the future of British East Africa lay in maize, and I submit to-day that the future of Kenya to a great extent is

dependent on maize. Of course, Sir, the industry had a certain setback during the war, but directly after the war by every form of administrative effort, many of which have been outlined by hon. Members who have spoken on this side of the House, maize was again made the most prominent feature of our former settlement, and that brings us up to the time of the crisis. There is the point, I suggest, that when this depression burst over the world that was the dividing of the ways and that was the point, and the only point, at which you could make up your mind on the policy you were going to follow through that depression, and having made up your mind and having come to a close determination, it is nothing but suicidal to attempt to alter it under these conditions until we reach more normal times. What exactly happened then was this: I cannot remember the exact figures, but the Railway did themselves early in the depression offer a very considerable concession to maize. The conditioning charges at the coast were lowered to assist the industry and, as an hon. Member on this side of the House has pointed out, over £100,000 was advanced to that industry by this Government. But that is not the full implication of the thing. The whole working of the finance and commerce of the Colony naturally at that time followed the lead of Government and the Railway lead and they naturally took the decisions made then as permanent decisions and decisions that were intended to see this industry through the times with which it was faced, and you may remember, Sir, that apart from that all those people who finance industry, who loan money on mortgage, or banks and so on and so forth, those who give seasonal advances against crops, all took their cue from the Government action at the time and the Railway action at the time, and they are all heavily and deeply committed. I think I can go so far as to say that due to the lead given by the Railway and the Government a good deal of production has been maintained at the expense of largely increasing the commitments to the growers of maize. Is it definitely proposed by the hon. the General Manager that the whole of these people are to be let down, as well as the Government of the Colony to lose £110,000 out of our surplus balances, just because he thinks that he is going to help matters in this time of crisis by drastic reorganization of the conditions under which he ships maize? I suggest that any policy of that sort is nothing short of suicidal. The effect of that action would be that a very large sum of money, many tens of thousands of pounds, well over £300,000, annually circulated by the maize growers must be withdrawn from circulation. What effect is that going to have on the general revenues of the Colony and on the revenue of the Railway? How difficult will it be for Government to retain the present rate of Hut and Poll Tax if the labour now paid by the maize grower is not paid in the

future? Again, Sir, as other Members have pointed out, the low price of maize is the very basis of the power of almost all our industries to carry through this depression. If that price is raised by the action of the hon. the General Manager it again throws up the working cost and puts other industries into jeopardy. Again, Sir, one hon. Member suggested that he should take into consideration the imports that are the result of shipping maize from this country. I suggest it is fair to go even further than that and suggest that he should take into consideration the imports from all our other industries as a result of the volume of production by the maize grower, and that if that production is withdrawn the imports must be curtailed by other sections of industry right through the country. An hon. Member has pointed out that the figures on which this drastic change are based are now something like eighteen months old, and he has also pointed out how difficult it would be for the hon. the General Manager eighteen months ago accurately to forecast conditions as they rule to-day. As he has asked for no more from the maize industry I think it is fair to suggest that he has got something in hand and I do urge reconsideration by him before he brings it to the point of crisis, a point of difference between his Administration and that of the Government of Kenya, that he should carefully revise those figures and see whether a margin does not exist. It seems apparent that it does.

There is one further point, Sir: as is known to the hon. the General Manager, the shipping companies have definitely agreed further to assist this industry by a reduction of charges provided that they will get some co-operation, some relaxation of the present attitude of the hon. and gallant Member who manages the Railway. I do urge, Sir, that reconsideration must take place because the repercussions of any drastic change such as he suggests will just be that added burden which makes it so difficult to carry on after over two years of the conditions which we have lived through. I would remind the hon. the General Manager of his address to the Chamber of Commerce yesterday when he deprecated any sudden changes under present-day conditions, and I would suggest to him that the changes that he now suggests are extremely drastic and should come under the category of measures to be abandoned until times are more normal.

His Excellency: If no other hon. Member wishes to speak I will call upon the hon. member to reply.

THE HON. THE GENERAL MANAGER, KENYA AND UGANDA RAILWAYS AND HARBOURS: Your Excellency, practically the whole of the criticisms I have received in regard to these

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THE HON. THE GENERAL MANAGER, KENYA AND UGANDA RAILWAYS AND HARBOURS: Your Excellency, practically the whole of the criticisms I have received in regard to these

Estimates have been centred round the maize controversy, and of course it is very difficult for me here in this House to argue every point which has been made, because the whole of this question has been very thoroughly gone into from time to time during the past four years. This is not—as has been suggested by one of the last speakers—a sudden suggestion. This question has been coming forward since 1928. It has been raised by me time and time again through the regular and proper channels, because I and my accounting officers could see that if something were not done sooner or later we should be landed on the rocks of bankruptcy. This question has therefore followed the usual procedure. It has been examined over and over again by the Railway Council and by our own technical, accounting and transportation officers. I have actually submitted this question to various friends of mine, and others have done the same, to see if there is any flaw in our arguments and any way in which we can avoid the alteration now contemplated. Finally, this came to a head eighteen months ago, when a full memorandum for submission to Railway Council was prepared and submitted to that body in November a year ago. A final decision was then come to in regard to this matter; so that it has followed all the regular procedure laid down for the consideration of these questions. I put up the question, I recommended it, and it has been accepted, and therefore I can only assume that every possible consideration and weight has been given to all those points which have been raised to-day. There is not a single new point I have listened to this morning that we have not considered at one time or another. The actual fact, as I stated in my opening speech, is that we cannot give the service unless we receive more money for it. It is no use saying I have no economic sense. I have, fortunately, a very watchful accountant and a Government auditor, who are watching my accounts closely, and the economic advice I get is that if I go on doing these things I have been doing for the past four years without getting adequate reimbursement the Railway will be in financial difficulties, and that means the Governments concerned will also be in financial difficulties. Listening this morning to the whole of the debate, I have not heard a single suggestion as to how further money is to be forthcoming. Much, I would like to add, as we should all like to do this—most of us have friends among the maize farmers—we cannot do it without the money. I see no way in which, at a time like this, we can get the money, and we should at once be thrown back on the Governments concerned to implement their guarantees—and that is a thing no Government can face at the present time. The value of the industry to the country, I grant you, is great. How great in cash it is not possible to find out. I published figures in my Report two years ago to show what, on a generous basis,

the Railway expects to get, and what the extra money means to the country. When asked to give an estimate of what it would cost to carry that extra 25,000 tons of maize during the months of March and April over and above the quantity we said we could carry on non-peak conditions, I obtained figures which showed that the cost of moving that 25,000 tons worked out at a figure amounting to £42,000, and that, too, Sir, is after making only small provision, if any at all, for interest and sinking fund charges. We were able to give relief on a previous occasion because the rolling stock actually was in the country, although set aside and not being used. Those figures seem astounding to people who are not accustomed to working out the costs that are involved, but if I may just point to one or two things it may help the House to understand the question. To carry 25,000 tons of maize means two trains a day each way, 500 wagons, 24 locomotives, additional to what we now use. These have to be maintained, repaired and so on. We have to engage extra staff—guards, drivers, and so on. These people will not be employed again on this work except for those two months of March and April. It is those sort of costs which make these facilities so expensive. It is because we have eliminated every one of those peak costs. Sir, that I have got the Estimates down to the figure they are to-day. I am congratulated on the one hand on having got them down, and I am charged on the other hand with having got them down, sense. I realize exactly what it means to the farmers of this country, but there is nothing more to be done unless further money can be provided.

There is a small point in connexion with the maize question, Sir. I do not know whether I ought to go into this question again, but cotton has been mentioned, and the average tonnages of export maize and local maize also have been mentioned. Commodities for export are entirely different from commodities which are moved locally for local use. The export price of a commodity depends on the overseas markets, and the rate we are able to charge in carrying that commodity to the coast depends also on that factor. Cotton for export, although it is an export commodity, and has to find its way on to the markets overseas, commands a very good price. Cotton seed pays for itself, and helps to pay for other commodities which cannot pay a good price. Maize helps too. Cotton brings back imports; maize brings back very few imports.

LT.-COL. THE HON. LORD FRANCIS SCOTT: Question.

THE HON. THE GENERAL MANAGER, KENYA AND UGANDA RAILWAYS AND HARBOURS: I have already quoted figures to show that maize is not a high valued crop, and it cannot bring back much in the way of imports.

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LT.-COL. THE HON. LORD FRANCIS S. J. QUESTION.

THE HON. THE GENERAL MANAGER, KENYA AND UGANDA RAILWAYS AND HARBOURS. I have already quoted figures to show that maize is not a high valued crop and it cannot bring back much in the way of imports.

LT.-COL. THE HON. LORD FRANCIS SCOTT: Half a million is a large amount.

THE HON. THE GENERAL MANAGER, KENYA AND UGANDA RAILWAYS AND HARBOURS: It brings back what it can bring back up to the value of the commodity; that is all. That value is low compared with the value of other commodities, and therefore imports must be low compared with other values.

One or two other points have been mentioned, Sir. One was in regard to certain labour, based on consolidated pay without rations. That follows the policy we have been working to for the past ten years of gradually eliminating the feeding of staff. We pay the staff and they feed themselves. We have in the past carried food for our staff all over the railway, including many of our white European employees and Asian employees. Now the only section of the staff for whom we carry rations is the native. In many of the centres, such as Nairobi and Mombasa, that is no longer necessary, so that where we are employing temporary staff on local works we are following the practice which has been recommended to us by contractors and others who say we are competing unfairly by not paying our staff in the same way as they do. I understand the Director of Public Works follows the same policy in regard to his locally employed staff. In the case of those employed on the open lines, we have made no change at all. They cannot get foodstuffs readily. The change we have made affects a very small section only of our staff employed in centres like Mombasa and Nairobi.

I was asked, Sir, whether my Estimates made allowance for revised terms of service. They do not, Sir, because those terms of service, as far as I was concerned, came out two days ago, and whatever we adopt in that connexion will be reflected in the final results of the year.

One other point has been made with regard to maize, if I may revert to that. It has been suggested that other countries find it possible to do this and advisable to do that to see that their maize gets out at a low rate, and therefore why should we not do so? I suggested the reason, and that was because in the other countries where this is done the country makes itself responsible for the loss in working on the railways. That does not apply to Rhodesia, where a private company is concerned, but in that case, as I have said, the company has asked for a moratorium on their debenture capital, whereas we are prevented from doing that.

Another point was raised with regard to road competition, particularly with reference to our passenger services. This Railway can never be a successful passenger railway. It is fundamentally impossible for it to be that because of the

heavy grades and sharp curves we are forced to adopt in getting over a country such as ours. As you know, we rise to over 9,000 feet—8,000 feet in one case and 9,000 feet in another case—and this cannot be done in a way to provide the rapid services that would be required for passengers. It is inevitable that passenger services must be diverted along the roads and in the air. I think if the hon. Member for Plateau South will read my Report he will find that I have at all times been sympathetic to useful road services and useful air services—only useful services complementary to the Railway. Where I have been against him is where the services are wasteful and do not carry out any useful purpose at all. The Railway base their case for being allowed to remain in the country and other countries on the fact that they are the cheapest form of transport. Eleven cents in our own case—less than that on the bigger Railways—cannot yet be touched by any road service. The only thing we complain about in regard to road services is if they are allowed to pick the eyes from our traffic and therefore hamper us heavily in other directions.

A point was raised by the hon. Member for Plateau North with regard to the quota. The final quota was fixed after many meetings by sub-committees of the Railway Council comprising Kenya and Uganda and represents a compromise between the maize industry and the cotton-seed industry. It was obviously a very difficult problem to face, and the final decision was come to at the end of May, when at that time the crop estimate for maize was, I think, 60,000 tons—speaking from memory—whereas our quota shows 50,000 tons allotted to the end of July, any extra tonnage having to be carried in the unallocated space that is available in the months after July.

It has been suggested, too, that the taper rates are unduly favourable to Uganda. I would only say at this stage with regard to that, Sir, that the taper rates are designed to be of benefit to all the users of the Railway. We want as much traffic as we can get to go to Uganda and not as little, if we put up our rates to mileage rates we should reduce our traffic to Uganda to such an extent that Kenya itself would suffer and that is the principle at the back of their design.

A point has been raised, Sir, in connexion with motor transport services. I would suggest that the hon. Member for the Coast would satisfy himself if he looks on page 29 in the Annual Report for 1931, wherein he will see a comparison between the revenue and expenditure on that service and the unit cost of working. I think he will find that this figure compared with other road services is reasonably satisfactory.

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The clerks that are shown are in some cases timekeepers and people who work to keep up the pay-sheets and that sort of thing, and generally looking after stores, as well as various accounting and clerical work that has to be carried out.

The question raised with regard to the overlapping of staff with the lighterage companies has been very carefully examined in the past year, and I am safe in saying that every possible overlap has been eliminated. There are one or two directions in which there is some overlap, but necessarily so, because we have to check some of the figures that are submitted to us. Some of that could be eliminated if a simpler form of tariff could be devised, such as if we had a flat rate for all import traffic, for example, instead of having one based on the *ad valorem* values of different commodities, but on balance it has been agreed the present system is by far the most satisfactory, in spite of some slight extra clerical staff that may be necessary.

One other point: it had been my intention to have gone into the fact that the shipping companies have offered to reduce their rates if the Railway could help. My reply to that, Sir, is this: we have helped in minor ways; we have reduced storage charges and certain moving charges between the storage sheds and the maize conditioning plant, as my hon. friend the Commissioner of Customs has explained, but beyond that, Sir, with regret we cannot go. We have got to the bottom of the rate—we have been there for many years, and I am afraid I cannot hold out any hope of going any lower.

There are no further points, Sir, with which I have not dealt.

HIS EXCELLENCY: The question is:—

“ That the Estimates of Revenue and Expenditure of the Kenya and Uganda Railways and Harbours Administration for the year 1933 be approved.”

The question was put and carried.

*The Council adjourned till 10 a.m. on Saturday,
the 17th December, 1932.*

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- Mr. ~~Mason~~ 24/1/33
- Mr. ~~Frazer~~ 27/1/33
- Mr. ~~Parkinson~~
- Mr. Tomlinson.
- Sir C. Bottomley.
- Sir J. Shuckburgh.
- Permt. U.S. of S.
- Parly. U.S. of S.
- Secretary of State.

Answered by Noel P to for Mr Director's signature
25/1/33

30 January, 1933.

3 FEB 1933

C. O.
 R 27
 B 30

Dear Grieve,

I enclose ~~for your information,~~

DRAFT. COMMISSION
v. main memo

(3) a copy of ~~the marginally noted~~ despatch ~~with enclosures~~ from the High Commr.

R.A. GRIEVE, ESQ., O. B. E.

for Transport, ^{Kenya,} ~~of the Kenya Uganda Rly.~~
 submitting ^{to} draft estimates of revenue and expenditure of the Kenya and Uganda ^{Railways and Harbours} Administration for the year 1933.

Fr. High Cr. 30 Sept. 1932
(3rd para)

A copy of the High Commissioner's telegram of the 19th of December is also enclosed.

Fr. High Cr. 19 Dec. telegram

(5)

Draft despatch (unpaid draft) (4% and)

We feel that there is no alternative but to accept these estimates, as we are up against facts which we cannot alter and which we must recognise. *No do*

~~We also feel that any attempt to~~ *can profit*

~~deal with the future policy would be out-~~

3. 2 drafts

to make it

out of

7

~~of place~~ until Gibb's report on railway rates and finance in Kenya, Uganda and T.T. has been digested. This report is due for publication on the 6th of February, and we will send you a copy of it in due course.

~~The~~ We have therefore thought it best to proceed by way of drafting a despatch, ~~to send to you~~ ^{which I send as} for your ^{concurrence} ~~which assumes~~ the extension to the 1933 accounts of ~~the~~ ^{your} agreement, conveyed in ~~the~~ ^{the} ~~Hopkins~~ letter of the 16th of

October, 1931, No. S. 32902/03/7.

No. 8 in 17221/31

~~to carry~~ ^(to which I refer) to the Balance Sheet, any

~~deficit which may arise during~~ ^{for 1933} the year 1933, subject to the

stipulation contained in that letter.

~~If~~ ^{I / should be glad if you wish to see} you desire to discuss the position ^{as printed & you can see in the enclosed letter} I shall, of course, be happy to do so.

Your sincerely,

*See now
No 3 on 30/1/33*

D R A F T

Downing Street,

TRANSPORT
KENYA-UGANDA
CONFIDENTIAL

January, 1933.

Sir,

High Commissioner

I have etc. to confirm my

tele_gram No. of

which reads as follows:-

"No. Confidential. Your tele_gram of the 19th of December No.33,Conf. Railway estimates approved. Despatch follows. Secer "

2. I observe that the revised

estimates for 1932 show deficits on the year's working of £226,108 in respect of the Railways and £22,148 in respect of the Harbours, as compared with the original estimated deficits of £124,908 and £37,306 respectively. The estimates for 1933, after making full provision for depreciation and loan charges, anticipate deficits as follows:-

Railway

*See how
No 3 on 30/1/33*

DRAFT

TRANSPORT
KENYA-UGANDA
CONFIDENTIAL

Downing Street,

January, 1933.

Sir,

High Commissioner

I have etc. to confirm my

tele,rah No. of

which reads as follows:-

"No. Confidential. Your tele,ram of the 19th of December No.33,Conf. Railway estimates approved. Despatch follows. Secer "

2. I observe that the revised estimates for 1932 show deficits on the year's working of £225,102 in respect of the Railways and £82,148 in respect of the Harbours, as compared with the original estimated deficits of £124,908 and £37,305 respectively. The estimates for 1933, after making full provision for depreciation and loan charges, anticipate deficits as follows:-

Railway

Railway £168,664
Harbours 85,844

3. These deficits together with the net deficit of £361,394 in 1931 would bring the Deficit Account up to £898,844 at the end of 1933. The cash position, however, is safeguarded so long as expenditure on renewals and betterment can be deferred, and I note that no such expenditure of any magnitude is anticipated in 1933.

4. Excluding depreciation and loan charges, the ordinary working expenditure of the Railway has been reduced to £994,139, which is £506,875 less than the approved estimate of 1931, and the departmental expenditure of the Harbours has been reduced by £52,666 from the 1931 expenditure figure of £135,396. I observe that you are satisfied that expenditure has been brought to an almost irreducible minimum.

5. As regards the outlook for 1933, these estimates were framed in August, 1932, and the revenue figure is based on the world prices for primary products ruling in the middle of that year.

At the present time prices generally - both sterling and gold - are still falling, and, although primary sterling prices have hitherto kept up considerably better than sterling prices generally, it is not yet possible, unfortunately, to take an optimistic view of the general situation. At the same time there are certain local factors that should not be ignored: for instance, the Uganda cotton crop will be considerably in excess of the previous record - a yield of 270,000 bales is now anticipated; in Kenya the coffee crop is reported to be excellent, and other crops are stated to be doing better than they were in May, 1932; while in addition further revenue to the Railway may accrue from the development of the Kavirondo Goldfield. In all the circumstances therefore it is justifiable to hope that the estimate of revenue for 1933 will be realized.

6. The policy governing the provision to be made for renewals and reserves which was

formulated in consultation with the Lords Commissioners of the Treasury and conveyed to you in Lord Passfield's despatch No. 24 of the 9th of March, 1931, is that (1) the provision for renewals should be at the rate of 8½ per cent for the years 1931 to 1935 inclusive, on the understanding that the "life" basis (8.11 per cent) was accepted as a proper one and that the short provision for the years 1931 to 1935 would be made good later on a plan to be approved by the Treasury; and (2) a Reserve Fund of £200,000 should be accumulated as rapidly as circumstances allowed and, if possible, by the end of 1934, on the understanding that the sanction of the Treasury would be sought before recourse was had to the Renewals Fund to meet an emergency.

7. In practice provision for renewals has been made in accordance with the agreement in (1); but as regards (2) the small reserve available at the end of 1930 was soon absorbed and it was decided, with the consent of the Lords Commissioners of the Treasury, to carry the deficit for 1931

and 1932, after making full provision for renewals, to a Deficit Account. The consent of the Treasury was given on the understanding that the Governments of Kenya and Uganda might be called upon to give assistance if the deficits should cause a shortage of cash. As I have noted in paragraph 6 above, however, such shortage is not likely to occur in 1933, and the Lords Commissioners of the Treasury have therefore agreed, on similar conditions, to the deficit for that year being also charged to the Deficit Account.

8. The estimates for 1934 will be affected by:-

(1) the action taken on the recommendations in the Report by Mr. Hooper Gibb on railway rates and finance in Kenya, Uganda, and Tanganyika Territory, which will shortly be published.

(2) the contemplated increase of the provision for depreciation by about £50,000;

\$ 60,000; and

(8) the question of the liability for the cost of the original Uganda Railway which is due for settlement this year.

It is not possible to discuss or lay down future policy without regard to these factors, the effect of which cannot at present be appreciated.

9. After consultation with the Lords Commissioners of the Treasury, I have decided to approve the estimates of revenue and expenditure for 1933 in the form in which they have been submitted, but I desire that the procedure suggested in my Confidential despatch of the 14th of January, 1933, should continue to be followed to ensure that steps will at once be taken to deal with any further deterioration in the finances of the Railway which may arise.

10. A memorandum dealing with matters of detail, is enclosed for your consideration.

11. I desire once again to express my high appreciation of the efforts which have been made by the Railways and Harbours Administration to equate expenditure

expenditure with a rapidly falling revenue, while preserving unimpaired the ability of the transport organization to play its part in the service and development of Kenya and Uganda.

I have, etc.

RECEIVED
COLONIAL OFFICE

37

Answered by 2/4 on 3/6/32

TELEGRAM from the High Commissioner for Transport
Kenya and Uganda Railway to the Secretary of State
for the Colonies.

Dated 19th December.

(Received Colonial Office 3.7 p.m. 19th December 1932)

No.33 Confidential.

My despatch of 30th September Confidential.

No change made by Railway Council in the estimates of
Revenue and expenditure for 1933 and draft Estimates
as forwarded to you have passed Kenya Uganda Legislative
Councils without amendment. I recommend these Estimates
for your approval which I trust may be sent by telegram.

No 3

Copy to Transport

1 58
3 a

A statement is attached showing the estimates as compared with actual receipts and expenditure for the years 1930-32 inclusive.

The out-turn of 1932 as compared with the original estimate is now (August) anticipated to be as follows:-

Railway Revenue	- 180,000
Railway Expenditure	- 75,000
Harbours Revenue	- 82,000
Harbours Expenditure	- 37,000

which will cause a deficit on the years working of £307,250 instead of the £162,263 in the approved estimates.

The draft estimates for 1933 anticipate a combined deficit of £224,199.

Railways.

A. Revenue.

The revenue estimate of £1,750,000 is based on the actual earnings to the end of August 1932 and the revised estimate for the remaining period.

This is £180,000 less than the approved estimate for 1932 but may be accepted as according with the suggestion in 2 that price conditions not above the latest (October) 1932 level should be taken. Some slight adjustments may be necessitated owing to the decrease of £17,000 in the ~~account~~ receipts from Magadi now expected as the result of the recent review.

B.

B. Working Expenditures.

This expenditure is £604,000 or 38% less than that approved for 1931 and £150,000 less than that approved for 1932.

The cost of operation per open mile is £611 as compared with £704 for 1932 and £743 actual for 1931. The open mileage is 1627.

The total personnel have been reduced from 23,323 in 1930 (31st December) to 14,219 (31st July 1932) a reduction of 40%. The reduction as compared with 1931 (31st December) is 25%.

C. Overhead Expenditure.

	1932 Approved Estimates. (£....,000 omitted)	1933.
Depreciation	325	335
Interest	520	521
Loan Redemption	105	108
To Interest Reserve	Nil	Nil
	<hr/>	<hr/>
	960	964

£24,000 is expected from the levy on salaries. The Net Revenue account shows a deficit of £168,654 as compared with £125,000 in 1932.

D. Railway General.

Dead Assets and obsolete stores.

No provision has been made for writing off Dead Assets or obsolete stores. An investigation into these is promised during 1933.

Closing of Sections of Line.

Apart from the fact that loan charges must continue to be paid on all sections it was considered that the dislocation of public business involved by closing non paying sections would outweigh the savings which were estimated not to exceed £50,000.

Harbours.

A. Revenue.

Is estimated at £307,438 or 148,160 less than approved for 1932.

B. Working Expenditure.

This expenditure is £34,115 less than that for 1932 or £131,942 less than that for 1931.

C. Overhead Expenditure.

	<u>1932 approved estimates</u> (£1,000 omitted)	<u>1933</u>
Depreciation	10	10
Interest	178	178
Loan Redemption	31	31
Betterment	511	511
	<u>136</u>	<u>140</u>

£1,000 is anticipated from the levy on salaries. The Net Revenue account shows a deficit of £55,845 as compared with £37,000 in 1932.

Railways and Harbours.

1. Combined Renewals, Betterment and Insurance.

Full provision is made for the contributions to the Renewals Fund. Nothing is credited to the Betterment Fund.

Withdrawals amount to £14,000 as compared with £33,000 for 1932.

The amount to be added to the deficit account - £224,199 - raises the total of that account to £892,844.

It will be necessary in due course to inform Treasury of this. The balance as at 31st December 1933 is estimated to be £756,747.

F. Cash Position.

The Governor regards the cash position as satisfactory so long as the total deficit does not exceed the total contributions to the Renewals Fund and so long as expenditure on renewals and betterments can be deferred. No expenditure of this nature of any magnitude is anticipated for 1934.

G. Loan Matters.

These have been discussed in the report of the Director of the Charities and the R.M. Bank loan for these in respect of the old loans repaid by that issue.

This results in an increase of £7,933 in respect of the Uganda item. The net total increase, allowing for interest and reimbursement, is however only £3,660, i.e. 1933 £838,613, 1934 £834,953.

H. Treasury.

The Treasury agreed to the deficits for the years 1931 and 1932 being shown in the balance sheet as an accumulated deficit vide 17 in 17-31/31.

It will be necessary to obtain their approval to continue this procedure for the year 1933. They have been kept informed of the railway financial position vide 17 in 17-33/31.

Other details to be borne in mind:-

- Magadi payments*
- 70 contributions*
- labour levy.*
- Wheat Importation (?)*
- Stores and Provisions*
- warehouse; etc. (?)*

Railway estimates 1930-33. (£....,000 omitted).

	Earnings.	Working Expenditure and Depreciation.	Balance to net Revenue account.
1930 Approved Estimates	2,647	1,000 580 loan charges.	818
1930 realised Estimates	2,214	1,749	465
1931 Approved Estimates	2,589	1,346 648 loan charges.	743
1931 Realised Estimates	1,903	1,608	295
1932 Approved Estimates	1,930	1,468 625 loan charges.	462
1932 Realised Estimates (a)	1,750	1,393 626 loan charges.	357
1933 Estimate	1,750	1,328 629 loan charges.	421

(a) Based on 7 months working.

Harbours Estimates 1930-33 (£....,000 omitted).

	Earnings.	Working Expenditure and Depreciation.	Balance to net Revenue Account.
1930 Approved Estimates	430	281 164 loan charges.	147
1930 Realised Estimates	355	217	138
1931 Approved Estimates	432	279 203 loan charges.	152
1931 Realised Estimates	315	198	117

1932 Approved Estimates	357	184 210 loan charges.	171
1932 Realised Estimates(a)	275	147	138
1933 Estimate	307	154 210 loan charges.	153

(a) Based on 6 months working.

344



RECEIVED OF THE
10 OCT 1932
COL. OFFICE

HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

TRANSPORT.

KENYA-UGANDA.

CONFIDENTIAL.

September 1932.

*dated in the September
mail calendar*

Sir,

Not

11 copies sent
by sea mail.

In continuation of my confidential despatch of the 23rd September, I have the honour to forward herewith 12 copies of the preliminary Draft Estimates of Revenue and Expenditure for this Administration for the year 1933. The Expenditure Estimates, as indicated in my above mentioned despatch, have been recommended to me by the Railway Advisory Council for adoption, and, subject to any alteration to the Estimates of Revenue which may be made as a result of the meeting of the Railway Advisory Council on October 25th, when further information as regards trade conditions, may be available, I have approved them for submission to the Legislative Councils of Kenya and Uganda.

Copy to Treasury no 6

2. In explanation of these draft Estimates, I enclose:-

- (a) A copy of a comprehensive memorandum prepared by the General Manager for the information of Railway Council, which memorandum has been brought up to date so as to reflect the final estimates of Expenditure recommended to me by Council.
- (b) A copy of the Railway Council Minutes dealing with the draft Railway Expenditure.
- (c) A copy of the Report of the Sub-Committee of the Harbour Advisory Board on the Port Estimates, and

(d).....

THE RIGHT HONOURABLE
MAJOR SIR PHILIP GUNLIFFE-LISTER, G.B.E., M.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

(d) A copy of the Minutes of the Harbour Advisory Board on the Port Estimates.

3. The Memorandum by the General Manager to the Railway Council and the covering notes to the Estimates deal in such detail with the proposed expenditure of the Railway that I propose only to review briefly the main features revealed in those Estimates.

(a) RAILWAY REVENUE.

I regard the figure of 21,750,000 as an estimate which, after a review of all local conditions as they appear at present and such external factors as are known, may be considered a safe one. It accords with the latest estimates which my advisers have furnished me of this year's earnings. It is based on the world prices for primary products ruling in the middle of the year before the recent rise in certain commodities, referred to in my Confidential despatch of the 23rd September. It makes no provision for any fall below that level, nor does it anticipate any better general trade either as a result of improved local or external conditions.

No. 1.

Pending, therefore, receipt of the advice which I have sought from you, I propose to assume for the purpose of my review of the Revenue and Net Revenue Accounts, that this figure of one and three-quarter millions will be adopted.

(b) RAILWAY EXPENDITURE.

In my despatch of the 10th August, the Ordinary Working Expenditure of the Railway for the current year was placed at 1,068,666 as compared with the approved estimates of 1,143,824 a reduction of 75,158

No. 12
17402/31

The Ordinary Working Expenditure £ for 1933 now estimated amounts to 794,139 a further reduction of 74,527 making the reduction as compared with the current year's revised Estimates 149,685

To gauge, however, the extent of the total economies effected in the Railway's Ordinary Working Expenditure, reference should be made to the 1931 approved estimate of £1,598,412, so that the expenditure now budgetted for is £604,273 below that approved two years ago. It represents an expenditure of £611 per open mile as compared with £743 in 1931 and, on the basis of estimated Revenue 56.80% as compared with 61.72% in 1931.

The General Manager's memorandum and the Estimates show how this economy has been effected, and I am satisfied that the cumulative effect now revealed of the measures taken during 1931 and 1932 has now brought the expenditure down to an almost irreducible minimum.

(c) DEPRECIATION.

The provision made for contributions to the Renewals Fund of £334,651 is on the basis of the 2% of the capital value of wasting assets approved for adoption as a temporary measure until 1934.

(d) RAILWAY NET REVENUE ACCOUNT.

It will be observed that no provision has been made for the write-off of Dead Assets or for Obsolete Stores.

So far as the former is concerned, as far as can be foreseen, the only asset of any magnitude likely to be abandoned during 1933 is the existing Mombasa Station, which, to secure an economy in working expenditure of approximately £5,000 per annum, will be closed early next year. The exact provision which ultimately will have to be made out of Net Revenue Account to adjust the Administration's capital account in this respect cannot yet be determined, and I propose to ask that this adjustment be deferred. This question and that of what adjustment in respect of Obsolete Stores is necessary, will be investigated during 1933

1933, and, at the earliest possible moment, I shall cause the necessary provision to be made.

On the basis of a Railway Revenue of £1,750,000, and with provision for all Loan commitments and for a contribution of £334,651 to the Renewals Fund, the estimated deficit in respect of the Railways is £168,654.

(e) H A R B O U R S.

It will be seen from the enclosures dealing with the Port Estimates that the estimated Expenditure has been adopted only after a most searching examination by the Harbour Advisory Board and a sub-Committee thereof and by the General Manager.

The following figures, relating to the departmental expenditure (the Contractors' payments are, of course, governed by the existing agreement and the tonnages of imports and exports) show the extent to which economy has been effected to meet the declining revenue and increased provision for Depreciation and Loan Fund Charges :-

	1931 Estimates	£135,396
	1932 "	89,343
	1933 "	72,730, viz. a reduction
below the	1931 Estimates of	62,666.

The estimated deficit of £55,545 on a revenue figure of £307,485 is £26,603 below the revised estimate for the current year given in my despatch of the 10th August, notwithstanding that there is an increase of £4,145 in the provision made for Depreciation. Should a lower revenue estimate for 1933 ultimately be adopted, the provision made for payments to Contractors would also be reduced proportionately.

(f) COMBINED NET REVENUE ACCOUNT.

The total deficits budgetted for are :-

Railways.....

Railways	168,652
Harbours	55,545
	<u>224,199</u>

and, affecting as it does the cash resources of these Services, this may be compared with the provision included in the estimated expenditure as contributions to the Renewals

Fund of :-

Railways.....	£ 334,651
Harbours	30,187
	<u>364,838</u>

Less expenditure in 1933 from Renewals, Betterment and Insurance Funds.....	<u>13,600</u>
	<u>£ 351,238</u>

(g) BALANCE OF FUNDS AND CASH POSITION.

Reference to page 77 of the draft Estimates will show that after providing for the estimated accumulated deficit at the 31st December 1932, of £2668,645 providing for the 1933 estimated deficit of..... 224,199 and the estimated withdrawals from the various funds to complete works in hand but not anticipated to be completed before 1933 of 13,600 the total estimated Balance of the various Funds, less the Deficit Account at the end of 1933 is 750,747

As it may be of assistance in examining the financial position of this Administration to have figures of a more actual nature, I enclose copies of the Balance Sheet of the Administration as at the 31st July, 1932, and, for comparative purposes, of the corresponding position on the 31st July, 1931, showing the total cash available, or which could have been made available on the respective dates, after making allowance for the excess investments on account of Provident.....

Provident Fund, to be :-

31st July 1932....	850,572
31st July 1931 ...	868,399

The position in this respect may, in my opinion, be regarded as satisfactory, and, on the basis of the Draft Estimates for the 1933, will continue to be so. This position will also be maintained so long as the total deficit does not exceed the total contributions to the Renewals Fund and expenditure on Renewals and Betterment can be deferred. In this connection, I am assured by the General Manager that he does not anticipate the necessity for any expenditure of this nature of any magnitude during the forthcoming year.

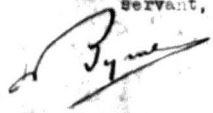
4. In view of the very difficult financial position of the railways throughout the world, according to such reports as are available, I consider the position of these Services in comparison to be not unfavourable, and submit these draft Estimates with confidence that after further consideration has been given to the Revenue estimates they will be approved by the Legislative Councils of Kenya and Uganda, and sanctioned by you.

I have the honour to be,

Sir,

Your most obedient, humble

Servant,



HIGH COMMISSIONER.

K. U. R. H. 343.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT: PRELIMINARY DRAFT ESTIMATES OF REVENUE & EXPENDITURE
1933.

PARTICULARS In circulating to Members of Railway Council
AND the attached Preliminary Draft Estimates of Revenue and
REMARKS: Expenditure for these Services for the year 1933, the
following explanatory notes are circulated for the assistance
and information of Members of Council :-

RAILWAY REVENUE :

The estimate of £1,750,000 has been adopted as a tentative figure only at this stage. The outlook for 1933, so far as the agricultural and commercial activities of these territories are concerned, are at the moment so obscure and so bound up with developments in Europe, etc., - particularly what may happen as a result of the World Conference to be held in November - that it would be futile at this moment to endeavour to decide upon the final estimate to be adopted for 1933.

The figure of £1,750,000 employed as the tentative estimate represents the latest Estimate for the approximate Railway Earnings during 1932, based upon the actual earnings to the end of August and the revised estimate for the remaining period of the year. A revenue of one and three-quarter million pounds envisages during 1933 no improvement in the trade of the territories served by these Railways.

It is suggested that further consideration of the Revenue Estimate to be finally adopted be deferred to a later meeting ; and that at this stage attention be concentrated on the Expenditure provided for next year.

The Preliminary Draft Estimates of Expenditure now submitted have been proposed after an exhaustive examination, in detail, in consultation with all Heads of Departments of every item included therein.

The main endeavour has been to bring the expenditure of the Administration down to a level to correspond closely with the actual expenditure during a year when the Railway Earnings approximated the revenue likely to be earned in 1933.

For this purpose the year 1924 has been chosen. This year reflected the results of economies and re-organisation introduced by the late General Manager and before they were affected by the large increases sanctioned in the immediately following years. The Railway Revenue was then £1,685,189 and the ordinary Working Expenditure £878,467.

The important factors must, however, be borne in mind :-

- (1) In 1924 the total Route Mileage of Open Lines operated was 849 ; that for 1933 is 1,627 ; and
- (2) That the reductions in Railway Rates since 1924 result in over 22% additional tonnage having to be performed to-day to earn the same revenue as in 1924.

Subject to the foregoing, it is proposed to examine the 1933 Draft Estimates with the 1924 Expenditure and to compare them also with the actuals for the last three years and with the 1932 Estimate.

Abstract :	<u>Actual Expenditure.</u>					<u>Estimates</u>
	<u>1933</u> <u>Draft</u> <u>Estimates.</u>	<u>1924</u>	<u>1929</u>	<u>1930</u>	<u>1931</u>	<u>1932.</u>
	£	£	£	£	£	£
A. Engineering	170,696	147,794	229,767	227,050	190,890	191,171
B. Locomotive Running Expenses	225,375	351,756	675,910	671,046	568,414	254,441
C. Maintenance of En- gines and Rolling Stock.	143,189	143,668	240,214	229,111	219,874	160,920
D. Traffic Expenses	222,152	X	X	X	X	280,591
E. General Charges	100,445	64,336	118,658	123,219	111,308	97,517
F. Steamer Services	60,368	123,438	110,000	101,785	64,653	70,490
G. Motor Services	11,309	(Included with Marine)	14,905	16,268	15,373	15,494
H. Miscellaneous Expenditure..	58,045	47,276	55,316	72,805	96,213	73,210
	994,139	878,467	1,445,070	1,441,264	1,300,805	1,143,824

X Figures shown in Abstract "B" for 1924, 1929, 1930 and 1931 correspond with those shown under Abstracts "B" and "D" in 1933.

The above Summary shows that the total Ordinary Working Expenditure estimated for 1933 -

(a)	Exceeds the 1924 actual by	£115,672 only
(b)	is below " " 1929 " "	2450,921
(c)	" " " 1930 " "	2447,145
(d)	" " " 1931 " "	2384,644
(e)	" " " 1932 estimate by	2122,623

the important factors must, however, be borne in mind:

:- Main

(1) In 1924 the total route mileage of Open Lines operated was 649,000 miles; that for 1925 was 687,000 miles.

(2) That the reduction in revenue in 1924 was due to the fact that the revenue in 1924 was estimated on the basis of the revenue in 1923, and that the revenue in 1924 was actually less than the revenue in 1923.

Subject to the foregoing it is proposed to examine the 1925 Draft Estimates with the 1924 Actuals and compare them with the actuals for the last three years and with the 1925 Estimates.

Actual Expenditure

	1921	1922	1923	1924	1925	1926
Engineering	170,000	174,704	170,000	174,704	170,000	174,704
Locomotive Running Expenses	252,275	251,750	252,275	251,750	252,275	251,750
Maintenance of Engines and Rolling Stock	143,180	143,808	143,180	143,808	143,180	143,808
Traffic Expenses	22,128	22,128	22,128	22,128	22,128	22,128
General Charges	100,445	100,445	100,445	100,445	100,445	100,445
Steamer Services	60,000	60,000	60,000	60,000	60,000	60,000
Motor Services	11,000	11,000	11,000	11,000	11,000	11,000
Miscellaneous Expenses	22,270	22,270	22,270	22,270	22,270	22,270
Total	621,298	621,298	621,298	621,298	621,298	621,298

Estimated Expenditure

	1921	1922	1923	1924	1925	1926
Engineering	170,000	174,704	170,000	174,704	170,000	174,704
Locomotive Running Expenses	252,275	251,750	252,275	251,750	252,275	251,750
Maintenance of Engines and Rolling Stock	143,180	143,808	143,180	143,808	143,180	143,808
Traffic Expenses	22,128	22,128	22,128	22,128	22,128	22,128
General Charges	100,445	100,445	100,445	100,445	100,445	100,445
Steamer Services	60,000	60,000	60,000	60,000	60,000	60,000
Motor Services	11,000	11,000	11,000	11,000	11,000	11,000
Miscellaneous Expenses	22,270	22,270	22,270	22,270	22,270	22,270
Total	621,298	621,298	621,298	621,298	621,298	621,298

If the Abstract mainly affected by the increase in open miles from 649 to 1,627 - viz., Abstract "A" - Engineering Expenses - alone is taken, it will be seen that the increase in the total Working Expenditure of £115,078 since 1924 is largely accounted for, but if allowance is made also for the fact that 22% more tonnage has to-day to be transported to earn the equivalent revenue of 1924, it is clear that the 1925 estimated ordinary Working Expenditure indicates that the services are being worked to-day even more economically than during that year.

Further to illustrate this, the following figures are given :-

- (a) In 1924 ordinary Working Expenditure amounted to £257 for each £1,000 of revenue earned ;
- (b) Allowing 22% for the extra tonnage required to-day to earn £1,000 the ordinary Working Expenditure, were it proportionately the same as 1924 would be £255 per £1,000 earned.
- (c) Applying the figure of £255 per £1,000 to an estimated Revenue of £1,750,000 would give an ordinary Working Expenditure of £1,146,250 ; or
- (d) Whereas the 1925 Estimate is £994,139/£152,111 less than the equivalent figure given in (c) above.

It is proposed now to examine each Abstract in detail, and with particular reference to overhead expenditure, which is notoriously difficult to reduce proportionately to loss of revenue, or reduction in work.

In regard to the overhead expenditure the Chief Accountant has independently examined these costs and in the following figures he has summarised the provision included therefor in the 1925 Estimates with the 1924 actual expenditure, making allowance for such additional factors (increase in Open Miles and tonnage to be dealt with, etc.) as must be included in any comparison of to-day's costs with those of eight years ago, and has shown where such expenditure is below what might have been expected and where it is in excess of what is termed the "permissible increase" :-

ABSTRACT "A".

ENGINEERING EXPENSES.

	1924 Actual	1925 Estimates	1925 Permissible	Less than Permissible Increase	More than Permissible Increase
	£	£	£	£	£
General Superintendence:	8,169	14,624	14,671	47	-
Offices:	10,284	19,864	19,425	-	1,439
Subordinate Superintendence:	15,672	26,684	22,078	1,394	-
TOTALS	£ 34,125	£ 61,172	£ 56,174	£	£

ABSTRACT 'A' - ENGINEERING EXPENSES. Reduction or Increase reflected in 1933 Costs.

	£.		£.
1933 Estimated Expenditure	170,636.		
1932 " "	131,171	Reduction	39,465.
1924 Actual	147,794	Increase	16,623.
1929 " "	229,797	Reduction	82,001.
1930 " "	227,050	"	2,747.
1931 " "	190,800.	"	36,250.

As shown in the memorandum covering the Draft Estimates, it is intended to reduce the expenditure, as compared with the current year's provision, by £1,308 in Headquarter Staff costs, by £1,074 in the cost of District Offices and by £4,804 in the cost of Subordinate Supervision. In addition to this reduction of £7,186, a reduction of £13,289 is to be effected in the cost of Track Maintenance and Miscellaneous Services.

The Chief Engineer is satisfied that this saving in Track Maintenance costs can safely be effected by a reduction in the strength of Maintenance Gangs, combined with more intensive direct supervision.

So far as the maintenance of Stations, Buildings, etc. is concerned, the provision, although only slightly below the 1932 estimate, must necessarily involve a certain accumulation of arrears, which, when financial conditions improve, will require to be made good at a somewhat enhanced cost.

ABSTRACT 'B' - LOCOMOTIVE RUNNING EXPENSES.

As these expenses, during the years 1924 and 1929-1931 were combined with Traffic expenses under the head "Transportation" - it is not possible to separate the figures.

The estimate of £225,375 represents a decrease of £29,066 as compared with the 1932 Estimate and is equal per train mile to:-

1933 Estimate	.....	Shs.1/90
1932 Estimate	.....	Shs.1/22

Supervision.

Under "Supervision" there is a slight increase of £18. This includes two promotions of Inspectors from Class III to Class II as a result of a Departmental enquiry into the engine failures which occurred in 1932 which established the necessity for a more senior grade of Inspector and the desirability of attracting to that rank the most experienced and efficient European drivers. The Class III grade does not offer such inducements. The slightly increased expenditure will be more than offset by increased efficiency.

Offices.

The saving of \$230 is due to the reduction of the Office of the Chief Mechanical Engineer under the Chief Mechanical Engineer in the corresponding expenditure of 1933.

Fuelling and Cleaning of Locomotives.

The saving of \$4,802 is due to the reduction effected by the reduction of the provision for engine repairs.

Locomotive Running Staff.

To effect the reduction of \$10,300 it has been necessary to reduce the engine staff to a minimum required to maintain the service and to avoid any "Peak" in expenses. The staff has been reduced by 200, which, when compared with the provision made in the Estimates, represents a reduction of 20%.

Fuel.

The reduction of \$5,204 is due to the locomotive fuel makes no provision for any increase in the cost of coal.

At present, supplies of coal are obtained from Africa, but the effect of the Dominion's departure from the Gold Standard may increase the price of coal and notwithstanding the Bounty granted by the Government on coal exports to counteract the depreciation of the Standard.

This, however, cannot be decided until the tenders (shortly to be called for) for 1932-33 are received. These tenders are to be invited not only from South Africa but at home also. Should the cost of coal show an increase, it will be necessary again to examine the possibility of the more extensive use of kerosene and oil. In any case, the consumption of oil may have to be increased to fulfil the existing contracts of the Administration's contractors. At the moment, owing to the heavy fall in traffic during the last two years, the purchases are in arrears of contract quantities.

Water.

A considerable proportion of the saving is due to the fact that the Traffic Department's requirements were previously debited to "Running". This has now been adjusted.

General.

The total expenditure under this Abstract, when the mile compares as follows:-

1932 Actual (January - June),	1,668,930 engine miles.	Sns. 49
1933 Estimate,	2,500,081 " "	Sns. 53

Abstract A - Engineering Expenses

1932 Actual	1,668,930	Sns. 49
1933 Estimate	2,500,081	Sns. 53

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Abstract B - Locomotive Running Staff

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ABSTRACT 'C' - MAINTENANCE OF ENGINES AND ROLLING STOCK.

£.

1933 Draft Estimate.	143,189.
1924 Actual.	143,868.
1929 "	240,214.
1930 "	229,111.
1931 "	219,874.
1932 Estimate.	160,920.

Superintendence.

Apart from the proposed promotion of one Foreman to the position of Senior Foreman - a step considered by the Chief Mechanical Engineer to be fully justified - the estimated expenditure under this remains practically unchanged.

Office.

A saving of £3,060 is reflected, due to reduction of Staff and amalgamation of the two sections - Locomotive Running and Maintenance of Engines and Rolling Stock under the control of the Chief Mechanical Engineer.

Maintenance of Engines, Coaching Stock and Goods Stock.

The reduction of £12,212 in the Maintenance of Engines can be effected only by reducing the number of heavy repairs to locomotives consequent on the laying up of engines and by increasing the mileage between repairs.

As explained to Council in connection with the 1932 Estimates the Administration's Rolling Stock is being maintained in a safe running condition only. In these circumstances arrears of work must necessarily accumulate. In the case of wagon and coaching stock, it is not possible to contemplate any further reduction of the expenditure under those heads.

It may be added that the draft Estimates provide for the following heavy repairs as compared with the estimated number of such units to be passed through the shops in 1932 and the Actual in 1931 -

		<u>Number of Units.</u>		
	<u>Locomotives.</u>	<u>Coaching Stock.</u>	<u>Wagon Stock.</u>	
1933.	45.5	120	651	
1932.	59	137	695	
1931	84	162	1033	

ABSTRACT 'D' - TRAFFIC EXPENSES.Superintendence.

Of the reduction of £1,899 under this head, £840 represents the saving in salary of one District Traffic Superintendent, Class I, the intention being to close the District Traffic Superintendent's Office at Eldoret.

Offices.

There is, as compared with the 1932 Estimates, a reduction of 11 in the number of staff and of £1,411 in clerical costs of Headquarter and District Offices.

Station and Pier Staff.

The provision of £109,836, as compared with £136,337 in the current year estimates represents a reduction of £26,451, the number of staff to be employed being reduced by 174.

It is not possible, without considerable inconvenience to the public, to close any additional stations, the stations closed to date, since the end of 1931 being: Mutai, Lake Solai, Oleolondo, Kipkarren River and Bukidea, making a total of 18 stations and 3 ports throughout the system.

Loading and Unloading of Vessels and Trucks.

The reduced provision of £13,890 (a reduction of £1,865) has been based upon the estimated reduced traffic provided for in the Revenue Estimate.

Running Staff.

Similar remarks apply also to the reduction of £2,158 under this head with the addition that the policy of employing Africans as and where possible is reflected in the additional number of African Guards provided for.

Overtime and Trip Allowances.

These, at £5,800, as compared with £7,740 for 1932, show a reduction of £1,940, being based on a minimum train service without provision for any "peak" traffic.

Cleaning of Carriages and Wagons.

This expenditure has already been considerably reduced and the further reduction in the staff employed brings it to a minimum, the small additional amount for materials being due to the use of the "Zyklon" process, which, while somewhat more expensive, has been found to be more efficacious.

Station Staff.

The £7,354 under this head of the Estimate includes £1,430 for water required for the Traffic Department, to which reference is made in the notes on Abstract 'B'. This, however, is offset by other reductions amounting to £2,384, the net reduction being £1,004.

Making-

This estimate (£1,680 as compared with £2,838) shows a saving of £1,158 due to the reduced staff and the reduced amount of material used, which, as far as desirable, has been introduced.

Catering.

The expenditure of this Branch has been examined in the closest detail.

It will be seen that the total vote asked for at £17,078, represents a reduction of £11,626. After deducting £5,241 in respect of less stores to be purchased, there is a reduction of £6,385 in the estimated general costs of running these services.

It is anticipated that, as a result of these economies, the Catering Service will be at least self-supporting and that with a revival of passenger traffic it will yield a reasonable return on the capital therein invested.

Printing, Passages and Advertising.

These heads each show substantial reductions of £3,080, £1,850 and £600 respectively.

General.

The total traffic Expenses (other than Catering Services) on the basis of the 2,260,021 train miles provided for, is equal to Shs. 1/75 per train mile, as compared with Shs. 1/69 during the six months, January - June (the heaviest period of the year) 1933. The actual train miles for the first half of this year were 1,351,641 (much in excess of one half of the 1933 Estimates) and this fact and the fact that much of the expenditure under this Abstract is "constant" accounts for the apparent increase in Train Mile costs, notwithstanding that the whole Abstract provides for a reduction during 1933 of 258,450.

ABSTRACT 'E' - GENERAL CHARGES.

As two additional heads - "Stores" and "Upkeep of Headquarter Offices" - which previously figured in other Abstracts, are now covered by Abstract 'E', it is, for comparative purposes, necessary to set out the position.

The total Abstract provides for an estimated expenditure of	£	2100,445
which now includes :-		
Stores Department	19,926	
Upkeep of Offices	1,620	21,546
Leaving the actual comparable expenditure at		£ 278,569
Against the 1933 provision of		£ 97,517
So that the real reduction is		<u>£ 18,052</u>

This reduction is made up under the following heads:-

	1933 Estimate.	1932 Estimate.	Reduction.
	£.	£.	£.
Administration.	3,880.	5,170.	1,290.
Management.	12,145.	14,350.	2,185.
Estates Office (charge to Railway Funds).	278.	375.	97.
Accounts.	59,051.	47,336.	3,615.
Colonial Audit.	4,000.	4,004.	4.
Watch and Ward.	7,919.	9,000.	1,081.
Postal, Telephone and Telegraph Service.	3,000.	3,400.	400.
Publicity.	2,070.	4,098.	1,428.
Furniture for Staff.	250.	1,000.	750.
Medical Services.	8,000.	11,500.	3,500.
		TOTAL	£19,980.
		Reduction	

The difference between this total and the total net reduction is accounted for by less Port recoveries.

Recoveries from Port.

It should be noted by Council that the recoveries against the Port on account of Administration and Management have been reduced from 20% to 15% of the items of which the Port hitherto has borne a share, which in these Estimates represents a reduction of £1,502.

Accounts Department.

A very considerable reduction has again been made in the Accounting Department, viz. £8,615, by an extension of the use of Hollerith Machines, abolishing all possible work, the cost of which could not be fully justified, avoiding duplication with Audit and by re-organisation.

The estimate for the Accounting Department as it stands actually includes the salary of one Senior Assistant Accountant who has been rendered redundant by re-organisation, but whose services should be retained in the Administration's interests (particulars of the proposals to utilise this officer's services will be furnished to Council at its Meeting).

61

ABSTRACT 'F' - STEAMER SERVICES.

2.

1933 Estimates	Expenditure.	60,938.
1934 Actual	"	123,438. (including Motor Services).
1929	"	110,000.
1930.	"	101,785.
1931	"	84,653.
1932 Estimated	"	70,480.

The total reduction in the provision made, as compared with 1932, is £9,542.

General Superintendance.

2.

1933 Estimate	.....	2,497.
1932	"	2,912.

Reduction. £415.

This is due to the retirement of Mr Ellis, who is not replaced. It will be seen that the title of the Engineering Officer at Kisumu has been altered to Senior Marine Engineer; this change being found desirable to avoid confusion.

Head Office Staff.

A larger portion of the total clerical staff of this Department is now included under this Head. Previously 17 Clerks were included with the Running Expenses, whereas only 12 are provided for under that head in 1933, the total clerical provision in 1932 Estimate s under both heads, as compared with the 1933 Estimates being -

	<u>No.</u>	<u>1933.</u>	<u>No.</u>	<u>1932.</u>
		£.		£.
Under Head Office Staff.	19.	2,542.	11.	1,392.
" Running Expenses.	12.	1,936.	17.	2,824.
	31.	4,478.	28.	4,216.

RUNNING EXPENSES.

The total reduction in expenditure compared with 1932 is £3,459.

The Estimates as proposed provide for the following vessels being in commission:-

Lake Victoria.	1 ship and 4 small craft.
Lake Kioga.	2 ships.
Lake Albert (and Nile).	2 ships and 1 small craft

with the same number of lighters and motor boats as at present.

It is anticipated that the total tonnage to be handled by the steamers will be equal to that of 1932.

ABSTRACT 'G' - MOTOR SERVICES.

	£
1933 Estimate	11,399
1924 (included in Marine)	
1929	14,905
1930	16,268
1931	15,373

The reduction of £4,095 is to be effected by reduced Running Expenses and Maintenance Costs - mainly Running and other Stores.

The expenditure under this Abstract has now been reduced to the minimum.

Every effort is being made to increase the traffic of the Motor Service by providing "feeder" services where scope exists. For instance, a service has been inaugurated for the tobacco traffic between points on the Masindi-Hoima Road and connecting roads to Masindi, from which 400 tons recently has been secured, this enabling the available staff and plant to be more fully employed, the additional running costs being more than compensated by the extra revenue earned.

ABSTRACT 'H' - MISCELLANEOUS EXPENDITURE.

The provision in this Abstract has been reduced as far as possible. The increase under the head "Exchange", as far as can be seen, must be provided for, as it now costs 7/8% to remit money to London to meet Loan Fund Charges and other requirements.

A new item - Loss on Stores - is included. This £100. is necessary so that occasional losses properly can be reflected in the Administration's accounts.

GENERAL REMARKS.

Staff.

The following figures will be of interest:-

Total Staff Employed:

	<u>European</u>	<u>Asian</u>	<u>African</u>	<u>Total</u>
On 31st December, 1929	670	3,205	19,416	23,291.
" " " 1930	690	3,013	19,620	23,323
" " " 1931	650	2,458	15,855	18,963
" 31st July 1932	523	1,712	11,984	14,219

It is anticipated that the total tonnage to be handled by the steamers will be equal to that of 1932.

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Proposed Closing of certain Sections of the Line.

The question of closing certain sections of the Line - non-paying branches and sections that might be replaced by Steamer Services - has been investigated. The maximum possible savings were estimated not to exceed £50,000, which would be reduced by some loss of revenue.

Apart from the fact that all Loan Charges on such sections must continue to be paid and that some maintenance expenditure must be incurred, while heavy depreciation would take place, the dislocation of public business and the resulting abandonment of huge areas of developed land which such a step would involve was considered to be of such magnitude as far to outweigh such a saving in expenditure. The proposal was not, therefore, examined in further detail.

DEPRECIATION.

The contribution to the Renewals Fund of £334,651, or £10,129 in excess of the 1932 contribution, is based on the rates approved by the Secretary of State in respect of the Administration's wasting assets.

RAILWAY NET REVENUE ACCOUNT.

On the basis of the tentative Revenue Estimate of		1,750,000
and ordinary Working Expenditure of 994,139 with a contribution to Renewals Fund of	334,651	
the total Working Expenditure of		<u>1,328,790</u>
leaves the balance for transfer to Railway Net Revenue Account at		421,210
to which has to be added:		
Miscellaneous Earnings (Interest on Investments)	15,000	
Levy on Salaries and Wages	<u>24,000</u>	<u>39,000</u>
making the total available towards Loan Fund Charges		460,210
Loan Fund Charges total		<u>628,864</u>
so that the shortfall transferred to the Combined Net Revenue Account is		<u>£168,654</u>

For Council's information, it may be added that proposals for obtaining some relief in regard to Loan Fund Charges by means of a conversion of the Kenya Loans with particular reference to the 1921 £5,000,000 Six Per Cent Loan (the bulk of which was devoted to Railway and Harbour purposes) were submitted to the Secretary of State. In

regard to these proposals and will be considered by the following Councils:-

"REGRET NOT POSSIBLE TO HOLD OUT ANY PROSPECT OF RELIEF FROM LOAN CHARGES AT PRESENT TIME. DESPATCH FOLLOWS."

No provision has been made in the New Revenue Account for the write-off of Dead Assets or of Obsolete Stores.

COMBINED NET REVENUE ACCOUNT.

In addition to the estimated Railways loss of £1,000,000 the Estimates also show a Harbour loss of £1,000,000 making the gross estimated loss on the Railways and Harbours £2,000,000 as compared with the total contribution to the Renewals Fund provided for of:-

Railways.....	334,051.	
Harbours.....	30,157.	364,208.

CASH BALANCES.

Appendix I reflects the estimated position of the balances of the Administration's fund.

They show that after allowing for an expenditure of £13,000 required to complete work already sanctioned, but not expected to be completed by the end of 1933 and providing also for the estimated deficit of £224,433, the balance of all funds as at 31st December, 1933, is estimated at £756,747.

NEW WORKS.

The only provision for new works that necessarily to be completed already sanctioned but not expected to be completed by the end of 1933. The details are set out in Appendix II.

CONCLUSION.

The present Estimates reflect the results of the year's intensive work on reduction in expenditure, in the face of a sharp fall in earnings.

It will be remembered by Council that in December, 1930, instructions were issued by the Management ordering an immediate reduction in expenditure of 10% for the coming year.

After a full investigation of the position, proposals were submitted by the Management in February, 1931, whereby extensive retrenchments and re-organisation would be carried out. Following the approval of this policy many other savings and reductions in expenditure have since been brought about.

- 16 -

The effect of this continuous review is clearly illustrated by the following figures showing Estimates of Expenditure for the years 1931, 1932 and 1933.

	<u>Estimated Expenditure</u>			<u>Savings on</u>
	<u>1931</u>	<u>1932</u>	<u>1933</u>	<u>1931</u>
	£	£	£	£
Abstract A. Engineering Expenditure	256,955	191,171	170,696	86,259
Abstract B. Locomotive Running Exp.	375,750	254,441	225,375	150,375
Abstract C. Maintenance of Engines and Rolling Stock	270,755	160,920	143,189	127,566
Abstract D. Traffic Expenditure	356,323	280,591	222,152	134,171
Abstract E. General Charges	130,874	97,517	100,400	30,429
Abstract F. Steamer Services	108,113	70,480	60,938	47,175
Abstract G. Motor Services	17,393	15,494	11,399	5,994
Abstract H. Miscellaneous	82,249	73,210	59,945	22,304
TOTALS ...	21,598,412	11,143,824	894,139	£604,273

In two years, therefore, a saving of £604,273 has been brought about, equal to approximately 38% of the estimated expenditure for 1931. This result has been achieved only with the co-operation and loyal assistance of Senior Officers and every member of the staff, and I wish again to place on record my appreciation of their assistance.

The revenue provisionally included in these Estimates of £1,750,000 is far below the capacity of the Railway. Even on this basis, however, the operating ratio for 1933 works out at 56.80% which is not unsatisfactory in the circumstances.

The following illustrate the cost per Open Mile of ordinary Working Expenditure in the years shown :-

	£
1933 (estimated)	611
1932 "	704
1931 (actual)	743
1930 "	870
1929 "	926

The Estimates for 1933 have reached rock bottom, they provide the minimum organisation necessary to provide a reasonable service at the lowest possible cost.

If they can be worked to they will provide a new basis for future Estimates.

Kenya & Uganda Railways & Harbours

RAILWAY ADVISORY COUNCIL.

EXTRACT FROM MINUTES.

Meeting No. 32

Held at NAIROBI

Date WEDNESDAY 14th SEPTEMBER, 1932.

Minute No. 767

Folio No. 110

(R.A.C.6)

PRELIMINARY DRAFT ESTIMATES OF THE REVENUE AND
EXPENDITURE OF THE KENYA AND UGANDA RAILWAYS
AND HARBOURS.

In introducing the printed Estimates, the GENERAL MANAGER explained that he had asked the Chairman of the Harbour Advisory Board and the Port Manager, together with the Chief Accountant, to attend this meeting of Council, in order to discuss the financial position generally, as it largely controlled the estimated Revenue finally to be included in the Estimates, as drafted, budgetted for a total deficit of £225,696 and that this sum was the largest amount that could be recommended to the Secretary of State. Great care was necessary, therefore, to see that the Estimates of Revenue were based on conservative lines, so that there would be little possibility of failure to realize this Revenue during the coming year. So far as the Railway Revenue was concerned, he was of opinion that the figure adopted of £1,750,000 was, in all the circumstances, reasonably safe, but that he had some doubt with regard to the estimated Revenue of £207,495 as recommended by the Harbour Advisory Board.

2. In support of this Estimate of Revenue, MR WALSH, Chairman of the Harbour Advisory Board, explained in considerable detail how this figure had been arrived at. So far as anticipated export tonnage was concerned, the position as outlined by Mr Walsh appeared to be borne out by estimates of production during the coming year, as confirmed by the Directors of Agriculture of Kenya and Uganda. These figures were generally accepted by Council.

3. So far as possible tonnages of imports were concerned, the Commissioner of Customs stated that he and the Harbour Advisory Board were definitely of opinion that the total tonnage of 1,125,000 anticipated by them would materialise, in view of the increase in export tonnages and in view of the general hardening in prices for primary products.

4. THE CHIEF ACCOUNTANT challenged this aspect of the matter, as, in his view, owing to the uncertainty with regard to gold values and other reasons, and following upon information published at home, it appeared to him extremely doubtful whether such prices would be maintained during the coming year. He stressed the fact that in all public utterances at home by responsible

ACTION TAKEN.

Kenya & Uganda Railways & Harbours

RAILWAY ADVISORY COUNCIL

EXTRACT FROM MINUTES.

Meeting No. _____

Held at _____

Date _____

Minute No. _____

- 2 -

Folio No. _____

people, warnings were issued to the effect that the present rise in prices must not necessarily be considered permanent. In these circumstances, he felt very strongly that the Harbour Advisory Board had adopted rather too optimistic an estimate of imports for the coming year.

Supplies was ultimately adopted 1/1/32

5. After further discussion by Council on this point, it was AGREED that the final estimate of Revenue should be left over until a later meeting, when it was hoped that more complete information would be available, to enable a safe estimate to be arrived at.

6. While Mr Walsh and Mr Bulkeley were present, the GENERAL MANAGER briefly reviewed the changes in the Harbour organisation and the economies that had been brought about by a simplification of procedure, and referred to the Statement circulated to Council, giving a summary of the Port Department Expenditure and of the reductions in staff during the past two years.

7. Council wished to congratulate the Port Manager and his staff on having reduced the ratio of Ordinary Working Expenditure to Gross receipts from the figure of 70.14% in 1927 to 42.7% in 1932.

8. Council then proceeded to consider the Railway Estimates of Expenditure under the various Abstracts. In this connection, in view of the very full statement that had been circulated to Council prior to the Meeting, very little additional information was found necessary.

**MINUTES OF THE MEETING OF THE SUB-COMMITTEE OF
THE HARBOUR ADVISORY BOARD APPOINTED TO REVIEW
HARBOUR REVENUE AND EXPENDITURE FOR 1933.**

68

PRESENT.

Hon. Mr G. Walsh, C.B.E., (Chairman).
Mr A. M. Campbell, (Member).
Mr H. H. Goodhind, (Member).

IN ATTENDANCE.

Mr G. V. O. Bulkeley, C.B.E., (Port Manager).
Throughout proceedings.
Mr A. E. Hamp, (Chief Engineer, K.U.R. & H.)
(During discussion under "B"
Expenditure Abstract "A")
Mr W. G. Beveridge, (Secretary)
Throughout proceedings.

The Sub-Committee appointed by the Harbour Advisory Board at Minute No.674 sat on Monday 4th and Sunday 10th July.

The Port Manager laid on the table a Chart which had been received from the General Manager, showing the trend of 1932 Port revenue and expenditure.

A. REVENUE.

1. In face of the peculiar difficulty in estimating Harbours revenue for 1933, except by unsatisfactory arithmetical methods, the Sub-Committee decided to examine each item of export individually and to build up an estimated trade balance for 1933. To this end, the Secretary was asked to prepare a statement showing, for each commodity, the B/L Tonnages and values of exports and re-exports for the years 1929 to 1931 inclusive. This statement is attached hereto. Attention is drawn to the value of re-exports which although not double handled at the Port in every instance add very appreciably to the total value of imports and exports year by year.

2. The trend of world prices has been steadily downward for the period covered by this statement, the figures shown, therefore represent a very conservative situation in relation to the productive capacities of Kenya and Uganda.

There is every prospect that the successful termination of the Lausanne Conference will have a stimulating effect on world trade and prices; in this respect, a comparable table is appended, showing certain East African Produce prices on 1st and 11th July.

Cotton. American Futures.

New York.

July 5.69 - Oct. 5.83 - Jan. 6.14.

Liverpool.

July 4.47 - Oct. 4.41 - Jan. 4.47.

Local Prices.

Wattle Bark,	July 1st 67/6.	July 11th 85/-.
Cotton seeds,	" 84/-Uganda.	" 50/-.
Ground nuts,	" 3/4s.	" 4/-.
Binnia,	" 3/-.	" 3/7s.
Native Coffee,	" 11/2s.	" 12/5s.

This/

PRESENT.

Hon. Mr G. Walsh, C.B.E., (Chairman).
 Mr A. M. Campbell, (Member }
 Mr H. H. Goodhind, (Member }

IN ATTENDANCE.

Mr G. V. O. Bulkeley, C.B.E., (Port Manager).
 Throughout proceedings.
 Mr A. E. Hamp, (Chief Engineer, K.U.R. & H.)
 (During discussion under "B"
 Expenditure Abstract "A")
 Mr W. G. Beveridge, (Secretary)
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New York.

July 5.69 - Oct. 5.83 - Jan. 6.14.

Liverpool.

July 4.47 - Oct. 4.41 - Jan. 4.47.

Local Prices.

Wattle Bark,	July 1st	87/6.	July 11th	85/-.
Cotton seeds,	"	84/-Uganda.	"	80/-.
Ground nuts,	"	3/40.	"	4/-.
Sisal,	"	3/-.	"	3/75.
Native Coffee,	"	11/85.	"	12/50.

This/

69

This rise anticipated the effect of the successful conclusion of the Lausanne Conference and it is not unreasonable to anticipate that a further appreciation will occur, or at least the rise will be maintained.

An immediate result of this is the noticeable effect on cotton futures, from which it can be deduced that a rise is expected. Again a considerable proportion of the balance of the cotton seed crop, previously an un-economic proposition - now becomes marketable.

Several new enterprises are pending a commencement in this country: cement, gold mining, and wood pulp; also the extended use of Tea and Coffee machinery. The Natal Tanning Extract Company of Pietermaritzburg has made arrangements to open a factory towards the end of this year for the production of Wattle extract and the improvement of Native grown Bark; a valuable product and a trade, which can be developed to a much larger capacity than at present.

3. The detailed figures examined by the Sub-Committee indicate that a figure of 300,000 tons of exports and re-exports through the Port is a reasonable expectation for 1933. In regard to imports: having before them the total value of exports and re-exports passing through the Port during 1931 as £5,252,105, the Sub-Committee sees no reason why the imports for next year should not reach a total value of £4,000,000, which, adding £1,000,000 for duty - indicates to their view a total value of imports passing through the Port in 1933 of £5,000,000.

In regard to a corresponding tonnage, a figure, based on the first 4 months of this year, plus an addition for the replenishment of depleted stocks, appears probable; and the Sub-Committee have adopted an estimated tonnage of 175,000 tons in this respect. The attached Net Revenue Account reflects these figures. For the remaining items on the Revenue side, the actual Railway Coal contract tonnage for 1932 has been adopted, while the Marine charges, oil exports and miscellaneous items shown are substantially the actual figures for the first 4 months of 1932 multiplied by three.

4. In recommending the adoption of these figures, the Sub-Committee regards them as being based on reasoned hypotheses, in which trade conditions and current world events have properly been given due weight.

It should not be overlooked that this estimate visualises the revenue position at a point 18 months ahead.

B. EXPENDITURE.
ABSTRACT.

The Chief Engineer, Kenya & Uganda Railways & Harbours, explained his Abstract very fully to the Sub-Committee and also furnished the following particulars of track mileages on Mombasa Island:-

There are 25.36 miles owned by the Railway,
and 43.83 miles owned by the Port.

The/

The Sub-Committee noted that the following amounts are a debit against the Port for maintenance of Port lines:-

21,283, plus one-half the salary of the Senior District Engineer £360, plus P.W.I. and staff £529.

To this, a considerable sum must be added to cover Interest and Sinking Fund on the Capital cost of the track.

The Sub-Committee point out that (with the exception of a small annual sum for point to point haulage, under the Harbour Tariff) the Port obtains no revenue for the use of these 43.83 miles of track which constitute a Capital asset of the Port. They recommend that this asset should again be represented by the Harbour Advisory Board.

Subject to the above comments, the Sub-Committee recommend the adoption of this Abstract.

ABSTRACTS B, C, D, F, & G.

The Sub-Committee recommends the adoption of these Abstracts.

ABSTRACT "E".

Item III (1) Motor Boat Drivers (African).

The Sub-Committee are of the opinion that the scale of salary of Motor Boat Drivers (African) i.e. (Shs.50 to 80, 90 to 150) per mensem, is too generous, and should be Shs.50 to 80 per mensem. Otherwise the adoption of the Abstract is recommended.

ABSTRACT "H".

The Sub-Committee note that their previous recommendation under H.III(a) has not been given effect to in the draft, and understand that the Secretary of State is unable to find an alternative post for the Port Captain at the present time. The Sub-Committee wish, however, to reiterate their opinion that the present financial position of the Port does not justify the retention of two Senior Assistants to the Port Manager, where one is sufficient, if qualified to do the work.

Should it become practicable to carry into effect the previous recommendations of the Sub-Committee in this respect, the question of relief arrangements consequent upon the departure on leave of the Port Manager early in 1933, including the appointment of a Senior Pilot, already suggested, will require consideration.

Subject to the above comments, the adoption of Abstract H. is recommended.

The Sub-Committee notes with satisfaction that the whole of the Transport operations on the Island now come under/

W. 480
ANDARD

under the supervision of the Officer holding the post of Port Manager, and that a contribution from Railway to Port of £1,100 per annum is made in this respect.

ABSTRACT "I".

It is understood that the figures comprising this Abstract are, to a large extent, frozen.

C. GENERAL.

The Sub-Committee wish to emphasize that, in their opinion, the draft Estimates for 1933 generally represent rock bottom expenditure under which the Public services of the Port can be maintained satisfactorily to those who pay for them under the Harbours Tariff, and feel that the charges to the public can hardly be again increased in view of the very parlous conditions which exist.

It is therefore of the opinion that any loss must be carried forward in the hope of liquidating when times improve.

In the event of any considerable improvement in trade over and above the movement contemplated in the Estimates which accompany this report, it will in all probability become necessary to submit a Supplementary Estimate of Expenditure.

It is recommended that an advance copy of this Report be forwarded to the General Manager, Kenya & Uganda Railways & Harbours.

(Signed). G. WALSH. (Chairman).

A. M. CAMPBELL. (Member).

H. H. GOODHIND. (Member).

MINUTES OF THE MEETINGS OF THE SUB-COMMITTEE OF
THE HARBOUR ADVISORY BOARD APPOINTED TO REVIEW
HARBOURS REVENUE AND EXPENDITURE FOR 1933.

68

PRESENT.

Hon. Mr G. Walsh, C.B.E., (Chairman).
Mr A. M. Campbell, (Member).
Mr H. H. Goodhind, (Member).

IN ATTENDANCE.

Mr G. V. O. Bulkeley, C.B.E., (Port Manager).
Throughout proceedings.
Mr A. E. Hamp, (Chief Engineer, K.U.R. & H.)
(During discussion under "B"
Expenditure Abstract "A")
Mr W. G. Beveridge, (Secretary)
Throughout proceedings.

The Sub-Committee appointed by the Harbour Advisory Board at Minute No. 674 sat on Monday 4th and Sunday 10th July.

The Port Manager laid on the table a chart which had been received from the General Manager, showing the trend of 1932 Port revenue and expenditure.

A. REVENUE.

1. In face of the peculiar difficulty in estimating Harbours revenue for 1933, except by unsatisfactory arithmetical methods, the Sub-Committee decided to examine each item of export individually and to build up an estimated trade balance for 1933. To this end, the Secretary was asked to prepare a statement showing, for each commodity, the B/L Tonnages and values of exports and re-exports for the years 1929 to 1931 inclusive. This statement is attached hereto. Attention is drawn to the value of re-exports which although not double handled at the Port in every instance are very appreciable to the total value of imports and exports year by year.

2. The trend of world prices has been steadily downward for the period covered by this statement, the figures shown, therefore represent a very conservative situation in relation to the productive capacities of Kenya and Uganda.

There is every prospect that the successful termination of the Lausanne Conference will have a stimulating effect on world trade and prices; in this respect, a comparable table is appended, showing certain East African Produce prices on 1st and 11th July.

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July 4.47 - Oct. 4.41 - Jan. 4.47.

Local Prices.

Wattle Bark,	July 1st 67/6.	July 11th 85/-.
Cotton seeds,	" 84/- Uganda.	" 30/-.
Ground nuts,	" 3/40.	" 4/-.
Sisal,	" 3/-.	" 3/75.
Native Coffee,	" 11/25.	" 12/50.

This/

COPY OF HARBOUR ADVISORY BOARD MINUTE NO. 678,
DATED 5TH AUGUST, 1932.

72

678. HARBOURS 1933 ESTIMATES OF REVENUE
AND EXPENDITURE.

The Sub-Committee appointed at Minute 674 had reported copies of the Report having been circulated to Members, together with the draft Estimates of Revenue and Expenditure for 1933.

- (i) It is the feeling of the Board that, in regard to the tonnages which it has been estimated will be handled at the Port during 1933 - 300,000 tons in the case of Exports and 175,000 tons in the case of Imports are fair trade expectations. In the case of anticipated Imports, the figure of 175,000 tons should be reviewed as may be necessary at the October meeting.
- (ii) In regard to the abstracts of Expenditure: the Board **RECOMMENDS** -
 - (a) That the scale of salary payable to Pilots be subject to review in the case of new entrants to the Service.
 - (b) That effect be given to the Port Manager's proposal to retrain one European Yard Foreman, and to bring the shunting staff down to a two-shift basis.
 - (c) That the Port's present financial position does not justify the retention of two Senior Assistants to the Port Manager. In this connection Mr Crisp feels that the whole time services of a Port Captain are a necessary feature of the organisation. The remainder of the Board, however, accepts the recommendations of the Sub-Committee regarding the amalgamation of the duties of Port Captain and Shore Assistant (Minute 600 also refers).

The Port Manager stated that, comparing like with like, the 1933 Estimates of Port Departmental Working Expenditure show a reduction of some 25,000 on the actual corresponding expenditure for the year 1927.

Mr Wood stated, in regard to Municipal Rates, that, in the Naironi township, virgin lands (such as formed part of the Port Area) were subjected to a lower rate of taxation than other lands.

Mr A. M. Campbell referred to the high reputation which the Port now enjoys among shipping and commercial interests, and at other ports. It was hoped that the economies necessitated by the present financial position, would not disturb this.

The General Manager said, in regard to the question of Port Terminal, that the matter of terminals as a whole would doubtless be dealt with in Mr Roger Gibb's report. He recommended that the matter be not pressed at the present time.

The General Manager said that he would be glad if the Chairman/

Chairman of the Board and the Port Manager would attend the coming meeting of the Railway Advisory Council, at which the Administration's Estimates would be reviewed.

The report of the Sub-Committee is accepted by the Board and recommended for adoption.

RAILWAYS AND HARBOURS. BALANCE SHEET AS AT 31ST JULY, 1931.

LIABILITIES.

ASSETS.

	£	s.	cts.	£	s.	cts.		£	s.	cts.	£	s.	cts.
Capital Account-Balance at Credit thereof				472547.	3.	78	Cash Balances (At Bank with Crown Agents, etc., and in Hand)				690876.	3.	66
Renewals and Betterment Funds (Railway):-							Cash on Fixed Deposit:-						
Renewals	500116.	7.	84				General Account	137500.	0.	00			
Betterment	91565.	19.	85	591682.	7.	69	Provident Fund Account	16979.	10.	97	154479.	10.	97
Renewals Fund (Motor Services)				23420.	16.	33	Investments:-						
Renewals Betterment and Insurance Funds (Marine).							Marine Insurance Fund	47104.	3.	57			
Renewals	97348.	14.	60				Provident Fund	550156.	2.	16	597260.	5.	73
Betterment	7731.	15.	51				Stores and Materials in hand and in transit				502289.	10.	69
Insurance	51264.	3.	42	156344.	13.	53	Outstanding Traffic Accounts				85607.	5.	43
Renewals and Betterment Funds (Harbours):-							Sundry Debtors				37937.	3.	19
Renewals	65558.	10.	90	66260.	7.	67	Deficit Account				43479.	14.	45
Betterment	701.	16.	77										
Provident Fund				527112.	3.	92							
Fine Fund				3357.	2.	47							
Sundry Creditors				271204.	18.	73							
Total				£ 2111929.	14.	12	Total				£ 2111929.	14.	12



CHIEF ACCOUNTANT.

1931.



ESTIMATES

OF THE

Revenue and Expenditure

OF THE

Kenya and Uganda Railways and Harbours

INCLUDING:

Main and Branch Lines

Lake Marine Services

Motor Services

Coast Port Services

1933



ESTIMATES

OF THE

Revenue and Expenditure

OF THE

Kenya and Uganda Railways and Harbours

INCLUDING :

- Main and Branch Lines
- Lake Marine Services
- Motor Services
- Coast Port Services

1933



ESTIMATES

OF THE

Revenue and Expenditure

OF THE

Kenya and Uganda Railways and Harbours

INCLUDING

Main and Branch Lines

Lake Marine Services

Motor Services

Coast Port Services

1933

Memorandum by the General Manager

RAILWAYS, MOTOR, MARINE AND PORT SERVICES

1. A comparison of the estimated Revenue and Expenditure for 1933 with the Estimates for 1932 is given in the Summarized Revenue Account Statements.

2. The total route mileage of Open Lines during 1933 will be as follows:—

<i>Main Line.</i>	<i>Miles.</i>
Mombasa to Kampala	886

<i>Principal Lines.</i>	
Kisumu Line (Nakuru Junction to Kisumu)	131
Soroti Line (Tororo to Soroti)	100
Voi-Kahe Line (Voi to Kahe Junction)	92

<i>Minor and Branch Lines.</i>	
Solai Branch (Rongai to Lake Solai)	27
Yala Branch (Kisumu to Butere)	43
Kitale Branch (Leseru to Kitale)	41
Namasagali Line (Mbulamuti to Namasagali)	17
Kampala-Port Bell Line	6
Thomson's Falls Branch (Gilgil to Thomson's Falls)	48
Nanyuki Branch (Nairobi to Nanyuki)	145
	1,536

<i>Lines Worked but not Owned.</i>	
Magadi Branch (Konza to Magadi Lake)	91
	Total ... 1,627

as compared with the 1932 estimated mileage of 1,625 miles, the difference being due to adjustments on re-chainage.

<i>Steamship Services.</i>	<i>Route Mileage.</i>
Lake Victoria	1,974
Lake Kioga	697
Lake Albert	785
Kagera River	194
	3,650

as compared with 3,676 in 1932, the difference being due to the revised services to operate in 1933.

<i>Motor Services.</i>	<i>Miles.</i>
Masindi Port-Butiaba	75

3. REVENUE.

Revenue

The estimate of Railway Revenue of £1,750,000 represents a decrease of £180,642—equal to 9 per cent—as compared with the 1932 estimate.

4. **ORDINARY WORKING EXPENDITURE.**

The estimated ordinary working expenditure has been reduced by £149,685 as compared with the 1932 estimate—a reduction equal to 13.09 per cent. This reduction and the explanations thereof are as follows:—

Abstract A. ENGINEERING EXPENSES.—Reduction, £20,475.

The cost of Headquarters Staff has been reduced by £1,308, District Staff by £1,074, and Subordinate Supervision of Track by £4,804—a total of £7,186; and the remaining reduction of £13,289 is to be effected in Track Maintenance (largely by reduced labour, to be compensated by additional supervision) and the cost of Miscellaneous Services.

Abstract B. LOCOMOTIVE RUNNING EXPENSES.—Reduction, £29,066.

This reduction is mainly due to the smaller provision made for direct running expenses, the cost of which has been based on the reduced train mileage resulting from the use of larger engines and on lower units costs resulting from improved supervision and reorganization.

Abstract C. MAINTENANCE OF ENGINES AND ROLLING STOCK.—Reduction, £17,731.

A reduction of £3,318 is provided for in overhead expenditure (supervision and clerical staff), while the provision made for heavy repairs to engines has been reduced by £12,212, the estimate being based on the minimum number of units necessary to make good the wear and tear of the reduced engine power in traffic. Slightly increased provision has been made for running repairs to goods stock, and a reduction of £2,985 has been effected in respect of maintenance of machinery, etc.

Abstract D. TRAFFIC EXPENSES.—Reduction, £52,459.

Reductions have been made in the cost of Superintendence and Head and District Office Staff of £3,310, Station and Pk'r Staffs of £30,423; while the provision for Running Staff has been reduced by £4,518, the estimated expenditure being based on the minimum organization required to work the anticipated traffic spread over so as to avoid any peak period. Minor reductions in the estimated cost of Station Stores, Uniforms, Printing and Stationery, etc., and a reduction of £11,626 in the Catering estimate, of which reduction £3,535 is due to economies in office and clerical expenditure, and approximately £8,000 due to anticipated reduction in purchase of supplies owing to the fall in traffic, account for the balance of the total reduction under this head.

Abstract E. GENERAL CHARGES.—Increase, £2,928.

The cost of the Stores Department, hitherto treated as "indirect expenditure" covered by Stores Charges provided for in the votes of the various Consuming Departments, has been provided for in this Abstract as direct expenditure. The provision made is £19,926, as compared with £26,624, the estimated cost of the Stores Department in 1932; the reduction being due to general economies throughout the Stores Branch.

Deducting the £19,926 for the Stores Branch and also £1,620 for upkeep of Headquarter Offices (hitherto spread over various Abstracts) from the estimate, the provision for General Charges is £78,899—a reduction of £18,618 as compared with the 1932 estimate. This reduction has been effected mainly under the cost of management (reduced by £2,600), Accounts (reduced by £8,615), Publicity (reduced by £1,428), Watch and Ward (reduced by £1,081), and Medical Services (reduced by £3,500).

Abstract F. STEAMER SERVICES.—Reduction, £9,542.

The estimate provides for a reduction in the mileage to be steamed of 17,000 miles (10 per cent), and results from the reorganization of the Department and economies effected under all main heads.

Abstract G. MOTOR SERVICES.—Reduction, £4,095.

The reduced traffic expected, resulting in lower running expenses, accounts for this reduction.

MISCELLANEOUS EXPENDITURE.—Reduction, £13,265

It is anticipated that all heavy reductions in staff will have been completed before 1933. Payments on account of gratuities and committed pensions will therefore be less by an estimated amount of over £14,000. Adverse exchange is anticipated to require provision of an extra £2,000, against which there is a reduction of £1,100 for Contributions to Research Societies and investigations re Standardization of Railways in Africa.

DEPRECIATION.—Increase, £10,129.

Contributions to the Renewals Fund have been provided for at the approved rates of—

Railways	2½ per cent of the value of wasting assets
Motor Services	20 per cent of the value of wasting assets
Marine	Nil.

The increase over the provision made in the 1932 estimate is necessary to cover depreciation on new assets brought into service.

TOTAL WORKING EXPENDITURE.—Reduction, £149,685

The total estimated working expenditure, including Contributions to the Renewals Fund, of £1,328,790, which is £139,556 below the 1932 estimate, represents 76 per cent of the Estimated Revenue, as compared with 81.57 per cent in the 1932 estimate. The estimated ordinary working expenditure (i.e. exclusive of depreciation), which is £149,685 below the 1932 estimate, is equal to 56.80 per cent of the Estimated Revenue, as compared with 59.29 per cent of the 1932 Revenue Estimate.

5. **NET REVENUE ACCOUNT.**

There is an increase of £4,110 in Loan Fund Charges, the details of the 1933 and 1932 Estimates being—

	1933	1932	
	£	£	£
Interest Charges	520,611	520,068	543
Loan Redemption Charges	108,253	104,686	3,567
Totals	£628,864	£624,754	+ £4,110

As in the previous year, no provision is made for the write-off of dead assets or of obsolete stores, while a sum of £24,000 is included in respect of a levy on salaries and wages.

The estimated loss on the Railways carried to the Combined Net Revenue Account is £168,654, as compared with the figure of £124,958 given in the 1932 estimate.

6. **MOMBASA PORT.**

The estimated revenue of £307,485 reflects a reduction of £48,160, as compared with the 1932 estimate—a reduction equal to 13.5 per cent.

Ordinary working expenditure is estimated at £124,094, being made up of and comparing with the 1932 estimate, as follows:—

	1933	1932	Reduction
	£	£	£
Departmental Expenditure	72,730	89,343	16,613
Payments to Contractors (Shore Handling and Lighterage)	51,364	68,866	17,502
	£124,094	£158,209	£34,115

Abstract H.

Depreciation

Total Working Expenditure.

Net Revenue Account

Mombasa Port Revenue.

Mombasa Port Expenditure

Expenditure **4. ORDINARY WORKING EXPENDITURE.**

The estimated ordinary working expenditure has been reduced by £149,685 as compared with the 1932 estimate—a reduction equal to 13.09 per cent. This reduction and the explanations thereof are as follows:—

Abstract A. **ENGINEERING EXPENSES.—Reduction, £20,475.**

The cost of Headquarters Staff has been reduced by £1,508, District Staff by £1,074, and Subordinate Supervision of Track by £4,804—a total of £7,186; and the remaining reduction of £13,289 is to be effected in Track Maintenance (largely by reduced labour, to be compensated by additional supervision) and the cost of Miscellaneous Services.

Abstract B. **LOCOMOTIVE RUNNING EXPENSES.—Reduction, £29,066.**

This reduction is mainly due to the smaller provision made for direct running expenses, the cost of which has been based on the reduced train mileage resulting from the use of larger engines and on lower units costs resulting from improved supervision and reorganization.

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A reduction of £3,318 is provided for in overhead expenditure (supervision and clerical staff), while the provision made for heavy repairs to engines has been reduced by £12,312, the estimate being based on the minimum number of units necessary to make good the wear and tear of the reduced engine power in traffic. Slightly increased provision has been made for running repairs to goods stock, and a reduction of £2,985 has been effected in respect of maintenance of machinery, etc.

Abstract D. **TRAFFIC EXPENSES.—Reduction, £52,459.**

Reductions have been made in the cost of Superintendence and Head and District Office Staff of £3,310, Station and Pier Staffs of £30,423; while the provision for Running Staff has been reduced by £4,518, the estimated expenditure being based on the minimum organisation required to work the anticipated traffic spread over so as to avoid any peak period. Minor reductions in the estimated cost of Station Stores, Uniforms, Printing and Stationery, etc., and a reduction of £11,626 in the Catering estimate, of which reduction £3,535 is due to economies in office and clerical expenditure, and approximately £8,000 due to anticipated reduction in purchase of supplies owing to the fall in traffic, account for the balance of the total reduction under this head.

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The cost of the Stores Department, hitherto treated as "indirect expenditure" covered by Stores Charges provided for in the votes of the various Consuming Departments, has been provided for in this Abstract as direct expenditure. The provision made is £19,926, as compared with £26,624, the estimated cost of the Stores Department in 1932; the reduction being due to general economies throughout the Stores Branch.

Deducting the £19,926 for the Stores Branch and also £1,620 for upkeep of Headquarter Offices (hitherto spread over various Abstracts) from the estimate, the provision for General Charges is £78,899—a reduction of £18,618 as compared with the 1932 estimate. This reduction has been effected mainly under the cost of management (reduced by £2,600), Accounts (reduced by £8,615), Publicity (reduced by £1,428), Watch and Ward (reduced by £1,081), and Medical Services (reduced by £3,500).

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It is anticipated that all heavy reductions in staff will have been completed before 1933. Payments on account of gratuities and commuted pensions will therefore be less by an estimated amount of over £14,000. Adverse exchange is anticipated to require provision of an extra £2,000, against which there is a reduction of £1,100 for Contributions to Research Societies and investigations re Standardization of Railways in Africa.

DEPRECIATION.—Increase, £10,129.

Contributions to the Renewals Fund have been provided for at the approved rates of—

Railways	24 per cent of the value of wasting assets.
Motor Services	20 per cent of the value of wasting assets.
Marine	Nil.

The increase over the provision made in the 1932 estimate is necessary to cover depreciation on new assets brought into service.

TOTAL WORKING EXPENDITURE.—Reduction, £149,685.

The total estimated working expenditure, including Contributions to the Renewals Fund, of £1,328,790, which is £139,556 below the 1932 estimate, represents 76 per cent of the Estimated Revenue, as compared with 81.57 per cent in the 1932 estimate. The estimated ordinary working expenditure (i.e. exclusive of depreciation) which is £149,685 below the 1932 estimate, is equal to 56.80 per cent of the Estimated Revenue, as compared with 59.25 per cent of the 1932 Revenue Estimate.

5. NET REVENUE ACCOUNT.

There is an increase of £4,110 in Loan Fund Charges, the details of the 1933 and 1932 Estimates being:—

	1933.	1932.	
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6. MOMBASA PORT.

The estimated revenue of £307,485 reflects a reduction of £48,160, as compared with the 1932 estimate—a reduction equal to 13.5 per cent.

Ordinary working expenditure is estimated at £124,094, being made up of and comparing with the 1932 estimate, as follows:—

	1933.	1932.	Reduction.
	£	£	£
Departmental Expenditure	72,730	89,343	16,613
Payments to Contractors (Shore Handling and Lighterage)	51,364	68,866	17,502
	£124,094	£158,209	£34,115

Abstract H.

Depreciation

Total Working Expenditure.

Net Revenue Account

Mombasa Port Revenue.

Mombasa Port Expenditure

The provision for Depreciation at £30,187 shows an increase over the 1932 estimate of £4,145, owing to new assets having been brought into use.

Net Revenue Account.

7. NET REVENUE ACCOUNT.

Loan Fund Charges amount to:—

	£	£
Interest	178,717	
Redemption	31,032	
Total		209,749

Towards these charges the balance brought forward from Revenue Account of £153,204, and the proceeds of the Levy on Salaries and Wages of £1,000, amount to

154,204

Leaving an estimated loss of

£55,545

which is carried to the Combined Net Revenue Account.

Combined Net Revenue Account, Railways & Harbours.

8. COMBINED NET REVENUE ACCOUNT.

The balances transferred to this Account from the Net Revenue Accounts of the Railways and Harbours are:—

	£
Railways: <i>Loss</i>	168,654
Harbours: <i>Loss</i>	55,545
Total <i>Loss</i>	£224,199

Abstracts L, M, & N.

9. EXPENDITURE FROM RENEWALS, BETTERMENT AND INSURANCE FUNDS.

Abstract L shows the expenditure contemplated during 1933 from Renewals and Betterment Funds in respect of the Railways.

No provision is made for any new works. The sums included are required to complete work expected to be still in hand at the end of 1932.

Abstract M contains the provision necessary to complete the construction of the floating dock at Butiaba, commenced in 1932, but which will not be completed until 1933.

Abstract N shows that no expenditure on new works is contemplated at the Port of Mombasa during 1933.

Appendix I reflects the estimated position of the Renewals, Betterment and Insurance (Lake Marine) Funds at the 31st December, 1932.

Appendices II and III detail the Interest and Sinking Fund Charges.

Appendix IV gives in detail the Pensions chargeable against the Revenue of the Administration.

Appendix V gives particulars of all the items which appear in the various Abstracts under "Miscellaneous Expenses."

Appendices VI-IX contain full details of the Administration's Wasting Assets.

G. D. RHODES,
General Manager.

KENYA AND UGANDA RAILWAYS AND HARBOURS

COMBINED NET REVENUE ACCOUNT

	£	£
Balance from Net Revenue Account (Railways)	168,654	
Balance from Net Revenue Account (Harbours)	55,545	
		224,199
	£	£
Balance (Deficit)		224,199

KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1933
RAILWAYS—REVENUE ACCOUNT

Expenditure	A/Balance	1932		Decrease	Earnings		1933	1932	Increase	Decrease
		1933	Increase		1932	Increase				
Engineering Expenses	A	£ 170,696	£ 191,171	£ 20,475	Passengers	£ 190,000	£ 216,000	£ 26,000	£ 26,000	
Locomotive Running Expenses	B	225,375	254,441	29,066	Parrels and Luggage	37,900	40,200	3,200	3,200	
Maintenance of Engines and Rolling Stock	C	143,189	160,920	17,731	Live Stock	16,000	24,000	6,000	6,000	
Traffic Expenses	D	222,152	290,591	68,439	Goods	1,650,000	1,599,942	189,042	189,042	
General Charges	E	109,445	97,517	2,928	Telegraphs	1,200	1,400	200	200	
Steamer Services	F	69,338	70,460	4,085	Miscellaneous	43,900	50,000	6,200	6,200	
Motor Services	G	11,399	15,494	13,265						
Miscellaneous Expenditure	H	93,945	73,210							
Total Ordinary Working Expenditure		994,139	1,143,924	149,685						
Depreciation		334,651	324,522	10,129						
TOTAL		1,328,790	1,468,346	139,556						
Balance Net Earnings carried to Net Revenue Account		421,210	462,296	41,086						
		£ 1,750,000	£ 1,930,642	£ 180,642			£ 1,750,000	£ 1,930,642		£ 180,642

RAILWAYS—NET REVENUE ACCOUNT

	1932	1933	Increase	Decrease
Interest Charges	£ 520,611			
Loan Redemption Charges	108,263			
TOTAL	£ 628,864			
		£ 421,210		
		15,000		
		24,000		
		168,654		
		£ 628,864		

KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1933
HARBOURS—REVENUE ACCOUNT

EXPENDITURE	1933	1932		Decrease	EARNINGS	1933	1932	Increase	Decrease
		1933	Increase						
Working Account (Vide Details)— (i) Departmental Expenditure £ 72,730 (ii) Payment to Contractors (Shore Handling and Lighterage) .. 51,364	£ 124,094	£ 158,209	£ 34,115		Deepwater and Bulk Oil Berths— Imports	£ 94,863	£ 128,620	33,657	
Depreciation	39,167	26,042	4,145		Exports	96,042	96,892	1,350	
TOTAL	£ 154,261	184,251	29,970		Lighter Cargo—(including Coal) Imports	3,127	6,480	3,243	
					Exports	658	1,953	1,286	
Balance Net Earnings carried to Net Revenue Account (Harbours)	£ 153,294	171,894	18,190		Port Dues	54,000	68,000	14,000	
	£ 307,465	353,645	48,160		Miscellaneous	56,785	54,000	2,785	
						£ 307,465	353,645	48,160	

HARBOURS—NET REVENUE ACCOUNT

	1932	1933	Increase	Decrease
Interest Charges	£ 153,204			
Loan Redemption Charges	31,082			
TOTAL	£ 184,286			
		£ 153,204		
		1,000		
		55,545		
		209,749		

KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1933

RAILWAYS—REVENUE ACCOUNT

Expenditure	Amount	Earnings				Decrease	Increase	1932	1933	Increase	Decrease
		1933	1932	Increase	Decrease						
Engineering Expenses	A	£ 170,696	£ 191,171	£	£ 20,475	Passengers	£ 190,000	£ 216,000	£	£ 26,000	
Locomotive Running Expenses	B	225,375	254,441		29,066	Parcels and Luggage	37,000	40,200		3,200	
Maintenance of Engines and Rolling Stock	C	143,189	180,920		47,731	Way Stock	18,000	24,000		6,000	
Traffic Expenses	D	222,152	280,591		58,439	Goods	1,460,000	1,599,042		139,042	
General Charges	E	100,445	97,517	2,928	9,542	Telegraphs	1,200	1,400		200	
Steamer Services	F	60,338	70,460		4,095	Miscellaneous	43,800	50,000		6,200	
Motor Services	G	11,399	15,494		13,285						
Miscellaneous Expenditure	H	59,945	73,210								
Total Ordinary Working Expenditure		994,139	1,143,824		149,685						
Depreciation		334,651	394,622	10,128							
TOTAL		1,328,790	1,468,346		139,556						
Balance Net Earnings carried to Net Revenue Account		421,210	462,296		41,086						
		£ 1,750,000	1,930,642		180,642		£ 1,750,000	1,930,642		180,642	

RAILWAYS—NET REVENUE ACCOUNT

Interest Charges	Amount	Balance from Revenue Account (Railways)	
		£	£
Loan Redemption Charges		520,611	421,210
		106,263	15,000
			24,000
			168,854
TOTAL		£ 628,864	628,864

KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1933

HARBOURS—REVENUE ACCOUNT

EXPENDITURE	1933	1932	EARNINGS		1933	1932	In-crease	De-crease
			In-crease	De-crease				
Working Account (<i>Vide</i> Details)—	£	£	£	£	£	£	£	£
(i) Departmental Expenditure	£72,790				94,823	128,520	1,350	33,637
(ii) Payment to Contractors (Shore Handling and Lighthouse)	51,364				96,042	96,892		
Depreciation					3,137	6,480		3,343
					658	1,953		1,295
TOTAL	£ 154,221	£ 124,154	£ 158,209	£ 134,115	54,000	68,000		14,000
			£ 164,251	£ 29,970	56,785	54,000	2,785	
Balance Net Earnings carried to Net Revenue Account (Harbours)	£ 153,204	£ 171,894	£ 18,190	£ 18,190	£ 307,465	£ 355,645		£ 48,160
			£ 355,645	£ 48,160				

HARBOURS—NET REVENUE ACCOUNT

Interest Charges	Amount	Balance from Revenue Account	
		£	£
Loan Redemption Charges		178,717	153,204
		31,082	1,000
			55,545
			209,749
TOTAL		£ 209,749	209,749

RAILWAYS ESTIMATES
1933

ABSTRACT A—ENGINEERING EXPENSES

DETAILS	Scale	ESTIMATE 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IA.—CHIEF ENGINEER'S HEADQUARTERS STAFF—								
(a) Administrative and Engineering.								
*1. Chief Engineer	1,600	1	1,750	1	1,750	..	..	..
Pensionable Allowance	150					..	..	..
*2. Assistant Chief Engineer	1,250	1	1,250	1	1,250	..	..	..
*3. District Engineer	840 by 40 to 920	..	600	1	720	..	120	Part time only, remainder provided for under A.I.B.(a).
4. Miscellaneous Expenses (See Appendix V)	..	2	3,600	3	3,720	..	120	..
	..	..	60	..	68	..	8	..
Deduct Contribution from Fort	..	2	3,660	3	3,788	..	128	..
	..	..	180	..	150	..	30	..
	..	2	3,480	3	3,638	..	158	..
Total IA.(a)								
(b) Technical Office.								
*1. Chief Draughtsman	840 by 40 to 920	1	920	1	920	..	..	Due to retrenchment.
2. Senior Quantity Surveyor	720 by 30 to 840	..	..	1	330	..	390	..
3. Senior Draughtsmen (Engineering)	480 by 20 to 600	2	1,119	2	1,080	39	..	Normal increments.
4. Senior Draughtsman (Architectural)	480 by 20 to 600	1	560	2	760	..	200	Due to retrenchment.
5. Junior Draughtsman	180	1	180	1	180	..	..	..
6. Clerk Class II	315 by 18 to 405	1	569	2	516	..	147	Due to retrenchment.
7. Typist Class I	120 by 12 to 180	1	153	1	141	12	..	Normal increment.
	..	7	3,301	10	3,987	..	686	..
<i>Carried forward</i>								

*Pensionable Post

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>	£	7	3,301	10	3,987	£	686	
1A.—CHIEF ENGINEER'S HEADQUARTERS STAFF—Contd.								
(b) <i>Technical Office—Contd.</i>								
8. Surveyor, Asian	Sb. per mensm 350 by 25 to 550	1	330	1	330			
9. Draughtsman (Asian)	150 by 15 to 340 350 by 25 to 500	2	383	3	486		93	Due to retrenchment.
10. Clerk, Asian (Class V)	150 by 15 to 240	1	135	2	175		40	Due to retrenchment.
11. Survey boys		3	52			52		Previously provided for under A I B.(g)
12. Plan Printers	20 to 60	2	50	2	50			
13. Drawing Material		16	4,281	18	5,028		767	
14. Drawing Instruments			300		300			
15. Miscellaneous Expenses (See Appendix V)			25		25			
			155		210		55	
		16	4,741	18	5,563		822	
Deduct Contribution from Post			281		150		131	
Total 1A.(b)		16	4,460	18	5,413		953	

14

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
1A.—CHIEF ENGINEER'S HEADQUARTERS STAFF—Contd.								
(c) <i>Clerical Office.</i>								
*1. Office Assistant to Chief Engineer	600 by 30 to 720	1	720	1	720		£	
2. Clerks, Class I	420 by 20 to 480	2	950	3	1,300		340	Due to reduction in staff.
3. " " II	315 by 18 to 405	3	1,187	1	405	792		Due to retrenchment.
4. Shorthand Typist—Special Grade	250 by 18 to 340	1	340	2	671		331	Normal increment.
5. Shorthand Typist	144 by 12 to 240	1	228	1	214	14		
6. Clerk, Asian, Special Grade	Sbs. p.m. 440 and upwards	1	300	1	300			
7. Clerks, Asian, Class I	410 by 20 to 430	1	258					
8. " " Class III	310 by 20 to 350	2	180	5	786	153		Normal increments.
9. " " Class IV	250 by 15 to 295	1	144					
10. " " Class V	180 by 15 to 240	1	144	3	117		87	Due to reduction in staff.
11. " " African Class III	20 by 10 to 60	4	60	4	60			
12. Messengers and Office Boys	10 to 80	19	4,774	21	4,573	201		
13. Caretaker, Headquarters Offices				1	300		300	Now included under General Charges (Abstract E. VIII).
14. Cleaners, etc.				29	300		300	Now included under General Charges (Abstract E. VIII).
15. Miscellaneous Expenses (See Appendix V)			525		385	190		Previous provision underestimated.
Deduct Contributions		19	5,299	51	5,508		209	
Total 1A. (c)			138		150	12		
Total 1A.		19	5,161	51	5,358		197	
		37	13,101	72	14,409		1,308	

15

Railways

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
I.B.—DISTRICT STAFF—(Contd.)							
<i>(a) Administrative and Engineering.</i>							
*1. District Engineers	£	4	2,976	3	3,520	550	Previously included under A.I.A. (a).
*2. Senior Assistant Engineer	840 by 40 to 920	1	770		720		
*3. Assistant Engineers	720 by 30 to 840 (480 by 20 to 600 600 by 30 to 720)	8	4,685	12	6,190	1,505	
4. Pupil Engineer				1	305	305	Due to retrenchment.
Non-pensionable Allowance to District Engineer, Coast Engineering District, as Port Engineer							
5. Motor Trolley Drivers Trolley-men and chainmen		37	929		80	80	Previously included under A.I.B. (g). Previous provision insufficient.
6. Miscellaneous Expenses (See Appendix V)			946		230	716	
Add contribution to Port		50	10,290	17	10,325	35	
Total I.B.(a)			354		870	1,224	
<i>(b) Technical Officers.</i>							
1. Surveyors, (Asian)	Shs. per mensem	3	915	4	1,065	150	One surveyer transferred to Port. Previously included in A.I.B. (g). Not previously provided for.
2. Chainmen	350 by 25 to 550	12	173		173		
3. Miscellaneous Expenses (See Appendix V)			140		140		
Add contribution to Port		15	1,228	4	1,065	163	
Total I.B.(b)			96		195	293	
Add contribution to Port		5	1,326	4	870	456	
*Responsible Post.							

Railways

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
I.B.—DISTRICT STAFF—(Contd.)							
<i>(c) Clerical Officers.</i>							
1. Office Superintendent	£	1	550	1	540	20	Normal increment.
2. Clerks, Class I	600 by 20 to 600	1	480	2	948	468	
3. " " II	420 by 20 to 480	1	358	2	774	416	Normal increments.
3. " " III	315 by 18 to 405	1	300	1	285	15	
4. Short-hand-Typist, Special Grade	240 by 15 to 300	1	337	1	319	18	
5. Short-hand-Typist, Class II	250 by 18 to 340	1	406	2	264	144	158 149
6. Typist, Class II	120 by 12 to 180	3		2	96	96	
7. Learner	Shs. per mensem			1			Due to re-organisation and retrenchment.
8. Clerks, (Asian) Special Class	440 upwards	2	618	2	618	436	
9. " " " Class I	410 by 20 to 430	6	1,546	8	1,984	8	158 149
10. " " " II	360 by 20 to 400	1	224	1	216	8	
11. " " " III	310 by 20 to 350	1	210	4	867	657	158 149
12. " " " IV	250 by 15 to 295	6	1,071	7	1,229	158	
13. " " " V	160 by 15 to 240	4	568	15	717	149	Numl. s in 1932 included 10 clerks retrenched in January.
14. Messengers and Office Boys	10 to 80	9	176	14	270	95	
Add contribution to Port		37	6,857	41	9,127	2,270	Anticipated reduction.
Miscellaneous Expenses (See Appendix V)			215		378	125	
Total I.B.(c)		37	7,102	61	9,497	2,395	
Add contribution to Port			521		800	1,321	
Total I.B.(c)		37	7,623	61	8,697	1,074	

Railways

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.B.—DISTRICT STAFF—(Contd.)								
<i>(a) Administrative and Engineering.</i>								
1. District Engineers	840 by 40 to 920	4	2,876	3	3,520	720	550	Previously included under A.I.A. (G).
2. Senior Assistant Engineer	720 by 80 to 840	1	170					
3. Assistant Engineers	(480 by 20 to 600) (600 by 30 to 720)	8	4,685	12	6,160		1,505	
4. Pupil Engineer				1	305		305	Due to retrenchment.
5. Non-pensionable Allowance to District Engineer, Coast Engineering District, as Port Engineer					80		80	
6. Motor Trolley Drivers, Trolley-men and chainmen		37	989			969		Previously included under A.I.B. (F). Previous provision insufficient.
7. Miscellaneous Expenses (See Appendix V)			946		230	716		
8. Add Contribution to Port		50	10,290	17	10,325		35	
Total Ib.(a)		50	10,644	17	9,455	1,189		
<i>(b) Technical Officers.</i>								
9. Surveyors, (Asian)	Shs. per mensem 350 by 25 to 550	3	915	4	1,065	173	150	One surveyor transferred to Port. Previously included in A.I.B. (F). Not previously provided for.
10. Chainmen		12	173			140		
11. Miscellaneous Expenses (See Appendix V)		15	1,223	4	1,065	163		
12. Add contribution to Port			98		195	293		
Total Ib.(b)		5	1,323	4	870	456		

Professional Post.

Railways

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.B.—DISTRICT STAFF—(Contd.)								
<i>(c) Clerical Officers.</i>								
1. Office Superintendent	500 by 20 to 600	1	560	2	540	20	468	Normal increment.
2. Clerks, Class I	420 by 20 to 480	1	480	2	948		416	
3. " " " Class II	315 by 18 to 405	1	358	2	774		16	Normal increments.
4. " " " III	240 by 15 to 300	1	300	1	285	319	18	
5. Shorthand-Typist, Special Grade	250 by 18 to 340	1	337	1	264	144	96	
6. Typist, Class II	120 by 12 to 180	3	468	2	96			
7. Learner								
8. Clerks, (Asian) Special Class	Shs. per mensem 440 upwards	2	618	2	618		436	Due to re-organisation and retrenchment.
9. " " " Class I	410 by 20 to 430	6	1,548	8	1,964		8	
10. " " " " Class II	360 by 20 to 400	1	224	4	867		657	
11. " " " " " Class III	310 by 20 to 350	1	210	7	1,229		158	Numbers in 1932 included 10 clerks retrenched in January.
12. " " " " " IV	250 by 15 to 295	6	1,071	15	717		149	
13. " " " " " V	150 by 15 to 240	4	568	14	270		95	
14. Messengers and Office Boys	10 to 30	9	175	14	270		2,270	Anticipated reduction.
15. Miscellaneous Expenses (See Appendix V)		37	6,357	61	9,127		125	
16. Add contribution to Port		37	7,102	61	9,497		2,395	
Total Ib.(c)		37	7,623	61	8,697		1,074	

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATES 1953		ESTIMATE, 1952		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
1B.—DISTRICT STAFF—(Contd.)	£							
(d) Subordinate Supervision of Works.								
1. Senior Inspector of Works	600	1	600	2	750		150	Due to retrenchment of Brickworks Staff.
2. Inspectors of Works, Class I	500 by 20 to 540	3	1,620	4	2,160		540	Due to re-organisation and retrenchment.
3. Inspectors of Works, Class II	390 by 18 to 480	2	828	2	780	48		Normal increment.
4. Sanitary Inspectors	372 by 18 to 480	2	868	3	1,296		428	One Sanitary Inspector seconded from Medical Department now returned.
5. Landie Overseers	480 by 20 to 540	2	723	2	440	283		Due to re-organisation.
6. Overseers, Asian Class I	Sh. per mensem 450 by 25 to 550	3	954	4	1,254		300	Due to retrenchment.
7. Overseers, Asian Class II	350 by 25 to 425	1	249	1	234	15	16	Normal increment.
8. Sub-Overseers, Asian Class I	300 by 15 to 330	4	792	2	180		180	Due to retrenchment.
9. " " " III								
Timekeepers—								
10. Clerks, Asian, Class I	410 by 20 to 490	1	258	1	258			Normal increment
11. " " " V	150 by 15 to 240	3	465	3	390	18		Normal increment
12. Clerks, African, Class I	95 by 10 to 150	1	81	3	207		126	Due to re-organisation.
13. " " " II	60 by 5 to 90	2	102	1	47	55		Previously provided for in A.I.B. (c). Previous provision under estimated.
14. " " " III	20 by 10 to 60	3	108	2	74	34		
15. Trolley-men and Motor Drivers		34	339		388			
16. Miscellaneous Expenses (See Appendix V)		50	500		290	210		
Add Contribution to Port		52	8,480	35	9,168		688	
Total 1B.(d)			676		407	1,083		
		52	9,156	35	8,761	395		

18

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1953		ESTIMATE, 1952		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
1B.—DISTRICT STAFF—Contd.								
(e) Subordinate Supervision of Track.								
1. Senior Permanent Way Inspectors, Class I	600	1	600	2	1,200		600	Due to re-organization
2. Permanent Way Inspectors, Class I	500 by 20 to 540	6	3,240	7	3,780		540	Normal increments
3. " " " II	390 by 18 to 480	4	3,468	4	3,337	123		Change of title from Permanent Way Inspector to Learner Class
4. " " " III	300 by 18 to 372	4	1,319	4	954	365		
5. European Sub-Permanent Way Inspectors	180 by 15 to 240	2	360	1	784	71		
6. Apprentice, Permanent Way Inspectors	48 to 120	6	495					
7. Permanent Way Inspectors, Asian Class I	Sh. per mensem 500 by 25 to 600	4	1,259	4	1,199	60		Due to re-organisation
8. Sub-Permanent Way Inspectors, Asian Class I	400 by 25 to 500	3	640	5	1,017		377	
9. " " " II	310 by 20 to 350	6	1,508	6	968	540		
10. " " " III	250 by 15 to 295	15	2,033	16	2,015	18		
11. " " " African	180 by 15 to 240	10	808	10	778	30		
12. " " " African	95 by 10 to 150	18	910	18	804	106		
13. Apprentice, Asian	65 by 10 to 90	1	57	1	51	6		Normal increments
14. Apprentices—Asian	20 to 60	5	174		174			Not previously provided for
15. Timekeepers—African		21	810		810			Previously included under A.I.B.(d)
16. Trolley-men		216	3,499		3,499			do do A.I.B. (c)
17. Miscellaneous Expenses (See Appendix V)		800	800		750	50		Previous provision under estimated.
Add Contribution to Port		329	21,972	88	17,637	4,335		
Total 1B.(e)			285		406	691		
Total 1B.(f)		329	22,257	88	17,231	5,026	10,304	Now included under A.I.V.
Total 1B.(g)		181	10,904		300	300		
Total 1B.(h)		181	10,604				10,604	
Total 1B.(i)		62	1,306		40	40	1,306	Now included under A.I.B.(a), (d) & (e).
Total 1B.(j)		62	1,266				1,266	
Total 1B.		483	51,006	448	56,884		5,878	
Total A.I		520	64,107	520	71,293		7,186	

19

Railways

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		EXPLANATION
		£	No.	£	No.	
II.—MAINTENANCE AND RENEWALS OF PERMANENT WAY—						
(a) Maintenance Gangs		3,901	47,700	4538	54,000	6,300
(b) Timekeepers (African)				21	954	954
(c) Trolley-men				220	2,707	2,707
(d) Artizans and Mates		42	2,958	60	3,580	622
2. Materials, including Track Tools		3,220		3,110	110	do
3. Ballasting		2,500		2,000	500	do
4. Repairs to Formation		3,500		2,500	1,000	Previous provision insufficient for safety.
Add Contribution to Port		3,943	59,878	4839	68,851	8,973
Total of II		3,943	59,971	4839	67,439	7,468
III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—						
(a) Repairs			470	1,080	610	610
(b) Painting			950	1,340	390	390
Total of III			1,420	2,420	1,000	1,000
IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—						
1. Station Buildings and Workshops		2,880		4,830	1,950	1,950
2. Station Machinery		718		780	62	62
3. Stair Quarters		11,440		6,487	4,943	4,943
4. Water Supply Installations		576		760	184	184
5. Roads and Platforms		864		2,150	1,166	1,166
6. Inland Piers and Docks		960		800	160	238
7. Sewerage and Sewage Disposal Works		192		430		
Contribution from Port and Open lines		17,750		16,247	1,503	
Total of IV		17,750		1,730	1,730	
				14,517	3,233	

Note—Establishment Artizans (previously included under A.I.B.(f) abolished and headings under A. IV increased proportionately.

Railways

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		EXPLANATION
		£	No.	£	No.	
V.—MAINTENANCE AND MINOR RENEWALS OF TELEGRAPHS, TELEPHONES AND INSTRUMENTS		8,016		7,018	398	
<i>Brought forward</i>						
VI.—MISCELLANEOUS SERVICES—						
1. Bush Clearing		2,750		3,020	270	270
2. Tools and Plant		1,064		1,750	686	686
3. Fire Fighting Appliances		50		92	42	42
4. Conservancy		5,700		6,610	3,910	3,910
5. Supply of Water		4,500		9,920	5,420	5,420
6. Insurance of Motor Vehicles		36			36	
Contribution from Port		14,130		24,372	10,262	
Total VI		14,130		2,475	2,475	
VII.—NEW MINOR WORKS		1,500		21,917	7,787	
VIII.—CONTINGENCIES FOR FLOODS AND AW-WEAR		250		2,000	300	
IX.—PASSAGES		3,000		500	254	
Contribution from Port		3,000		100	100	
Total IX		3,000		2,000	100	
X.—PRINTING AND STATIONERY		552		597	45	45
Contribution from Port		552		30	30	
Total X		552		567	15	15
Total of ABSTRACT A		4463	170,696	5359	191,171	20,475

Minimum requirements

Railways

ABSTRACT B—LOCOMOTIVE RUNNING EXPENSES

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—(a) SUPERINTENDENCE—								
1. Locomotive Superintendent	£	1	962	1	1,055	..	93	Change in holder of post.
*2. Asst. Loco. Superintendent	..	1	630	1	600	30	..	Normal increment.
*3. Dist. Loco. Superintendents, Class II	..	2	1,432	2	1,372	60	..	Normal increments.
4. Inspectors, Class II	..	3	1,500	1	490	1,010	..	Two promotions from Class III.
5. Inspectors, Class III	2	975	..	975	Two promotions to Class II.
6. Loco. Instructor, Class I	..	1	600	1	600	..	..	..
7. Miscellaneous Expenses (See Appendix V)	546	..	552	..	6	Estimated requirements.
8. Leave allowances to Officer not returning for further service	246	..	..	246	..	..
Deduct: Port Contribution	..	8	5,916	8	5,644	272	154	1/3rd salary of District Loco Superintendent for 6 months charged to Port Abstract.
Total I (a)	..	8	5,762	8	5,644	118	..	..
I.—(b) OFFICES—								
1. Contribution towards joint clerical office of the Running and Maintenance (Rolling Stock) Departments	4,963	..	5,192	..	329	The personnel of the joint office is detailed under Abstract C.I. (c). The cost of this joint office is borne equally by each Department
2. Miscellaneous Expenses (See Appendix V)	350	..	550	..	200	..
Total I. (b)	5,213	..	5,742	..	529	..
TOTAL B.I.	..	8	10,975	8	11,386	..	411	..

*Pensionable Post.

Railways

ABSTRACT B—LOCOMOTIVE RUNNING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—LOCOMOTIVE RUNNING SHED STAFF—								
1. Shed Foremen	£	9	2,783	10	3,069	..	276	One-third charged. Abstract "C." Provision made in 1932 Estimates under B. II (b)
2. Artizans, Class I	(360 by 18 to 480) (480 by 20 to 540) 300 by 18 to 420	1	200	..	..	200	..	..
3. Clerks (Asian), Class III	Sh. per mensm	2	248	3	372	..	124	..
4. " " Class IV	310 by 20 to 350	2	238	2	229	9	..	..
5. " " Class V	250 by 15 to 295	6	518	11	669	..	341	..
6. " " (African), Class II	150 by 15 to 240	..	..	1	86	..	36	One-third charged to Abstract "C." Reduction in posts
7. " " Class III	65 to 90	2	48	3	72	..	24	..
8. Miscellaneous Expenses (See Appendix V)	20 to 60	..	50	..	130	..	120	Estimated requirements
Total II	..	22	4,085	39	4,797	..	712	..
III.—FUELLING, CLEANING AND CARE OF ENGINES—								
1. Drivers	..	..	6,739	..	12,100	..	5,361	Estimated requirements.
2. Firemen Class I (Passed Firemen)	..	..	809	..	..	809	..	Provision previously provided for under B. VI.
(b) Labour	..	..	..	..	..	..	..	..
(b) Stores	..	..	..	..	..	..	..	..
Total III	..	..	7,548	..	12,100	..	4,552	..
IV.—LOCOMOTIVE RUNNING STAFF—								
1. Drivers	240 by 18 to 300	54	16,210	60	19,207	..	2,997	..
2. Firemen Class I (Passed Firemen)	172 by 12 to 220	20	3,612	20	3,440	172	..	..
3. Drivers, "A" Class (Asian)	100 by 12 to 160	21	3,067	22	2,683	384	..	..
4. " " "B" Class (Asian)	Sh. per mensm	21	4,559	21	4,065	494	..	..
5. " " "A" Class (African)	135 by 25 to 450	14	1,832	12	1,386	446	..	..
6. " " "A" Class (African)	150 by 15 to 230	2	1,367	3	465	..	38	Reduction in staff after providing for normal increments and due to less staff provided for the reduced engine mileage
7. " " "A" Class (African)	160 by 15 to 230	..	..	1	96	..	96	..
8. Firemen, "A" Class (Asian)	90 to 150	2	87	2	108	..	21	..
9. Firemen, "B" Class (Asian)	65 to 80	10	813	18	1,517	..	704	..
10. " " "B" Class (Asian)	100 by 10 to 145	24	1,265	30	1,609	..	244	..
11. " " "A" Class (African)	60 by 10 to 90	53	2,030	56	2,444	..	414	..
12. " " "A" Class (African)	45 to 60	221	33,942	245	36,960	..	3,018	..

Carried forward

Railways

ABSTRACT B—LOCOMOTIVE RUNNING—EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		EXPLANATION
		No.	£	No.	£	
<i>Boenghi forward</i>						
IV.—LOCOMOTIVE RUNNING STAFF—Contd.						
11. Firemen "B" Class (African)	£	221	33,942	245	36,960	£ 2,018
12. " " "C" Class (African)	20 to 40	80	2,560	165	4,988	2,428
13. Miscellaneous Expenses (See Appendix V.)	15 to 20	77	972	150	1,650	648
			100	550	550	450
Deduct Port Contribution		378	37,574	560	44,118	6,544
Total IV			160	160	160	160
V.—RUNNING ALLOWANCES AND OVERTIME—						
(a) Mileage Allowances			17,200			
(b) Stabling Allowances			314			
(c) Overtime			6,128		23,458	184
Deduct Port Contribution			23,642		23,458	184
Total V			160		23,458	184
VI.—RUNNING ROOMS—						
(a) Staff			23,482		23,458	24
(b) Stores and Equipment			720		900	43
Total VI			137		900	43
VII.—FUEL—						
(a) Coal (57,491 Tons)			71,844		127,592	8,948
(b) Wood (114,636 Tons)			44,386			
(c) Oil (960 Tons)			2,384			
Deduct Port Contribution			118,644		127,592	8,948
Total VII			2,760			2,760
			115,884		127,592	11,708

Estimated requirements One-third charged to Abstract "D"

Estimated requirements based on estimated engine mileage for 1933.

Railways

ABSTRACT B—LOCOMOTIVE RUNNING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		EXPLANATION
		No.	£	No.	£	
VIII.—WATER—						
(a) Water Machinery (Staff Wages)			1,631			
(b) Water Machinery (Stores and Fuel)			6,946		17,031	4,017
(c) Purchases of water			4,457			
Deduct Port Contribution			13,014		17,031	4,017
Total VIII			320		320	320
IX.—						
(a) Running Stores (other than Fuel and Water)			6,228		8,909	2,681
Deduct Port Contribution			600		600	600
Total IX a			5,628		8,909	3,281
(b) Locomotive Tools and Plant			618		618	
Total IX			6,246		8,909	2,681
X.—FIRE FIGHTING APPLIANCES LOCOMOTIVE SHEDS			141		141	
XI.—PRINTING AND STATIONERY			549		900	351
XII.—PASSAGES			5,400		3,100	2,300
XIII.—ADVERTISING			100		150	50
TOTAL ABSTRACT B		408	225,375	598	254,441	29,066

Estimated requirements Transportation Water charged in 1932 to Abstract "B" now charged to Abstract "D"

Provision previously made under B.VI

Provision previously made under B.VI

Estimated requirements One-third charged to Abstract "C"

Estimated requirements

Estimated requirements

Railways

ABSTRACT C—MAINTENANCE OF ENGINES AND ROLLING STOCK

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		EXPLANATION
		No.	£	No.	£	
I.—(a) GENERAL SUPERINTENDENCE—						
1. Chief Mechanical Engineer	1,350	1	1,350	1	1,350	
2. Works Manager	840 by 40 to 920	1	867	1	840	27
3. Assistant Accountant	600 by 20 to 600 800 by 30 to 720	1	540	1	520	20
4. Senior Foreman	480 by 28 to 600	2	1,160	1	600	560
5. Chief Locomotive Draughtsman	600 by 30 to 720	1	720	1	720	
6. Miscellaneous Expenses (See Appendix V)			235		250	15
7. Salary and Leave Allowance for Officer to be retired					470	470
Total I.(a)		6	4,872	5	4,750	122
I.—(b) SUPERINTENDENCE—						
1. Inspectors, Class II	480 by 20 to 540	5	2,661	4	1,620	1,041
2. Inspectors, Class III	390 by 18 to 480	3	1,404	4	2,328	924
3. Foremen	444 by 18 to 480 480 by 20 to 540	14	7,191	15	7,750	559
4. Trial Driver	240 by 18 to 300	1	300	1	360	
5. Proportion of Salaries of Shed Foremen			1,492		1,330	162
6. Miscellaneous Expenses (See Appendix V)			900		1,000	100
Total I.(b)		23	13,948	24	14,328	380

* Pensionable Post

Railways

ABSTRACT C—MAINTENANCE OF ENGINES AND ROLLING STOCK—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		EXPLANATION
		No.	£	No.	£	
I.—(c) OFFICE—						
1. Junior Draughtsman, Class I	380 by 18 to 480	1	300	1	102	198
2. Junior Draughtsman, Class II	300 by 18 to 372	1	270		300	
3. Senior Clerk	500 by 20 to 540	2	480	2	880	400
4. Clerks, Class I	420 by 20 to 480					
5. " " " II	315 by 18 to 405	4	766	2	750	16
6. Junior Clerks	1 p. to 180	3	258	2	302	44
7. Shorthand-Typist Special Grade	280 by 18 to 340	1	147		147	
8. Shorthand-Typists	144 by 12 to 240	2	167	1	156	11
9. Clerks, (Asian) Special Class	Sb per mensem 440 upwards	3	477	3	654	177
10. " " " Class I	410 by 20 to 430	4	516	2	510	6
11. " " " III	310 by 20 to 350	4	396	6	1,064	668
12. " " " IV	250 by 15 to 295	3	235	5	807	572
13. " " " V	160 by 15 to 240	14	944	15	1,690	746
14. Clerks, African Grade I	95 to 130	4	116	10	515	399
" " " II	65 to 90					
" " " III	20 to 60	10	91	9	170	79
15. Office Boys and Messengers	10 to 30		526		683	157
16. Proportion of salaries of Shed Clerks			260		426	166
17. Miscellaneous Expenses (See Appendix V)			5,949		9,009	3,060
Total I.(c)		85	24,769	87	28,087	3,318

ABSTRACT C—MAINTENANCE OF ENGINES AND ROLLING STOCK—Contd

DETAILS	Scale	ESTIMATE, 1953	ESTIMATE, 1952	Increase	Decrease	EXPLANATION
	£	No. | £	No. | £	£	£	
II.—MAINTENANCE OF ENGINES—						
1. Shop Repairs:						
(a) Labour						
(b) Materials		19,014	23,400	4,386		Estimated requirements.
2. Running Repairs:		7,915	10,920	3,005		ditto.
(a) Labour		23,569	22,700	869		
(b) Materials		6,110	11,800	5,690		ditto
Deduct Port Contribution		56,608	68,820	12,212		
		750	750	—	750	
Total II		55,858	68,820	12,962		
III.—MAINTENANCE OF COACHING STOCK—						
1. Shop Repairs:						
(a) Labour						
(b) Materials		8,350	7,000	1,350		Estimated requirements.
2. Running Repairs:		3,305	6,000	2,695		ditto.
(a) Labour		5,275	4,500	775		ditto.
(b) Materials		5,042	4,500	542		ditto.
Total III		21,972	22,000	28		
IV.—MAINTENANCE OF GOODS STOCK—						
1. Shop Repairs:						
(a) Labour						
(b) Materials		5,732	6,000	268		Estimated requirements
2. Running Repairs:		4,086	4,421	335		ditto.
(a) Labour		13,366	10,720	2,646		ditto.
(b) Materials		6,251	6,562	311		ditto.
Deduct Port Contribution		29,435	27,703	1,732		
		500	—	500		
Total IV		29,935	27,703	2,232		

ABSTRACT C—MAINTENANCE OF ENGINES AND ROLLING STOCK—Contd.

DETAILS	Scale	ESTIMATE, 1953	ESTIMATE, 1952	Increase	Decrease	EXPLANATION
	£	No. | £	No. | £	£	£	
V.—MAINTENANCE OF MACHINERY, TOOLS, PLANT, PUMPS, ETC.—						
1. Shop Repairs		5,600	7,700	2,100		Estimated requirements
2. Running Repairs		1,177	2,300	1,123		ditto.
3. Fire Fighting Appliances		238	—	238		Estimated requirements previously provided under C.V. 1.
Total V		7,015	10,000	2,985		
VI.—EUROPEAN APPRENTICES HOSTEL						
	Expenditure £650	50	—	50		Estimated requirements
	Receipts £600	—	—	—	—	
VII.—AFRICAN APPRENTICES HOSTEL						
		1,185	1,200	15		
VIII.—PRINTING AND STATIONERY						
		317	360	43		23 pds charged to Abstract B.
IX.—DRAWING MATERIALS AND INSTRUMENTS						
		50	150	100		Previously shown under C.V. 1.
X.—PASSAGES						
		2,500	2,000	500		Estimated requirements
XI.—NEW MINOR WORKS AND IMPROVEMENTS						
a. New Minor Works		95	80	15		Estimated requirements
b. Alterations and Improvements		443	520	77		ditto.
Total XI		538	600	62		
TOTAL ABSTRACT C		55,143,189	57,160,220	17,731		

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		EXPLANATION
		No.	£	No.	£	
I.—(a) SUPERINTENDENCE—						
1. Superintendent of the Line	1,500	1	1,500	1	1,500	
2. Assistant Superintendent of the Line	1,000 by 50 to 1,200	1	1,200	1	1,200	One post temporarily in abeyance and normal increments.
3. Assistant Superintendents, Class I	720 by 30 to 840	2	1,670	3	1,640	30
4. District Traffic Superintendent, Class I	720 by 30 to 840	1	840	1	840	Post temporarily in abeyance.
5. District Traffic Superintendents, Class II	600 by 30 to 720	2	1,410	3	1,380	One post temporarily in abeyance and normal increments.
6. Asst. District Traffic Superintendents	480 by 20 to 600	2	1,230	2	1,180	Normal increments.
7. Traffic Officers	480 by 20 to 540	2	1,060	2	1,080	Normal increments.
8. Traffic Inspectors, Class I	500 by 20 to 540	3	2,326	6	2,657	Reduction in staff and normal increments.
9. Traffic Inspectors, Class II	380 by 18 to 480	5	2,226	6	2,657	Post abolished.
10. Carriage Cleaning Inspector, Class I	500 by 20 to 540	2	972	2	880	Changes in holders of posts and normal increments.
11. Traffic Inspectors, Class II	420 by 20 to 540	2	972	2	880	Normal increment.
12. Chief Train Controller	480 by 20 to 600	1	580	1	560	Normal increments.
13. Train Controllers	380 by 18 to 480	3	1,366	3	1,313	Normal increments.
14. Asst. Controller, Class III	180 by 15 to 240	1	240	1	225	Normal increments.
15. Acting Allowances					500	Payment of acting allowances suspended.
16. Salary and Leave allowance for Officer to be retired					183	
17. Salary of Staff Car Driver		1	90		90	Not previously provided for.
18. Contribution to Port Dept.			500		500	Re-organisation of Port and Railway at Kilindini Harbour.
Total I(a)		23	14,134	27	15,708	
(b) Miscellaneous Expenses (See Appendix V)						
			775		1,100	Anticipated requirements.
Total I		23	14,909	27	16,808	

* Pensionable Post.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		EXPLANATION
		No.	£	No.	£	
II.—(a) OFFICES—						
1. Senior Clerks	500 by 20 to 540	2	1,060	2	1,040	Post of Section Clerk regraded and normal increment.
2. Clerks, Class I	420 by 20 to 480	6	2,760	6	2,740	Normal increments.
3. " " II	315 by 18 to 405	4	1,551	3	1,174	One post transferred from D.III (a) Item 9 and normal increments.
4. " " III	240 by 15 to 300	2	575	2	545	Normal increments.
5. " " IV	180 by 15 to 225	2	431	2	430	Post abolished.
6. Junior Clerks	250 by 18 to 340			1	322	
7. Shorthand-Typist, Special Grade	444 by 12 to 240	4	675	3	594	One additional to replace item 7 and normal increments.
8. Shorthand-Typists					111	
9. Typist, Class I	135 by 15 to 250	1	229	1	214	Normal increment.
10. " " II	120 by 12 to 180	1	144	1	144	Previously provided for under item 6 and normal increment.
11. Clerks, (Asian) Special Class	440 upwards	4	1,523	7	2,388	Reduction in staff and normal increments.
12. " " Class I	410 by 20 to 430	4	1,028	5	1,265	One post transferred to Port Dept. and normal increments.
13. " " II	360 by 20 to 400	1	240	1	238	Normal increments.
14. " " III	310 by 20 to 350	5	1,050	10	1,990	Reduction in sta and normal increments.
15. " " IV	250 by 15 to 295	7	1,224	8	1,302	Promotion previously provided for and not made.
16. " " V	150 by 15 to 240	12	1,533	13	1,614	Normal increment.
17. " (African) Special Class	150 upwards	1	114	1	108	Promotion from item 19 and normal increments.
18. " Class I	95 to 150	5	370	4	288	Changes in holders of posts
19. " Class II	65 to 90	3	144	3	150	
20. Messengers and Office Boys	Sib. per messenr					
21. Proportion of amount for Clerical Staff provided for under Abstract E.11.	10 to 30	18	230	20	250	Reduction in staff.
22. Contribution to Port Dept.					240	Previous provision insufficient.
Total II(a)		82	16,051	86	17,012	Re-organisation of Port and Railway at Kilindini Harbour.
(b) Miscellaneous Expenses (See Appendix V)						
			2,850		3,300	Anticipated requirements.
Total II		82	18,901	93	20,312	

Railways

ABSTRACT D—TRAFFIC EXPENSES

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—(a) SUPERINTENDENCE—								
1. Superintendent of the Line	1,500	1	1,500	1	1,500			
2. Assistant Superintendent of the Line	1,000 by 50 to 1,200	1	1,200	1	1,200			
3. Assistant Superintendents, Class I	720 by 30 to 840	2	1,670	3	1,640	30		One post temporarily in abeyance and normal increments.
4. District Traffic Superintendent, Class I	720 by 30 to 840			1	840		840	Post temporarily in abeyance.
5. District Traffic Superintendents, Class II	600 by 30 to 720	2	1,410	3	1,380	30		One post temporarily in abeyance and normal increments.
6. Asst. District Traffic Superintendents	480 by 20 to 600	2	1,200	2	1,180	20		Normal increments.
7. Traffic Officers	480 by 20 to 540	2	1,060	2	1,080			
8. Traffic Inspectors, Class I	500 by 20 to 540			2	1,080			
9. Traffic Inspectors, Class II	380 by 18 to 480	5	2,326	6	2,657		361	Reduction in staff and normal increments.
10. Carriage Cleaning Inspector, Class I	500 by 20 to 540			1	540		540	Post abolished.
11. Traffic Insstructors, Class II	420 by 20 to 540	2	972	2	880	92		Changes in holders of posts and normal increments.
12. Chief Train Controller	480 by 20 to 600	1	580	1	560	20		Normal increment.
13. Train Controllers	380 by 18 to 480	3	1,366	3	1,313	53		Normal increments.
14. Asst. Controller, Class III	180 by 15 to 240	1	240	1	225	15		Normal increments.
15. Acting Allowances					500		500	Payment of acting allowances suspended.
16. Salary and Leave allowance for Officer to be retired					183		183	Not previously provided for.
17. Salary of Staff Car Driver		1	90		90			Re-organisation of Port and Railway at Kilindini Harbour.
18. Contribution to Port Dept.			500		500			
Total I(a)		23	14,134	27	15,798		1,574	
(b) Miscellaneous Expenses (See Appendix V)								
Total I			775		1,100		325	Anticipated requirements.

Responsible Post.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—(a) OFFICES—								
1. Senior Clerks	500 by 20 to 540	2	1,060	2	1,040	20		Post of Section Clerk regraded and normal increment.
2. Clerks, Class I	420 by 20 to 480	6	2,760	6	2,740	20		Normal increments.
3. " " " " " " " "	315 by 18 to 405	4	1,551	3	1,174	377		One post transferred from D III (a) Item 9 and normal increments.
4. " " " " " " " "	240 by 15 to 300	2	575	2	545	30		Normal increments.
5. " " " " " " " "	180 by 15 to 225	2	431	2	420	11		" " " "
6. Junior Clerks	Up to 180			1	130		130	Post abolished
7. Shorthand-Typist, Special Grade	250 by 18 to 340			1	322		322	" " " "
8. Shorthand-Typists	144 by 12 to 240	4	675	3	564	111		One additional to replace item 7 and normal increments.
9. Typist, Class I	195 by 15 to 250	1	229	1	214	15		Normal increment
10. " " " " " " " "	120 by 12 to 180	1	144			144		Previously provided for under item 6 and normal increment.
11. Clerks (Asian) Special Class	Sh. per month 440 upwards	4	1,523	7	2,388		865	Reduction in staff and normal increments.
12. " " " " " " " "	410 by 20 to 430	4	1,028	5	1,265		237	One post transferred to Port Dept. and normal increments.
13. " " " " " " " "	360 by 20 to 400	1	240	1	238	2		Normal increments
14. " " " " " " " "	310 by 20 to 350	5	1,050	10	1,490		940	Reduction in staff
15. " " " " " " " "	280 by 15 to 295	7	1,224	8	1,302		78	Reduction in staff and normal increments.
16. " " " " " " " "	160 by 15 to 240	12	1,595	13	1,614		21	Promotion previously provided for and not made.
17. " " (African) Special Class	150 upwards	1	114	1	108	6		Normal increment.
18. " " " " " " " "	95 to 130	5	370	4	288	82		Promotion from item 19 and normal increments.
19. " " " " " " " "	65 to 90	3	144	3	130		6	Changes in holders of posts
20. Messengers and Office Boys	Sh. per month 10 to 30	18	230	20	250		20	Reduction in staff.
21. Proportion of amount for Clerical Staff provided for under Abstract E II.			510		270	240		Previous provision insufficient.
22. Contribution to Port Dept.			600		600			Re-organisation of Port and Railway at Kilindini Harbour.
Total II(a)		82	16,051	83	17,012		961	
(b) Miscellaneous Expenses (See Appendix V)								
Total II			2,850		3,300		450	Anticipated requirements.

Railways

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		EXPLANATION
		No.	£	No.	£	
III.—(a) STATION AND PIER STAFFS—						
1. Station Masters, Class I	480 by 20 to 500	4	1,814	5	2,286	Reduction in staff, and normal increments.
2. " " " Class II	420 by 20 to 460	1		1	403	Post abolished.
3. " " " Class III	360 by 20 to 400	1	540	1	540	Normal increment.
4. Goods Agents, Class I	480 by 20 to 540	1	225	1	210	Normal increment.
5. Asst. Station Master, Class II	300 by 15 to 340	1	420	2	840	Normal increment.
6. Assistant Goods Agents	118 by 15 to 240	1	240	1	225	Transferred to D.I.I.(a) item 3.
7. Goods Clerk, Class III	315 by 15 to 405	3	270	1	370	Promotions from item 11 and normal increment.
8. Clerk, Class II	Up to 180	1	435	1	417	Normal increment.
9. Junior Clerk	390 by 18 to 480	5	375	5	420	Changes in holders of posts.
10. Weighing Machine Inspector						
11. Traffic Apprentices						
12. Station Masters, (Asian):						
Special Class	Sh. per mensum	3	999	5	1,545	Reduction in staff and normal increments.
Class I	470 upwards	9	2,430	17	4,578	Reduction in staff
Class II	410 by 20 to 450			4	864	Reduction in staff, regrading from item 16 and normal increments.
Class III	360 by 20 to 400	74	14,920	72	14,640	Reduction in staff, regrading from item 16 and normal increments.
Class IV	310 by 20 to 350			24	4,069	Regrading to item 15 and reduction in staff.
Class V	250 by 15 to 295	19	2,736	22	3,050	Reduction in staff.
Class VI	210 by 15 to 240	103	13,117	91	12,154	Reduction in staff, regrading from item 32 and normal increments.
18. Assistant Station Masters, (Asian)	210 by 15 to 240	17	1,649	17	1,583	Normal increments.
19. Station Masters, (African) Class II	120 by 10 to 180	13	2,356	14	2,430	Reduction in staff and normal increments.
20. Yard Foremen and Assistants (Asian)	350 by 25 to 450					
	250 by 15 to 330					
	150 by 15 to 240					
21. Crane Drivers, Fitters, Firemen, etc.	440 upwards	7	500	19	700	Anticipated requirements.
22. Clerks, (Asian) Special Class	410 by 20 to 430	9	2,268	11	6,041	Reduction in staff and normal increments.
23. " " " Class I	360 by 20 to 400	7	2,322	21	4,536	Reduction in staff.
24. " " " Class II						Promotions provided for and not made.
	<i>Carried forward</i>	271	48,216	336	64,878	16,662

32

Railways

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		EXPLANATION	
		No.	£	No.	£		
III.—(a) STATION AND PIER STAFFS—Contd.							
26 Clerks (Asian) Class III	Sh. per mensum	41	8,512	54	4,943	3,569	Previous provision under item 24, regrading from item 27, and normal increments.
27 " " " Class IV	310 by 20 to 350	5	887	50	4,224	2,337	Regrading to item 26, reduction in staff and normal increments.
28 " " " Class V	250 by 15 to 295	135	18,699	164	21,577	2,918	Reduction in staff and normal increments.
29 Clerks, (African) Class I	150 by 15 to 240	15	1,016	19	1,648	362	Normal increments.
30. " " " Class II	95 to 150	30	1,560	32	1,676	116	Normal increments.
31. " " " Class III	65 to 90	72	2,306	84	2,500	194	Normal increments.
32. Signallers (Asian)	20 to 60	30	3,164	69	7,417	4,253	Reduction in staff and regrading to item 18 and normal increments.
33. " " " African Class I	130 to 180	11	995	11	950	36	Normal increments.
34. " " " " Class II	90 to 120	40	2,764	44	3,011	247	Reduction in staff and normal increments.
35. " " " " Class III	50 to 80	40	1,375	26	736	639	Reduction in staff and normal increments.
36. Telegraph Learners	20 to 40	45	800	45	680	120	Increased establishments to Telegraph Learners.
37. Telephone Operators (Asian)	30 to 60	3	162	3	150	12	Normal increments.
38. Ticket Collectors (African)	50 to 90	3	156	3	150	6	Normal increments.
39. Weighing Machine Inspectors (Asian)	250 to 15 to 350	4	648	4	619	29	Ditto.
40. Railway Agent at Bassem, Katanga and Mulsima	100 to 150 to 200	3	300	1	180	120	Provision for Agents at Katanga and Mulsima previously made under D.I.X. 6
41. Headmen	20 to 40	38	982	4	1,030	48	Reduction in staff and normal increments.
42. Porters	20 to 40	321	4,744	315	5,500	756	Ditto.
43. Porters and Labourers	10 to 30	8,837	11,400	11,400	2,563	Reduction in staff.	
44. Sweepers	10 to 30	129	2,028	135	2,350	322	Normal increments.
45. Watchmen	20 to 30	27	500	30	600	100	Ditto.
46. Office Boys (Class I)	10 to 30	55	725	60	800	75	Ditto.
47. Overmen			550		600	50	Anticipated requirements.
		1,318	109,886	1,492	136,337	26,451	

33

Railways

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1953		ESTIMATE, 1952		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—(b) LOADING AND UNLOADING OF VESSELS AND TRUCKS—	£							
1. Kilindini Harbour			8,426		9,255		829	Anticipated requirements.
2. Other Ports			5,464		6,500		1,036	"
Total III(d)			13,890		15,755		1,865	"
III.—(c) MISCELLANEOUS EXPENSES (See Appendix V)			1,283		3,400		2,107	"
Total III		1,318	125,069	1,492	155,492		30,423	
IV.—(e) RUNNING STAFF—								
1. Guards	240 by 18 to 300	6	1,800	6	1,800			
2. Ticket Examiners	240 by 18 to 300 Sh. per mensem	12	3,600	13	3,900		300	Reduction in staff.
3. Guards (Asian)	150 by 15 to 340	78	11,527	97	13,289		1,762	Reduction in staff and normal increments
4. Guards (African)	50 to 110	8	313	3	208	105		
5. Ticket Examiners (Asian)	120 to 150	2	402	2	392	10		Normal increments
6. Running Room Cooks, Boys and Equipment	150 by 15 to 340		389		600		211	Anticipated requirements.
Total IV(e)		106	18,031	121	20,189		2,158	

Railways

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1953		ESTIMATE, 1952		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IV.—(b) MISCELLANEOUS EXPENSES (See Appendix V)	£							
IV.—(c) OVERTIME AND TRIP ALLOWANCES			180		600		420	Anticipated requirements.
Total IV		106	24,011	121	28,529		4,518	
V.—CLEANING OF CARRIAGES AND WAGONS—								
(a) Wages			1,910		2,100		190	Reduction in staff
(b) Materials			460		390	70		Anticipated requirements.
Total V			2,370		2,490		120	
VI.—STATION STORES (FUEL, LIGHTING, WATER ETC.)—								
(a) Fires, Lights, Water and General Stores for Carriages, Stations, Ports, Offices, etc.			5,400		4,370	1,030		Charges for water previously borne under Abstract B.
(b) Wagon Covers, Ropes, etc.			940		2,520	1,580		Anticipated requirements.
(c) Office and Station Fittings and Equipment			500		954	454		"
(d) Watch and Clock Repairs			394		394			"
Total VI			7,234		8,238	1,004		
VII.—CLOTHING			1,680		2,838	1,158		"

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1932	Increase	Decrease	EXPLANATION
		No.	£					No.	£
VIII—CATERING—							
(a) 1. Assistant Superintendent (Catering)		1	600	1	600		
2. Catering Assistant	360 by 18 to 480			1	270		Post abolished.
3. Clerk, Class II	480 by 240 to 540			1	370	8	Change in holder of post.
4. Clerk, (Asian) Class I	Sh. per increment			1	246		Normal Increment.
5. " " " III	410 by 20 to 430			1	181		Reduction in staff and normal increments.
6. " " " V	310 by 20 to 350			5	702	465	Travelling allowance now included under item 18—Normal increment.
7. Inspector Stewards (Asian)	150 by 15 to 240			1	214	31	Reduction in staff and normal increments
	220 by 15 to 360			1	1,407	1,047	Ditto.
8. Chief Stewards and Cooks, Class II	200 by 15 to 250	3	360	10	1,407	285	Decrease in item 11, and normal increments.
9. Chief Stewards and Cooks, Class III	150 by 10 to 200	6	655	9	940	315	Reduction in staff and normal increments.
10. Asst. Stewards and Cooks, Class I	130 by 10 to 140	5	420	4	336	84	Ditto.
11. Asst. Stewards and Cooks, Class II	110 by 10 to 120	4	288	8	603		Reduction in staff.
12. Asst. Stewards and Cooks, Class III	90 by 10 to 100	16	870	20	1,128	258	Ditto.
13. Cooks and Stewards (African), Class I	65 upwards	3	141	3	144	3	Reduction in staff and normal increments.
14. Cooks and Stewards (African), Class II	40 to 60	5	176	8	267	91	Ditto.
15. Table Boys and Train Boys, Class I	45 upwards			43	574	126	Ditto.
Table Boys and Train Boys, Class II	30 to 40						
Table Boys and Train Boys, Class III	16 to 28	32	448	43	574		
16. Catering Assistants " B " (African)	Up to 30	32	403	48	578	175	Reduction in staff.
17. Office Boys	10 to 30	3	47	5	70	23	Ditto.
18. Travelling and Running Allowances					880	480	See increase under g (1).
19. Salary and Leave allowance for Officers to be retired					111	111	
Total VIII(a)		115	5,008	170	9,621	3,535	

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1932	Increase	Decrease	EXPLANATION
		No.	£					No.	£
VIII—CATERING—Contd.							
(b) Equipment and Uniforms							Anticipated requirements
(c) Stores, Liquors, Licences			200		830	730	Anticipated requirements
(d) Laundry and Disinfectant			9,522		13,763	5,241	Anticipated requirements Water charges not previously provided for.
1. Wages	16	438	16	550		112	Reduction in staff and normal increments. One post transferred from item (a) 16.
2. Equipment		20		60		40	Anticipated requirements
3. Stores, Power, etc.		310		350		40	Water charges not previously provided for.
Total VIII(d)		16	768	16	960	192	
(e) Mineral Water Factory							Reduction in staff and normal increments.
1. Wages	7	245	9	310		65	Anticipated requirements.
2. Equipment		60		180		120	Water charges not previously provided for.
3. Stores, Power, etc.		205		570		365	
Total VIII(e)		7	510	9	1,060	550	
(f) Ice Plant							Normal increments.
1. Wages	2	110	2	90	20	30	Anticipated requirements. Water charges not previously provided for.
2. Equipment		208		300		92	
3. Stores, Power, etc.		323	2	420		92	
Total VIII(f)		2	323	2	420	92	

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1932	Increase	Decrease	EXPLANATION
		£	No.					£	No.
VIII.—CATERING—							
(a) 1. Assistant Superintendent (Catering)	£	1	600	1	800	£	270
2. Catering Assistant	360 by 18 to 480	1	376	1	370	8	Post abolished.
3. Clerk, Class II	315 by 18 to 540	1	250	1	246	4	Change in holder of post.
4. Clerk, (Asian) Class I	Sh. per mensem	1	181	1	181	1	Normal Increment.
5. " " " III	410 by 30 to 430	1	227	1	214	13	Reduction in staff and normal increments.
6. " " " V	310 by 30 to 350	1	184	1	181	3	Reduction in staff and normal increments.
7. Inspecting Steward (Asian)	150 by 45 to 240	1	309	10	1,407	1,047	Travelling allowance now included under item 18—Normal increment.
8. Chief Stewards and Cooks, Class II	200 by 15 to 250	6	655	9	940	285	Reduction in staff and normal increments.
9. Chief Stewards and Cooks, Class III	160 by 19 to 206	5	420	4	336	84	Decrease in item 11, and normal increments.
10. Asst. Stewards and Cooks, Class I	130 by 10 to 140	4	288	8	603	315	Reduction in staff and normal increments.
11. Asst. Stewards and Cooks, Class II	110 by 10 to 120	16	870	20	1,128	258	Ditto.
12. Asst. Stewards and Cooks, Class III	80 by 10 to 100	3	141	3	144	3	Reduction in staff and normal increments.
13. Cooks and Stewards (African), Class I	65 upwards	5	176	8	267	91	Ditto.
14. Cooks and Stewards (African), Class II	40 to 60	32	448	43	574	126	Ditto.
15. Table Boys and Train Boys, Class I	45 upwards	32	463	48	578	115	Reduction in staff.
Table Boys and Train Boys, Class II	30 to 40	3	47	5	70	23	Ditto.
Table Boys and Train Boys, Class III	16 to 28	3	450	..	880	430	See increase under g (1).
16. Catering Assistants " B " (African)	Up to 30	..	..	..	111	111	..
17. Office Boys	10 to 30	..	..	..	..	..	..
18. Travelling and Running Allowances	..	..	..	..	..	..	..
19. Salary and Leave allowances for Officers to be retired	..	..	..	..	..	..	..
Total VIII(a)	..	116	6,208	170	9,621	3,555	..

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1932	Increase	Decrease	EXPLANATION
		£	No.					£	No.
VIII.—CATERING—Contd.							
(b) Equipment and Uniforms	£	..	200	..	830	..	Anticipated requirements
(c) Stores, Liquors, Licences	8,522	..	13,763	5,241	Anticipated requirements Water charges not previously provided for.
(d) Laundry and Disinfectant	..	16	438	16	550	112	Reduction in staff and normal increments. One post transferred from item (a) 16.
1. Wages	20	..	60	40	Anticipated requirements
2. Equipment	310	..	350	40	Water charges not previously provided for.
3. Stores, Power, etc.
Total VIII(d)	..	16	768	16	960	192	..
(e) Mineral Water Factory	..	7	245	9	310	65	Reduction in staff and normal increments.
1. Wages	60	..	180	120	Anticipated requirements.
2. Equipment	206	..	570	365	Water charges not previously provided for.
3. Stores
Total VIII(e)	..	7	510	9	1,060	550	..
(f) Ice Plant	..	2	110	2	90	20	Normal increments.
1. Wages	10	..	30	20	Anticipated requirements.
2. Equipment	208	..	300	92	Water charges not previously provided for.
3. Stores, Power, etc.
Total VIII(f)	..	2	328	2	420	92	..

Railways

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
(f) Bedding Account:	£							
1. Wages		21	434	28	350	84	£	
2. Equipment and Uniforms			30		150	120		See decrease in item (d) 18. Running Allowances of Bedding Staff now included under this head.
3. Cleaning and Making-up Bedding					1,200	1,200		Anticipated requirements.
Total VIII(f)		21	464	28	1,700	1,236		
(h) Printing and Stationery			200		280	50		Ditto.
Total VIII		162	17,078	225	28,704	11,626		
IX—(c) CLAIMS INVESTIGATION AND COMPENSATION			370		1,000	630		Ditto
(d) COMMISSION ON SALE OF PASSENGER TICKETS			280		400	120		Ditto
Total IX			650		1,400	750		
X.—PRINTING AND STATIONERY			4,700		7,780	3,080		Ditto.
XI.—PASSAGES			5,150		7,000	1,850		Ditto.
XII.—ADVERTISING			400		1,000	600		Ditto.
TOTAL ABSTRACT D		1,691	222,152	1,958	280,591	58,439		

Railways

MILEAGE	ESTIMATE, 1933.	ESTIMATE, 1932.	Increase.	Decrease.	Increase %	Decrease %
Traffic Train Mileage	1,770,021	2,045,000		274,979	..	13.45
Engineering, Fuel & Water Trains, &c.	490,000	800,000		310,000	..	38.75
Total Train Mileage	2,260,021	2,845,000		584,979	..	20.56
Miscellaneous Mileage	650,000	650,000			..	..
Total Engine Mileage	2,910,021	3,495,000		584,979	..	16.74
Freight Ton Miles	275,916,855	280,000,000	15,916,855		6.12	..

Railways

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
(g) Bedding Account:	£							
1. Wages	..	21	434	28	350	84	£	See decrease in item (a) 18. Running Allowances of Bedding Staff now included under this head.
2. Equipment and Uniforms	..		30		150	120		Anticipated requirements.
3. Cleaning and Making-up Bedding	..				1,200	1,200		
Total VIII(g)	..	21	464	28	1,700	1,236		
(h) Printing and Stationery	..		200		250	50		Ditto.
Total VIII	..	162	17,078	225	26,704	11,626		
IX.—(c) CLAIMS INVESTIGATION AND COMPENSATION	..		370		1,000	630		Ditto.
(d) COMMISSION ON SALE OF PASSENGER TICKETS	..		720		400	120		Ditto.
Total IX	..		650		1,400	750		
X.—PRINTING AND STATIONERY	..		4,700		7,780	3,080		Ditto.
XI.—PASSAGES	..		5,150		7,000	1,850		Ditto.
XII.—ADVERTISING	..		400		1,000	600		Ditto.
TOTAL ABSTRACT D	..	1,691	222,152	1,968	280,591	58,439		

Railways

MILEAGE	ESTIMATE, 1933.	ESTIMATE, 1932	Increase	Decrease	Increase %	Decrease %
Traffic Train Mileage	1,770,021	2,045,000	..	274,979	..	13.45
Engineering, Fuel & Water Trains, &c.	490,000	800,000	..	310,000	..	38.75
Total Train Mileage	2,260,021	2,845,000	..	584,979	..	20.56
Miscellaneous Mileage	650,000	650,000	..	..	..	..
Total Engine Mileage	2,910,021	3,495,000	..	584,979	..	16.74
Freight Ton Miles	275,916,855	260,000,000	15,916,855	..	6.12	..

ABSTRACT E—GENERAL CHARGES

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—ADMINISTRATION—								
(a) *1. His Excellency the High Commissioner for Transport			1,000		1,000			Payable to H. E. the Governor, Kenya—see paras. 3 & 4 of Secretary of State's Kenya Despatch No. 451 of 16-7-1925 and Transport Despatch No. 153 of 24-12-1930.
2. Contribution towards housing of His Excellency the High Commissioner for Transport			1,000		1,000			
3. Personal Staff of His Excellency the High Commissioner for Transport			250		250			
4. Expenses of Railway Secretariat			880		1,170		290	
5. Miscellaneous Expenses—His Excellency the High Commissioner and Staff (See Appendix V)			100		300		200	
Total I(a)			3,230		3,720		490	
(b) Expenses of Railway Advisory Council			300		450		150	Estimated requirements.
(c) Consulting Engineers' Fees and Crown Agents' Commission			350		1,000		650	do do
Total I			3,880		5,170		1,290	
II.—(a) MANAGEMENT—								
*1. General Manager	2,500	1	2,500	1	2,500			
*2. Chief Assistant to General Manager	1,250	1	1,250	1	1,250			
*3. Legal Adviser	950 by 50 to 1,150	1	1,150	1	1,150			
*4. Administrative Assistant	720 by 30 to 840	1	840	1	840			
Total II(a)		4	5,740	4	5,740			

* Pensionable Post.

40

ABSTRACT E—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—(b) OFFICE—								
1. Senior Clerks	500 by 20 to 840	3	1,580	3	1,620		40	Changes in holders of posts.
2. Clerks, Class I	420 by 20 to 480	1	474	2	934		460	Reduction of one post.
3. " " II	315 by 18 to 405	1	399	1	381	18		Normal increment.
4. Junior Clerks	Up to 180	3	449	3	413	36		Normal increments.
5. Shorthand-Typists, Special Grade	250 by 18 to 340	2	550	2	582		32	Changes in holders of posts.
6. Shorthand-Typists	144 by 12 to 240	4	853	5	1,177		324	Reduction in staff.
7. Proportion of Telephonists' Salaries and Allowances	Sh. per mensem 440 upwards		43		84		41	Provided for in Abstract "D."
8. Clerk (Asian), Special Class		1	300	1	300			
9. Clerks, (Asian) Class IV	250 by 15 to 300	2	324	2	305	19		Normal increment.
10. Clerks, (Asian) Class V	150 by 15 to 240	1	144	1	137	7		Normal increment.
11. Office Boys and Messengers	10 to 30	13	175	15	240		65	Reduction in staff.
12. Miscellaneous Expenses (See Appendix V)			585		963		378	Estimated requirements.
13. Expenses incurred on account of Distinguished Visitors			100		150		50	ditto.
14. Printing and Stationery			700		900		200	ditto.
15. Deduct		31	6,676	35	8,186		1,510	Proportion of salaries of Despatchers and Messengers chargeable to Abstracts A and D.
			431		406		25	
Total II(b)		31	6,245	35	7,780		1,535	

41

97

ABSTRACT E—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—(c) PASSAGES	£							
Total			160		750		590	Estimated requirements.
Deduct Contribution by Port and Harbours		35	12,145	39	14,380		2,185	
			2,294		3,596		1,302	Contribution from Port and Harbours reduced from 20% to 15%.
Total II (a) (b) and (c)		35	9,851	39	10,674		823	
(d) ESTATES OFFICE—								
*1. Estates Officer	840 by 40 to 990	1	920	1	920			
2. Office Assistant to Estates Officer	500 by 30 to 600	1	660	1	630	30		+Personal to present holder.
3. Land Surveyor	1600 by 30 to 720						678	Post abolished.
4. Assistant Land Surveyor	480 by 30 to 600	1	518	1	498	20		Normal increment.
5. Survey Assistants	480 by 20 to 600	1	186	2	672		492	Post to be abolished. Provision for part year only.
6. Junior Draughtsman, Class I	390 by 18 to 480	1	436	1	424	14		Normal increment.
7. Junior Draughtsman, Class II	300 by 18 to 372	1	372	1	372			
8. Shorthand Typist, Special Grade	260 by 18 to 340	1	180		250		250	Reduction in grade.
9. Shorthand-Typist	144 by 12 to 240					180		
10. Headmen	Sh., per mensmem							
11. Chainmen	20 to 60	3	70	4	90		20	Reduction in staff.
12. Porters and Office Boys	20 to 40	12	180	18	270		90	
13. Administration and Accounts Office Charges	10 to 30		240		240			
Total II (a)		22	3,753	31	5,044		1,296	

Carried forward

* Pensionable Post.

ABSTRACT E—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—(d) ESTATES OFFICE—Contd.	£							
Brought forward		22	3,753	31	5,044		1,296	
13. Miscellaneous Expenses (See Appendix V)			600		890		290	Reduced requirements.
14. Survey Equipment and Instruments			50		50		60	
15. Passages			320		380			
16. Rent and Office Services			250		208	42		
Total II (d)		22	4,973	31	6,572		1,594	
17. Deduct Contribution by Port Department			500		1,000	500		
18. Deduct Contribution from Land Account and New Lines			4,200		5,197	997		Estimated contributions.
Total II (a) (b) (c) and (d)		22	278	31	875		97	
Total II		57	10,129	70	11,049		920	
III.—(a) ACCOUNTS—								
*1. Chief Accountant	1,350	1	1,350	1	1,350			Normal increment.
*2. Deputy Chief Accountant	960 by 50 to 1,100	1	1,007	1	950	57		One temporarily surplus to be absorbed and normal increments.
*3. Senior Assistant Accountant	730 by 30 to 840	3	2,315	2	1,500	815		Reduction due to reorganization.
*4. Proportion of Salary of Port Accountant					240		240	
Total III (a)		5	4,672	4	4,040	632		

* Pensionable Post.

DETAILS	Scale	ESTIMATE 1933		ESTIMATE 1932		EXPLANATION
		No.	£	No.	£	
<i>Brought forward</i>						
III.—(b) OFFICE—						
1. Senior Clerks	500 by 20 to 540	3	1,626	4	2,326	Reduction in staff
	360 by 18 to 480					
	480 by 20 to 540	3	1,465	8	1,486	Normal increments
2. Travelling Inspectors of Accounts	360 by 18 to 480					
	480 by 20 to 540	2	1,080	2	1,178	Reduction due to reorganisation.
3. Stock Verifiers	490 by 20 to 480	5	2,375	5	2,455	
4. Clerks, Class I	315 by 18 to 405	2	735	3	976	
5. " " II	240 by 15 to 300	1	300	1	309	
6. " " III	144 by 12 to 240	3	562	3	526	
7. Shorthand-Typists	195 by 15 to 250			1	248	Normal increments
8. Typist, Class I	120 by 12 to 180	2	369	2	249	Reduction in staff.
9. " " II	Up to 180	4	499	4	450	Normal increments and changes in holders of posts.
10. Junior Clerks	Sh. per mensm -440 upwards	6	2,295	7	2,570	
11. Clerks, (Asian) Special Class	410 by 20 to 430	21	5,400	24	6,810	
12. " " " Class I	360 by 20 to 400	7	1,536	7	1,690	
13. " " " " II	310 by 20 to 350	20	3,768	30	6,035	
14. " " " " III	250 by 15 to 295	20	3,100	20	3,360	Reduction in staff.
15. " " " " IV	150 by 15 to 240	24	4,500	43	5,700	
16. " " " " V		133	29,524	159	38,188	
<i>Carried forward</i>						

DETAILS	Scale	ESTIMATE 1933		ESTIMATE 1932		EXPLANATION
		No.	£	No.	£	
<i>Brought forward</i>						
III.—ACCOUNTS—(Contd.)						
(b) OFFICE—(Contd.)						
17. Clerks and Learners (African) Class I	Sh. per mensm 95 to 150	3	195	5	320	Reduction in Staff
	65 to 90					
	20 to 60	13	240	16	360	
	10 to 30					
18. Messengers			600		600	
19. Leave allowances to staff to be retired			2,575		3,902	Estimated requirements.
20. Miscellaneous Expenses (See Appendix V)		149	33,134	180	40,710	
21. Deduct Amount Debited to Provident Fund			1,000			7,576
22. Deduct Contribution from Port Department			1,000			520
23. Deduct Contribution from Land Account			120			See Port Abstract H (IV)
24. Deduct Contribution from other Departments for Mechanical Accounting and Statistics			2,580		2,487	143
Total III(b)		149	28,434	180	36,673	8,239
(c) CASH OFFICE—						
1. Clerks, (Asian) Special Class	Sh. per mensm 440 upwards	3	1,119	4	1,535	Reduction in staff
2. " " " " Class I	410 by 20 to 430	2	515	3	774	
3. " " " " " II	310 by 20 to 350	2	396	2	386	
4. " " " " " III	250 by 15 to 295	1	177	1	168	
5. " " " " " IV	150 by 15 to 240	5	702	4	530	
6. " " " " " V	50 by 5 to 90	2	120			
7. Cash Counters (Asian)	by 10 to 120					
8. Messengers	65 to 90	1	54			
9. Miscellaneous Expenses (See Appendix V)	10 to 30	5	81	8	330	Previously shown as messengers
			205		320	Anticipated requirements.
Total III(c)		21	3,380	22	4,053	673

Railways

ABSTRACT E—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1932	ESTIMATE, 1932		EXPLANATION
		No.	£		No.	£		Increase	Decrease
III—ACCOUNTS.—Contd.							
(a) PRINTING AND STATIONERY	£		565		900		335
(c) PASSAGES			2,000		2,000		
Total III		175	39,051	206	47,666		8,615
IV.—COLONIAL AUDIT— Fixed contribution			4,000		4,634		634
V.—(a) STORES DEPARTMENT—							
1. Stores Superintendent	1,000	1	1,000	1	1,000		
2. Assistant Stores Superintendent	720 by 30 to 840	1	840	1	840		
3. District Stores Superintendent	480 by 20 to 600	2	1,360	2	1,350	30	
	600 by 30 to 720						
Total V(a)		4	3,220	4	3,190	30	
(b) OFFICES AND STORES—							
1. Stores Accountant	500 by 20 to 600	1	576	1	556	20	
2. Senior Clerk	500 by 20 to 540	1	540	1	536	4	
3. Clerks, Class I	420 by 20 to 480	1	480	1	460	20	
4. " " II	315 by 18 to 405	2	781	2	760	21	
5. Clerk, Junior	Up to 180	1	151			151	
6. (Asian) Special Class	Sh. per mensm						
7. Clerks " " Class I	440 upwards	1	300	1	318	18	
8. " " " III	410 by 20 to 430	3	774	5	1,290	516	
	310 by 20 to 350	14	2,425	13	2,221	205	
Carried forward		24	6,028	24	6,141		113

*Pensionable Post.

Previously shown under Abstract I and re-covered by charges to Departmental Votes.

Railways

ABSTRACT E—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1932	ESTIMATE, 1932		EXPLANATION
		No.	£		No.	£		Increase	Decrease
<i>Brought forward</i>							
V.—(b) OFFICES AND STORES—Contd.							
9. Clerks (Asian) Class V	Sh. per mensm						
10. " (African) Class I	150 by 15 to 240	9	1,224	13	1,730		506
" " " II	95 to 150						
" " " III	65 to 90	4	162	6	230		68
	20 to 60						
11. Sub-Storekeepers	£						
12. Storemen, Class I	420 by 20 to 480	3	1,534	3	1,474	60	
13. " " II	420 by 20 to 480	1	420			420	
14. Apprentices	315 by 18 to 405	1	60	6	2,418		1,203
	48 to 120				110		30
15. Storemen, (Asian) Special Class	Sh. per mensm						
16. " " Class I	440 upwards	1	254	1	318	54	
17. " " " III	410 by 20 to 430	3	759	5	1,242	483	
18. " " " V	310 by 20 to 350	3	830	9	1,611	681	
19. Motor and Crane Drivers and Firemen	150 by 15 to 240	2	95	3	635	246	
20. Headmen	20 to 60	5	100	8	160	60	
21. Messengers	10 to 30	1	18	12	170	60	
22. Carpenters, (African)	10 to 20	8	110	3	65	47	
23. Stores Porters and Labourers	10 to 20, 10 to 30	130	1,650	150	2,000	350	
24. Casual Labour			100		100		
25. Insurance			270		270		
26. Miscellaneous Expenses (See Appendix V)			1,200		2,650	1,450	
27. Printing and Stationery			300		700	400	
28. Passages			750		1,500	750	
Total V (b)		203	17,578	259	23,434		5,856
Total V (a) & (b)		207	20,796	263	26,624		5,826
Deduct contribution from Port Departments			872		26,624	26,624	872
Deduct Recoveries from Departments							
TOTAL V		207	19,926	263	19,926		

Previously shown under Abstract I and re-covered by charges to Departmental Votes.

Railways

ABSTRACT E—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VI.—WATCH AND WARD—								
(a) Railway Police	£		4,919		5,000		81	Estimated requirements.
(b) Railway Watchmen			3,000		4,000		1,000	
Total VI			7,919		9,000		1,081	
VII.—POSTAL, TELEPHONE AND TELEGRAPH SERVICES								
			3,000		3,400		400	Ditto
VIII.—UPKEEP OF HEADQUARTERS OFFICES—								
1. Salary of Caretaker		1	200			200		
2. Wages of Cleaners		24	400			400		
3. Stores			150			150		
4. Electricity, Maintenance of Lifts and Water and Conservancy			720			720		
5. Other Expenses			150			150		
Total VIII		25	1,620			1,620		
IX.—PUBLICITY—								
(a) 1. Clerk, Junior	Up to 180	1	120	1	205		85	
2. Local Advertising			50		50			
3. Miscellaneous Expenses (See Appendix V)					50		50	
Total IX(a)		1	170	1	305		135	Anticipated requirements.

Previously provided for in Abstract "A"

Previously charged to various Departmental votes. Part recovered from Government Departments and credited to Miscellaneous Earnings.

Anticipated requirements.

Railways

ABSTRACT E—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IX.—PUBLICITY—Contd.								
(b) London Office and Overseas Advertising:								
1. Contribution to London Office			1,000		2,500		1,500	
2. Salary of London Representative		1	600	1	633		93	
3. Clerical Assistance and Stationery, etc., London Office			300		500		300	
4. Advertising			500					
Total IX(b)		1	2,400	1	3,633		1,233	
(c) Passages			100		100			
Total IX		2	2,570	2	4,098		1,428	
X.—FURNITURE AND EQUIPMENT FOR STAFF QUARTERS, ETC.								
			250		1,000		750	
XI.—MEDICAL SERVICES—								
<i>Per Capita Payments to Governments of Kenya and Uganda</i>								
			8,000		11,500		3,500	
TOTAL ABSTRACT E		465	100,445	278	97,517		2,928	

Restricted advertising in view of necessity for economy.

ABSTRACT F.—STEAMER SERVICES

DETAILS	Scale	ESTIMATE, 1932	ESTIMATE, 1933	ESTIMATE, 1932	Increase	Decrease	EXPLANATION
	£	No.	£	No.	£	£	
I.—(a) GENERAL SUPERINTENDENCE—							
*1. Senior Marine Officer	1,000	1	1,000	1	1,000	..	Change in Title Due to retirement of Senior Staff.
*2. Senior Marine Engineer	720 by 30 to 840	1	742	1	1,590	128	
*3. Engineer-in-Charge	720 by 30 to 840	1	729	2	..	287	
4. Officer		1	35	3	322	415	
Total I(a)		3	2,497	3	2,912	..	
(b) HEAD OFFICE STAFF—							
1. Clerks, (Asian) Special Class	Sh. per mensum	1	360	1	350	50	Partially estimated for under F. III.(b) in 1932 Estimates.
2. " " " Class I	440 upwards	3	774	1	298	546	
3. " " " " III	410 by 20 to 430	1	210	1	303	7	
4. " " " " IV	250 by 15 to 295	2	545	2	325	20	
5. " " " " V	150 by 15 to 240	4	575	..	575	..	
6. " " " " II	95 to 150	4	286	4	244	22	
7. Office Boys and Messengers	30 to 60	4	72	2	42	30	
Total I(b)	10 to 30	4	2,542	11	1,392	1,150	
(c) Miscellaneous Expenses (See Appendix V)							
Total I		19	2,542	14	4,579	720	
II.—SUBORDINATE SUPERINTENDENCE—							
1. Foremen	£	1	490	1	471	19	Normal increment.
Total II	444 by 18 to 480 480 by 20 to 540	1	490	1	471	19	
Total I(c)		1	490	1	471	19	

*Pensionable Post.

ABSTRACT F.—STEAMER SERVICES—Contd.

DETAILS	Scale	ESTIMATE, 1933	ESTIMATE, 1932	ESTIMATE, 1932	Increase	Decrease	EXPLANATION
	£	No.	£	No.	£	£	
III.—RUNNING EXPENSES—							
(a) Superintendence							
*1. Commanders	720 by 30 to 840	2	1,580	2	1,568	12	Normal increments.
*2. Chief Officers	600 by 30 to 720	2	1,432	2	1,410	22	
*3. Second Officers	390 by 18 to 480	5	2,625	5	2,526	99	ditto.
*4. Chief Engineers	480 by 20 to 600	2	1,225	2	1,260	35	
*5. Second Engineers	390 by 30 to 720	10	5,237	11	5,720	483	Reduction of 1 Second Engineer.
6. Allowances to Engineers-in-Charge of Vessels	480 by 18 to 480	..	..	..	..	..
7. Salary and Leave Allowance for Officers to be retired	40 to 50	..	276	..	300	80	Not required in 1933.
Total III(a)		21	12,369	22	13,094	725	
(b) 8. Tug Masters (Asian)	Sh. per mensum	3	672	4	806	136	
9. Tug Masters and Pilots (African)	250 by 15 to 330	12	683	17	857	174	
10. Third Engineers (Asian)	50 to 90	11	2,340	12	2,575	235	
11. Third Engineers (African)	95 to 150	11	657	15	950	293	See note F. I. (b) and additional decrease due to economy measures.
12. Mates (Asian)	150 by 15 to 250	4	472	5	600	128	
13. " (African)	45 to 60	1	36	1	258	380	
14. Steamer Clerks (Asian) Class I	410 by 20 to 430	1	259	1	210	549	
15. " " " " II	310 by 20 to 350	1	210	1	210	..	
16. " " " " III	250 by 15 to 235	8	1,984	12	1,922	638	
Carried forward		52	6,712	70	8,596	1,884	

*Pensionable Post.

ABSTRACT F—STEAMER SERVICES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932	Increase	Decrease	EXPLANATION
		No.	£					No.	£
<i>Brought forward</i>							
III (b) RUNNING EXPENSES—Contd.							
17. Clerks (African), Class I		2	84	1	54	30	1 additional for training. Economy measure.
18. Deck, Engine Room Crews, etc.	{ 95 to 150 65 to 90 20 to 60	6,969	7,800	7,800	840	840	
Total III (b)		54	13,756	71	16,450	2,694	
(c) Miscellaneous Expenses (See Appendix V)			275		315	40	
Total III		75	26,400	83	28,859	3,459	
IV.—MAINTENANCE							
(a) Vessels			7,500		7,900	300	Part transferred to F. V Estimated requirements
(b) Machinery in Shops			700		700	..	
(c) Tools and Plant			150		200	50	
(d) Training of African Apprentices			150		200	50	
Total IV			8,600		9,000	400	
V.—GENERAL STORES							
Ropes, Tarpaulins, Clothing etc.			1,000		1,000	..	Part transferred from F. IV
VI.—FUEL							
(a) Fuel			11,000		15,222	4,222	Reduction in services
(b) Labour			..		..	..
VII.—RUNNING STORES							
Oil, Tallow etc.			874		960	76	

ABSTRACT F—STEAMER SERVICES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932	Increase	Decrease	EXPLANATION
		No.	£				
VIII.—NEW MINOR WORKS							
IX.—MAINTENANCE OF CHANNELS							
(a) Maintenance			100		150	50	
(b) Upkeep of Lights, Lakes, Victoria and Albert			80		100	20	
(c) Survey:							
*1. Marine Hydrographic Officer	600 by 30 to 720	1	720	1	690	30	Normal increment.
2. Miscellaneous Expenses (See Appendix V)	720 by 30 to 840		225		100	125	Provided for under F. III (b) in 1932.
Total IX (c)		1	945	1	790	155	
Total IX		1	1,125	1	1,040	85	
X.—CATERING—			4,500		6,000	1,500	Reduction of services.
(a) Salaries and Wages, etc.			4,500		6,000	1,500	
(b) Equipment			150		300	150	
(c) Stores, Liquors and Licences			1,500		2,059	559	
Total X			6,050		8,359	2,309	
XI.—PRINTING AND STATIONERY							
XII.—PASSAGES							
TOTAL ABSTRACT F		99	60,538	106	70,480	9,942	

ABSTRACT G—MOTOR SERVICES

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—SUPERINTENDENCE—								
1. Motor Transport Officer		1	720	1	720			
2. Miscellaneous Expenses (See Appendix V)	600 by 30 to 720	25	25		25			
Total I		1	745	1	745			
II.—OFFICE—								
1. Clerk, (Asian) Class I	Sh. per mensem 410 by 20 to 430	1	252	1	245			
2. " " " III	310 by 20 to 350	1	186	1	186		7	Normal increment.
3. Clerks, ("African") Class I	35 to 150	1	65	1	65			
4. " " " II	65 to 90	1	54	1	54			
5. " " " III	20 to 60	1	41	1	41			
6. Office Boy	10 to 30	1	18	1	18			
7. Miscellaneous Expenses (See Appendix V)			12		12			Not previously provided for.
Total II		6	628	6	609		19	
III.—STATION STAFF—								
1. Clerk, (African) Class II	65 to 90	1	65	1	65			
2. Labour			120		120			
3. Miscellaneous Expenses (See Appendix V)			71		65		6	Previous provision insufficient.
Total III		1	256	1	250		6	

* Reasonable post.

ABSTRACT G—MOTOR SERVICES—Contd

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IV.—RUNNING EXPENSES—								
1. Drivers and Van Boys	90 to 150 50 to 80 35 to 45 20 to 30	48	1,440	56	1,700		260	Reduction in staff
2. Stores			3,500		7,000		3,500	Anticipated requirements
3. Licences and Insurance for Motor			950		800		150	Insurance charges not previously provided for
4. Vehicles			150		200		50	
5. Overtime			60					Not previously provided for.
Total IV		48	6,100	56	9,700		3,600	
V.—MAINTENANCE OF CARS—								
(a) 1. Mechanics		3	1,440	3	1,440			
2. Mechanics (African)	380 by 18 to 480 Sh. per mensem	6	420	6	500		80	Changes in holders of posts.
3. Labour (African)	90 to 150		450		540		90	Reduction in staff.
4. Overtime			40		40			
5. Miscellaneous Expenses (See Appendix V)			40				40	Not previously provided for.
Total V(a)		9	2,390	9	2,520		130	
(b) Stores and Material								
Total V		9	3,190	9	3,920		730	Anticipated requirements
VI.—PASSAGES								
TOTAL ABSTRACT G		65	11,599	73	15,494		4,095	Anticipated requirements.

ABSTRACT H—MISCELLANEOUS EXPENDITURE

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932	Increase	Decrease	EXPLANATION
		Rs	£				
I. Provident Fund and Gratuities from Revenue Account	£		29,000	38,000	£	£	
II. Expense of Indian Agency			1,000	1,000		9,000	Anticipated requirements.
III. Legal Expenses			50	150		100	Estimated requirements.
IV. Exchange			6,000	4,000	2,000		
V. Pensions and Gratuities			15,300	20,660		5,360	For details, see Appendix IV.
VI. Suggestions Scheme			25	50		25	Anticipated requirements.
VII. Municipal Rates			6,020	5,800	220		Estimated requirements.
VIII. Management Expenses of Loans			1,450	1,450			
IX. Subscriptions to Research Societies and Committees			500	1,000		500	"
X. Investigations in connection with Standardization of Railways in Africa			500	1,000		500	"
XI. Loss on Stores			100		100		Not previously provided for.
TOTAL ABSTRACT H			59,345	73,210		13,865	

HARBOUR ESTIMATES
1933

ABSTRACT A—PORT ENGINEERING EXPENSES.

DETAILS	Scale	ESTIMATE, 1932	ESTIMATE, 1932	Increase	Decrease	EXPLANATION
		No.	£	£	£	
IA—HEADQUARTERS STAFF.						
(a) Administrative and Engineering	£	190	150	30		
(b) Technical Office		281	150	131		
(c) Clerical Office		139	150	12		
Total IA.		599	450	149		Estimated requirements based on actual costs during 1932
IB—DISTRICT STAFF.						
(a) 1. Asst. Engineer	720 by 30 to 840	1	669	870	210	
2. Trolley boys and chainmen		3	49	49		
3. Miscellaneous Expenses (See Appendix V)			63	63		
Deduct Contribution from Railway		4	772	870	98	
Total IB. (a)		4	354	870	354	Due to re-organisation.
(b) 1. Surveyor, Asian	Shs. per menscm. 350 by 25 to 550	1	231	195	36	
Deduct Contribution from Railway			98		98	
Total IB. (b)		1	133	195	62	Estimated requirements.
(c) 1. Clerk, Class II	315 by 18 to 405 Shs. per menscm	1	387			
2. Clerk, Asian, Class I	410 by 20 to 490	1	258	800		
3. Clerk, Asian, Class III	310 by 20 to 350	1	210			
4. Clerk, Asian, Class IV	250 by 15 to 295	1	177			
5. Clerk, Asian, Class V	150 by 15 to 240	1	144			
6. Miscellaneous Expenses (See Appendix V)		5	1,176	800	376	
Deduct Contribution from Railway		5	50	50		
TOTAL IB. (c)		5	1,226	800	426	
			521		521	
		5	705	800	95	

*Pensionable Post.

ABSTRACT A—PORT ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932	Increase	Decrease	EXPLANATION
		No.	£				
1b.—DISTRICT STAFF—Contd.							
(d) 1. Inspector of Works, Class I	£	1	540		£	£	
2. Sub-Overseer, Asian, Class I	Shs. per mensm	1	198	407			
3. Landie Overseer.	£	1	480				
4. African Timekeeper	Shs. per mensm	1	75				
5. Miscellaneous Expenses (See Appendix V)	95 to 150	1	75				
Deduct Contributions from Railway		4	1,233	407	886		
Total of 1b. (d)			60		60		
			1,353	407	946		
		4	677	407	270		Estimated requirements
(e) 1. Permanent Way Inspector, Class I	£	1	540				
2. Sub-Permanent Way Inspector, African, Class I	Shs. per mensm	1	69	406			
3. Trolley Boys	95 by 10 to 150	6	97				
4. African Timekeeper, Special Grade	150 upwards	1	106				
Deduct Contributions from Railway		9	814	406	408		
Total of 1b. (e)			285				
(f) Establishment		9	529	406	123		Previous provision insufficient.
(g) Trolleyman and Chainmen				300		300	Now included under A.I.V., etc.
Total 1b.		23	2,522	40		40	" " " A.I.B. (e)
Total A1.		23	3,061	3,018		496	
				3,468		407	

ABSTRACT A—PORT ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932	Increase	Decrease	EXPLANATION
		No.	£				
II.—MAINTENANCE AND MINOR RENEWALS OF PERMANENT WAY—							
1. (a) Maintenance Gabgs		76	960	1,000		40	
(b) Timekeepers (African)				30		30	Now included under A.I.B. (d) and (e).
(c) Trolleyman				92		92	do. A.I.B. (e).
(d) Artizans and Mates				200	66		
2. Materials (including track tools)				90	60		Previous provision insufficient
Contribution from Railway		76	1,376	1,412		36	
Total II			93			93	
		76	1,233	1,412		129	
III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—							
IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—							
1. Station Buildings and Workshops		600		200	400		
2. Station Machinery		90		90			
3. Staff Quarters		760		200	560		Previous provision Insufficient.
4. Water Supply Installations		60		60			
5. Roads and Platforms		400		150	250		
6. Maintenance of Coastal Docks, Harbours, Jetties, Wharves and Quays		500		475	25		
7. Sewerage and Sewage Disposal Works		30		30			Previously provided for under A.I.X.
TOTAL IV		2,440		1,205	1,235		
V.—MAINTENANCE AND MINOR RENEWALS OF TELEGRAPHS, TELEPHONES AND INSTRUMENTS							

Harbours

ABSTRACT A—PORT ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932	Increase		EXPLANATION
		No.	£		No.	£	
VI.—MISCELLANEOUS SERVICES—							
1. Bush Clearing and Maintenance of Godown Area	£		280		£	£	£200 previously included under A.X
2. Tools and Plant			50				
3. Fire Fighting Appliances			15				
4. Conservancy		1,100		1,200		100	
5. Supply of Water		1,150		1,130	20		
Total VI.			2,585			80	
VII.—NEW MINOR WORKS							
			250			250	Anticipated requirements.
VIII.—CONFERENCES DUE TO FLOODS AND ACCIDENTS							
IX.—MAINTENANCE OF COASTAL DOCKS, HARBOURS, JETTIES, WHARVES AND QUAYS—							
X.—MAINTENANCE OF GODOWN AREAS (PORT)							
XI.—PASSAGES		100		100			Now included under IV. (6).
XII.—PRINTING AND STATIONERY		30		30			Now included under VI. (1).
Total Abstract A		99	9,759		8,890	869	

62

Harbours

ABSTRACT B—FERRIES, NAVIGATION LIGHTS AND MOORINGS

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932	Increase		EXPLANATION
		No.	£		No.	£	
I.—FERRIES—							
1. Asst. Shore Boatman	300 by 18 to 360 Sh. per mensem					80	Post abolished
2. Ferry Mechanics (Asian)	230 by 15 to 340	1	176	1	198	8	Normal increment.
3. Ferry Staff (African)			686		675	11	Normal increments.
4. Overtime			94		75	19	Estimated requirements.
5. Running Stores			575		700	125	
6. Miscellaneous Expenses (See Appendix V)					75	75	
Total I.		1	1,531	2	1,773	242	
II. HARBOUR LIGHTING AND BUOYING—							
1. Materials and Running Stores			180		180		
III.—COAST LIGHTING							
			280		220	60	Insufficient provision in 1932 Estimates.
TOTAL ABSTRACT B		1	1,991	2	2,173	182	

63

108

Harbours

ABSTRACT C.—MARINE WORKING

DETAILS		Scale	ESTIMATE, 1933	ESTIMATE, 1932	Increase	Decrease	EXPLANATION
I.—SALARIES AND WAGES		£	£	£	£	£	
1.	Senior Pilot	480 by 20 to 600	1 600	1 600	600		Transferred from Abstract C.I.(a)3. 1 post transferred to Abstract C.I.(a)1. Reduced night working. Normal increment. Post abolished. Transferred from Abstract I. III.
2.	Senior Pilot's Duty Allowance	480 by 20 to 600	3 1,761	4 2,316	100	655	
3.	Pilots	300 by 18 to 480	1 250	1 428	18	150	
4.	Shore Boatswain	300 by 18 to 360	1 446	1 166	224	160	
5.	Passages		5 224	6 3,304	77		
Total I (a)			5 3,381	6 3,304			
6.	Dhow Inspector (Asian), Mombasa	Sh. per mensem 150 by 15 to 300	1 162	1 168		6		Normal increments. Post abolished. (See (b) 10 below). Normal increment. Transferred from Abstract I. III. Contribution to Customs (See item (b) 6 above).
7.	Dhow Inspector (African), Lamu	50 to 80	1 33	1 48		15	
8.	Mooring Foreman (Asian)	150 by 15 to 250	1 150	1 150			
9.	Signal Staff (Mombasa) (Asian and African)		5 237	5 250		13	
10.	Mooring Gang (African)	25 to 45	25 619	25 570	49	254	
11.	Clerk, Class I (Asian)	250 by 15 to 285	1 177	1 254	9		
12.	Clerk, Class IV (Asian)	10 to 30	1 18	1 18	28		
13.	Messengers		1 28	1 18	10		
14.	Passages		35 60	36 1,626		142	
15.	Dhow Registration, Lamu		35 1,484	36 1,626			
Total I (b)			40 1,29	42 5,020	29	36	
(c) Overtime			40 4,984	42 5,020			Anticipated requirements.
Total I			140	140			
II.—SHIPS SURVEYING FEES			120	100	20		Insufficient provision in 1932 Estimates.
III.—CLOTHING			25	50		25	
IV.—SIGNAL, MASTS, FLAGS AND CHARTS			110	230		120	Estimated requirements.
V.—MISCELLANEOUS EXPENSES (See Appendix V)			40 5,389	42 5,550		161	
TOTAL ABSTRACT C			40 5,389	42 5,550		161	

*Pensionable Post.

64

Harbours

ABSTRACT D.—WATER TO SHIPS

DETAILS		Scale	ESTIMATE, 1933	ESTIMATE, 1932	Increase	Decrease	EXPLANATION
Water		£	£	£	£	£	
TOTAL ABSTRACT D			3,500	4,000		500	Estimated requirements.

Harbours

ABSTRACT E.—TUGS, LAUNCHES AND ROWBOATS.

DETAILS		Scale	ESTIMATE, 1933	ESTIMATE, 1932	Increase	Decrease	EXPLANATION
I.—STEAM TUGS, MOMBASA		£	£	£	£	£	
1.	Tug Master	480 by 20 to 540	1 395	1 439		44	Post suspended.
2.	Asst. Tug Master	300 by 18 to 480	1 467	1 540		540	Change in holder of Post.
3.	Tug Engineer	480 by 20 to 540	1 467	1 449	18		Post suspended.
4.	Asst. Tug Engineer	300 by 18 to 480	1 432	1 432			Normal increment.
5.	Mechanic	360 by 18 to 480	2 245	2 227	18		Transferred from Abst. F. 12(2).
6.	Mates (Asian)	Sh. per mensem 150 by 15 to 250	2 281	2 264	17		Normal increments.
7.	Third Engineers (Asian)	150 by 15 to 300	2 598	2 400	39		Estimated requirements.
8.	Crews (African)	320 by 25 to 450	1,558	2,400		850	Estimated requirements.
9.	Running Stores		148	521		376	
10.	Miscellaneous Expenses (See Appendix V)		50		50		Transferred from Abst. I. III.
11.	Passages		7 4,164	7 5,400		1,236	
Total I			7 4,164	7 5,400		1,236	
II.—STEAM LAUNCH "MVITA", MOMBASA—							
1.	Nahotha (Asian)	Sh. per mensem 250 by 15 to 300	1 196	1 196	2		Normal increment.
2.	Third Engineer (Asian)	150 by 15 to 300	1 110	1 104	6		
3.	Crew (African)	320 by 25 to 450	200	291		91	
4.	Running Stores		150	250		100	Estimated requirements
5.	Miscellaneous Expenses (See Appendix V)		64	10		64	
6.	Passages		2 722	2 861		129	Transferred from Abstract I. III.
Total II			2 722	2 861		129	

65

109

Harbours

ABSTRACT E—TUGS, LAUNCHES AND ROWBOATS—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—PILOT AND HARBOUR LAUNCHES AND ROWBOATS, (Including Launch Service for Port Medical Officer)—	£							
1. Motor Boat Drivers (African)	Sh. per mensum 50 to 80; 90 to 150	4	182	4	205		23	Change in holders of posts
2. Crews (African)			359		364		5	"
3. Running Stores			400		600		200	"
4. Miscellaneous Expenses (See Appendix V)					20		20	Estimated requirements.
Total III		4	941	4	1,189		248	
IV.—LAUNCHES AND BOAT AT LAMU—								
1. Third Engineer (Asian)	Sh. per mensum (150 by 15 to 300 { 820 by 25 to 450)	1	148	1	138	10		Normal increment.
2. Crew (African)			187		191		4	
3. Running Stores			125		225		100	Less Estimated requirement.
4. Materials			20		75		55	Anticipated requirements.
5. Miscellaneous Expenses (See Appendix V)			42		42			
Total IV		1	522	1	671		149	
Less one-half loss, paid by Government			250				250	
V.—OVERTIME, MOMBASA TUGS, LAUNCHES AND ROWBOATS		1	272	1	671		399	
TOTAL ABSTRACT E		14	5,399	14	8,511		100	Less Anticipated requirements.

Harbours

ABSTRACT F—MECHANICAL, ELECTRICAL AND FLOATING EQUIPMENT

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1932		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—MAINTENANCE—								
1. Senior Foreman and Electrician	480 by 20 to 600			1	590		590	Post suspended.
2. Mechanics	360 by 18 to 480	2	846	3	948		102	Part salary of Mechanic transferred to Abstract E. 1 (5).
3. Storekeeper (Asian), (Clerk, Class V)	Sh. per mensum 150 by 15 to 240			1	144		144	Reorganisation.
4. Clerk, Class III (African)	20 to 60	1	30		30			
5. Equipment Ashore— (a) Labour (Asian and African)			1,600		1,521	79		Normal increments and part transferred from F. 1. 6 (a).
(b) Materials			300		1,000		700	Reduced maintenance.
6. Equipment Afloat— (a) Labour (Asian and African)			700		753		53	Part transferred to F. 1. 5 (a).
(b) Materials			1,000		1,200		200	Reduced maintenance
(c) Shipping Tugs			150		100	50		Anticipated requirements.
7. Workshop and Slipway Machinery— (a) Tools and Plant			10		50		40	ditto ditto
(b) Running Stores			50		100		50	ditto ditto
8. Workshop Electric Current			162		100	62		
9. Overtime			65		89		24	
10. Miscellaneous Expenses (See Appendix V)			279			279		Transferred from Abstract I. III.
11. Passages								
Total I.		3	5,242	5	6,645		1,403	

Harbours

ABSTRACT P—MECHANICAL, ELECTRICAL AND FLOATING EQUIPMENT—Contd.

59 TABS

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1942		EXPLANATION
		No.	£	No.	£	
<i>a. Steam Tugs</i>						
1. Crane Drivers Asian	Sb per menssem 100 by 10 to 200	2	66	2	202	202
2. Crane Drivers African	50 to 100			2	60	60
3. Firemen African	25 to 45				100	80
4. Running Stores			10		15	5
5. Overtime					30	30
6. Miscellaneous Expenses (See Appendix V)						
Total II (a)		2	96	4	497	311
<i>(b) Electric Cranes and Transporters.</i>						
1. Crane Drivers (African)	Sb per menssem 50 to 100	31	1,597	53	2,208	611
2. Cable Boys (African)	25 to 45	8	120	9	112	8
3. Electrical Energy			2,500		3,000	500
4. Running Stores			100		300	200
5. Overtime			100		200	100
Total II (b)		39	4,417	62	5,820	1,403
<i>(c) Electric Sub-stations Cables and Lighting.</i>						
1. Electrical Energy			1,200		2,000	800
2. Running Stores			50		50	
Total II (c)			1,250		2,050	800
Total II						
TOTAL ABSTRACT F.		41	5,763	66	8,277	2,514
		44	11,005	71	14,922	3,917

68

Harbours

ABSTRACT G—SHORE WORKING AND LIGHTERAGE

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1942		EXPLANATION
		No.	£	No.	£	
<i>I.—YARD WORKING SUPERVISION—</i>						
1. Yard Master		1	540		540	
2. Yard Foremen	{ 360 by 18 to 480 480 by 20 to 540	2	618	3	1,255	
3. Overtime			130		100	30
4. Miscellaneous Expenses (See Appendix V)			125		117	8
5. Passages			50		50	50
Total I		3	1,653	4	2,012	349
<i>II.—OFFICE EXPENSES—</i>						
1. Clerk, Class III (Asian)	Sb per menssem 310 by 20 to 350	1	180	1	180	
2. Miscellaneous Expenses (See Appendix V)			60		130	70
Total II		1	240	1	310	70
<i>III.—YARD STAFF—</i>						
1. Clerk, Class V (Asian)	Sb per menssem 150 by 15 to 240	3	209	4	320	411
2. Clerks, Class III (African)	20 to 60	1	36		86	86
3. Jemadar African	20 to 60	4	148	7	226	81
4. Pointsmen	20 to 40	8	174	22	449	275
5. Flagmen	20 to 60	3	63	5	50	13
6. Overtime			50		50	
7. Passages			20		20	
Total III		19	700	36	1,098	898
<i>IV.—PORT TABLETS—</i>						
(a) Additions			60		400	400
(b) Renewing and Stores					150	50
Total IV			60		550	490

69

ABSTRACT G.—SHORE WORKING AND LIGHTERAGE—Contd.

DETAILS	Scale	ESTIMATE, 1953		ESTIMATE, 1952		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
V.—LOCOMOTIVE CHARGES, FUEL, ETC								
VI.—MAINTENANCE OF LOCOMOTIVE POWER AND PORT TRUCKS								
(a) Maintenance of Locomotive Power			750	1,896		1,146		Anticipated requirements
(b) Maintenance of Port Trucks			400	668		268			Economy in maintenance.
Total VI			1,150	2,562		1,412		
VII.—LANDING AND SHIPPING CARGO—								
(a) Salaries.								
1. Cargo Inspector		1	420	1	420			Estimated requirements.
2. Overtime	300 by 18 to 420		40		50		10	
3. Miscellaneous Expenses (See Appendix V)			20		112		92	
Total VII (a)		1	480	1	582		102	
(b) Wages.								
1. Clerk, Class III (Asian)	Sh. per mensem	1	210	1	210			1 post abolished.
2. Clerks, Class V (Asian)	310 by 20 to 250	4	552	5	663		111	
3. Clerk (African)	150 by 15 to 240	1	75	1	69		6	Reduction in staff (3 paid by Railway)
4. Messengers	(20 to 60, 65 to 90	9	86	15	143		57	
5. Porters	95 to 130	19	399	19	394		5	Normal increment.
6. Overtime	10 to 30		15		75		60	
7. Passages	ditto		64		64			Transferred from Abst. I. III.
Total VII (b)		34	1,491	41	1,554		153	

ABSTRACT G.—SHORE WORKING AND LIGHTERAGE—Contd.

DETAILS	Scale	ESTIMATE, 1953		ESTIMATE, 1952		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
(c) Railway Truck Hire								
(d) Claims			600		400	200		Estimated requirements.
Total VII			100		150		50	Estimated requirements.
VIII.—MISCELLANEOUS								
(a) Clerk Class V (Asian)	Sh. per mensem	1	144	1	180			Anticipated requirements.
(b) Overtime	150 by 15 to 240		5		25		20	
(c) Clothing (Shore Staff)			50		75		25	Anticipated requirements.
(d) Bungalow Furniture			50		50			
Total VIII		1	249	1	300		51	
IX.—PAYMENTS TO CARGO HANDLING CONTRACTORS								
X.—TELEPHONES TO SHIPS AT DEEP WATER QUAY			51,364		68,806		17,502	Based on tonnage expected to be handled.
TOTAL ABSTRACT G		59	62,082	84	83,884		21,802	

Harbours

ABSTRACT H—GENERAL CHARGES

DETAILS	Scale	ESTIMATE, 1933	ESTIMATE, 1932	Increase/Decrease	EXPLANATION
I.—EXPENSES OF ADMINISTRATION AND MANAGEMENT					
II.—HARBOUR ADVISORY BOARD					
III.—(a) SUPERINTENDENCE					
1. Port Manager and District Lieut. Supdt.	150 by 50 to 1,350	1	1		
2. Shore Assistant to Port Manager	200 by 30 to 840	1	1		
3. Port Captain	840 by 40 to 920	1	1		
4. Miscellaneous Expenses (See Appendix V)		388	241	144	
5. Passages		144	114	30	
<i>Less contribution from Railway</i>					
Total III (a)		3	3		
(b) Officer					
1. Office Superintendent	500 by 20 to 600	1	1		
2. Clerk, Class I	420 by 20 to 480	1	1		
3. " " II	315 by 18 to 405	1	1		
4. Clerk, Class I (Asian)	Sh. per mensem	1	1		
5. Clerks, Class III (Asian)	410 by 20 to 430	2	2		
6. Clerks, Class IV (Asian)	310 by 20 to 350	2	2		
7. Clerks, Class V (Asian)	250 by 15 to 295	10	5	5	
8. Clerks, Class III (African)	150 by 15 to 240	3	5	2	
9. Telephone Operators (African)	20 to 60	2	2		
10. Messengers	50 to 80	2	2		
11. Passages	10 to 30	143	87	56	
		243	112	131	
<i>Less contribution from Railway</i>					
Total III (b)		22	18	4	
Total III		22	18	4	
Total III		25	6,925	21	6,617
					308

* Pensionable Post.

Harbours

ABSTRACT H—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1933	ESTIMATE, 1932	Increase/Decrease	EXPLANATION
IV.—ACCOUNTS DEPARTMENT					
V.—STORES					
VI.—TELEPHONES AND TELEGRAMS					
VII.—MISCELLANEOUS EXPENSES (See Appendix V)					
VIII.—WATCH AND WARD					
(a) Port Police		1,827	2,145	318	
(b) Port Watchmen		33	33		
Total VIII		1,860	2,178	318	
IX.—UNCLASSIFIED EXPENDITURE					
TOTAL ABSTRACT H		1,000	1,000		
		25	16,081	38	14,389
					3,308

Harbours

ABSTRACT I—MISCELLANEOUS EXPENDITURE

I.—Provident Fund and Gratuities from Revenue Account					
II.—Medical Services					
III.—Passages		1,250	1,750	500	
IV.—Pensions and Gratuities		300	600	300	
V.—Educational Grants		570	2,175	1,605	
VI.—Legal Expenses			570	570	
VII.—Municipal Rates					
TOTAL ABSTRACT I		50	53	3	
		5,718	5,742	24	
		7,888	10,890	3,002	
GRAND TOTAL ABSTRACTS A TO I		196	124,094	252	34,115

Transferred to relative Abstract Heads.

ABSTRACT J—DEPRECIATION

CONTRIBUTIONS TO RENEWALS FUND		£
Railways..	..	327,875
Motor Services ..	..	6,776
Marine ..	..	..
Harbours ..	..	30,187
TOTAL..	..	364,838

ABSTRACT K—BETTERMENT

CONTRIBUTION TO BETTERMENT FUNDS		£
Railways..	..	..
Marine ..	..	..
Harbours ..	..	..
Balance available on Combined Net Revenue Account estimated to amount to		..
		..
		..

ABSTRACT L—ESTIMATE OF EXPENDITURE FROM RENEWALS AND BETTERMENT FUNDS (RAILWAYS AND MOTOR SERVICE)

PARTICULARS	†ESTIMATED ALLOCATION		
	Renewals	Betterment	Total
1. Renewals and Improvements to Permanent Way, Formation, Bridges, etc.	£	£	£
2. New Running Sheds and Re-arrangement of Yards and Running Sheds			
3. Increased Station Accommodation, Replacement of Temporary Buildings at Wayside Stations and Station Equipment	3,000	4,000	7,000
4. Alterations and Additions to Piers and Ports			
5. Quarters for Staff			
6. Stores Buildings at Nairobi			
7. Nairobi Workshops Extensions and Improvements			
8. Plant and Machinery			
9. Locomotives and Rolling Stock			
10. Motor Services			
11. Surveys of Projected Lines			
12. Sundry Renewals and Betterments as required			
TOTAL	£ 3,000	£ 4,000	£ 7,000

†Provision only for works not completed in 1932.

*Subject to reapportionment as between "Renewals" and "Betterment" in accordance with regulations governing allocations of actual expenditure between Capital Account and Renewals and Betterment Accounts.

78

ABSTRACT M—ESTIMATE OF EXPENDITURE FROM RENEWALS, BETTERMENT AND INSURANCE FUNDS. (LAKE MARINE SECTION)

PARTICULARS	ESTIMATED ALLOCATION		
	Renewals	Betterment	Insurance
1. Lake Surveys	£	£	£
2. Sundry Renewals and Betterments as required			
3. Dry Dock—Briaraba			
TOTAL	£	6,600	6,600
		6,600	6,600

ABSTRACT N—ESTIMATE OF EXPENDITURE FROM RENEWALS AND BETTERMENT FUNDS (HARBOURS SECTION)

PARTICULARS	ESTIMATED ALLOCATION		
	Renewals	Betterment	Total
1. Piers and Wharves	£	£	£
2. Shore Plant and Equipment			
3. Floating Plant and Equipment			
4. Marine Lights and Buoys	Nil	Nil	Nil
5. Staff Quarters			
TOTAL	£	Nil	Nil

77

APPENDIX I—STATEMENT SHOWING THE APPROXIMATE POSITION OF RENEWALS, BETTERMENT AND INSURANCE FUNDS

	Railways (including Motor Services and Marine)				Harbours		Total of all Funds	Deficit Account	Balance
	Renewals	Betterment	Insurance	Renewals	Betterment	Total			
Estimated Balance, 31-12-1932	£ 1,045,966	126,748	32,642	92,415	582	1,298,353	£ 668,645	£ 629,708	
Contributions, 1933	334,651			30,187		364,838		364,838	
Withdrawals, 1933	£ 1,380,617	126,748	32,642	122,602	582	1,663,191	668,645	994,546	
Estimated Balance, 31-12-1933	3,000	4,000	6,600			13,600	994,199	237,799	
	1,377,617	122,748	26,042	122,602	582	1,648,591	892,844	756,747	

APPENDIX II—Interest and Sinking Fund Charges, 1933
(RAILWAY, MARINE AND MOTOR SERVICES)

YEAR OF LOAN, ETC.	UGANDA PROTECTORATE	KENYA COLONY AND PROTECTORATE	£	£
(1) 1921	Loan of £2,000,000		887,421	51,768
			44,371	
			7395	
(2) 1921	Loan of £5,000,000		2,837,641	207,148
(3) 1927	Loan of £5,000,000		170,258	
			36,690	
(4) 1928	Loan of £3,500,000		4,431,296	265,874
			221,562	
			44,312	
(5) 1930	Loan of £3,400,000		2,135,978	117,479
			86,119	
			21,360	
			347,908	
			15,656	15,656
	<i>Less</i> Interest on Unspent Balances of £3,500,000 Loan (1924)			
	" " " " £3,400,000 Loan (1930)			£ 3,630
	" " " " £2,000,000 Loan (1932) (Uganda)			£ 1,140
	" Reimbursements from Kenya Government in respect of Branch Line Guarantees			£ 180
	" " " " " Uganda			
	" " " " " Telegraph Lines			
			4,860	
			23,689	
			420	
			GRAND TOTAL...	29,959
				628,964

78

APPENDIX III—Interest and Sinking Fund Charges, 1933
(HARBOURS)

YEAR OF LOAN, ETC.	KENYA COLONY AND PROTECTORATE	£	£
* (1) 1921	Loan of £5,000,000	1,407,745	102,765
		84,465	
		19,300	
(2) 1927	Loan of £5,000,000	568,764	34,126
(3) 1928	Loan of £3,500,000	28,438	
		5,688	
(4) 1930	Loan of £3,400,000	704,353	39,740
		31,656	
		7,094	
		818,183	
		36,818	36,818
	<i>Less</i> : Interest on Unspent Balances of £3,400,000 Loan 1930		
			212,449
			2,700
			GRAND TOTAL
			209,749

79

116

APPENDIX IV—Pensions and Compensation Gratuities, 1933

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension			Colony of Kenya			PAYABLE BY			Kenya and Uganda Railways and Harbours		
			£	s.	d.	£	s.	d.	£	s.	d.			
Mr. B. Eastwood, C.M.G.	27-10-1918	General Manager	1,005	1	3	944	1	3	..	..	..	61	10	0
" A. F. Cennadlock	1-11-1911	Chief Engr. Loco. Superintendent	217	18	6	188	15	0	..	..	..	29	3	4
" B. L. Church	22-10-1919	District Loco. Superintendent	660	2	9	578	19	5	..	..	..	64	3	4
" C. S. Hunter	9-7-1919	District Engineer	426	5	0	378	9	0	..	..	..	48	2	6
" J. W. Sweeney	31-12-1920	Assistant Traffic Manager	500	0	0	458	19	0	..	..	..	41	0	3
" L. L. G. P. Vereker, R.N.R.	1-12-1921	Assistant Engineer	417	0	0	390	10	11	..	..	..	26	16	7
" M. J. W. S. Wardle	5-12-1921	Chief Engineer	427	0	0	207	0	0	..	..	..	44	11	8
" E. H. Biffin	28-4-1921	District Station Master	552	0	0	352	18	4	..	..	..	52	0	0
" R. Grant	14-9-1921	Superintendent Engineer, Marine	65	19	9	500	0	0	..	..	..	4	13	4
" W. M. Gress	3-11-1921	District Engineer	385	0	0	365	0	0	..	..	..	65	18	4
" J. O. Wilson, C.B.E.	2-1-1922	General Manager	1,170	3	4	507	5	0	..	..	..	280	3	4
" C. C. Garrett, R.N.R.	2-3-1922	Traffic Manager	573	3	4	889	16	8	..	..	..	156	18	4
" J. A. Lewis	8-8-1922	Superintendent, Busoga Railway Marine	52	13	4	605	15	0	..	..	..	82	11	8
" T. W. Hartaker	7-12-1923	Chief M. Traffic Manager	286	11	8	81	3	4	..	..	..	291	1	(1)
" W. McGregor Ross	20-12-1923	Assistant Engineer	291	1	1	..	..	..	..	..	..	..	..	(1)
" P. C. Ford	3-4-1923	Works Manager	6	8	0	..	..	..	..	..	..	..	..	..
" C. Bennett	4-1-1924	Chief Engineer, Lake Steamers	884	0	0	869	6	8	..	..	..	14	13	4
" G. W. Bruce, R.D., R.N.R.	26-6-1924	Commander, Lake Steamers	2-4	13	4	171	0	0	..	..	..	93	13	4
" W. J. McJannet	28-4-1924	Commander, Lake Steamers	331	13	6	141	11	8	..	..	..	121	0	10
" G. F. W. Reynolds, R.N.R. (Retd.)	1-6-1926	Commander, Lake Steamers	286	0	0	162	10	0	..	..	..	71	16	8
" C. E. W. Hartnell	11-2-1926	Locomotive Superintendent	413	7	5	110	0	0	..	..	..	111	13	4
" Robert Hill	23-2-1926	Locomotive Superintendent	347	8	4	241	10	0	..	..	..	171	0	0
" St. C. Great Daise	7-10-1927	District Superintendent	529	10	9	431	19	8	..	..	..	159	11	0
" J. Cambr, E. C. Beaunequet, R.N. (Retd.)	12-1-1928	Commander, Lake Steamers	354	3	9	199	7	6	..	..	..	111	5	2
" M. C. M. Bunbury, I.S.O.	27-4-1928	Assistant Chief Engineer	198	3	10	52	0	5	..	..	..	269	15	6
" L. Condr, C. B. Blencowe, R.N.R.	2-12-1928	Commander, Lake Steamers	398	4	10	242	11	8	..	..	..	316	2	8
" S. N. Faulkner, O.B.E.	9-4-1930	Chief Accountant	614	5	11	183	13	10	..	..	..	135	12	3
" R. Lawson	2-10-1930	Dist. Chief Accountant	280	19	4	241	4	2	..	..	..	14	11	6
" G. W. Ingleby	31-1-1931	Chief Engineer, Lake Steamers	275	14	2	59	19	7	..	..	..	33	9	8
Carried forward			14,228	4	9	9,739	5	2	368	11	6	4,120	8	1

* Temporary Bonus added to Pension vide Colonial Office Despatch, Kenya 343 of 12-5-1928
 (1) Compensation Allowance of £100/0/0 per annum abated with effect from 1-1-1932, vide Crown Agents letter No. 20 P/W. A/H. 1078 of 22-3-1932.
 (2) Includes £195/14/5 per annum a Special additional Allowance vide Colonial Office despatch, Kenya 2920 of 27-3-26.

APPENDIX IV—Pensions and Compensation Gratuities, 1933 (contd.)

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension			Colony of Kenya			PAYABLE BY			Kenya and Uganda Railways and Harbours		
			£	s.	d.	£	s.	d.	£	s.	d.			
<i>Je-nyke feruaria</i>														
Mr. G. Bullock	25-1-1931	Ass. Superintendent Class I	315	11	3	..	..	..	..	..	..	234	17	8
" F. Baker	2-5-1931	Senior Assistant Accountant	302	3	6	80	13	7	..	..	..	228	2	9
" J. P. Hallwell	29-8-1931	Locomotive Superintendent	394	4	0	106	0	9	..	..	..	285	18	6
" S. H. Coats	12-9-1931	Chief Engineer, Lake Steamers	325	17	6	83	2	2	..	..	..	242	15	4
Captain T. F. Linnell	1-7-1931	Chief Engineer, Lake Steamers	323	0	0	159	13	4	124	9	2	363	6	2
Mr. A. E. Lucas	19-9-1931	District Engineer	463	0	8	..	..	..	..	..	..	51	6	8
" Mr. W. N. Low	9-2-1931	Surveyor	403	0	0	399	18	9	..	..	..	5	1	3
" H. E. Goodship (F)	13-11-1931	Deputy General Manager and Chief Accountant	905	0	0	294	4	7	..	..	..	586	8	6
" F. Innes	13-11-1931	Stores Superintendent	352	2	0	79	17	2	..	..	..	272	4	10
" B. M. Carter, M.B.E.	13-11-1931	Assistant Superintendent (Headquarters)	294	4	10	116	11	4	..	..	..	226	15	6
" A. B. Cameron	13-11-1931	Chief Engineer, Lake Steamers	402	15	10	94	13	4	..	..	..	277	1	2
" R. D. W. Crockett	21-1-1931	Catering Manager	394	17	3	167	16	10	..	..	..	20	8	9
Captain A. N. Hewitt	7-2-1932	Chief Engineer, Lake Steamers	394	17	6	107	4	5	..	..	..	278	19	0
Mr. W. E. Woods	18-2-1932	Marine Superintendent	677	1	3	222	19	6	..	..	..	476	13	6
Mr. T. Neilson	27-2-1932	Divisional Superintendent	533	13	5	100	1	10	20	15	9	248	12	0
" H. E. Swan	11-4-1932	Chief Marine Engineer and Works Manager	429	16	10	186	11	..	16	9	0	307	6	11
" W. A. Andrews	4-5-1932	Works Manager	465	7	10	130	..	..	..	..	..	338	6	5
" L. Condr, F. C. Greenwood, R.D., R.N.R.	19-10-1932	Assistant Port Captain	277	8	3	64	3	0	..	..	..	96	0	4
" Mr. F. C. Biddle	5-6-10-1932	Senior Quantity Surveyor	145	17	7	79	0	5	..	..	..	66	17	2
Compensation Gratuities on account of Committed Pensions			22,835	5	11	12,300	19	7	546	7	8	9,539	10	11
Add for New Pensions			..	..	..	..	..	..	..	..	..	500	0	0
Total			..	..	..	..	..	..	..	..	..	3,400	0	0
Total			..	..	..	..	..	..	..	..	..	1,860	0	1
Total			..	..	..	..	..	..	..	..	..	15,300	0	0

(3) £54/9/9 payable by Sierra Leone Government Railways.
 (4) £79/10/1 see Port and Harbours.
 (5) £29/4/7 see Port and Harbours and £137/19/3 payable by Tanganyika Railways.
 (6) £29/18/0 see Port and Harbours, and £87/6/1 payable by Government of Federated Malay States.

APPENDIX IV—Pensions and Compensation Gratuities, 1933—(Contd.)
PORT AND HARBOURS.

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension	PAYABLE BY		
				Colony of Kenya	Uganda Protectorate	Kenya and Uganda Railways and Harbours
Mr. M. Lopes	7-2-1928	Clerk	83 0 7	68 0 0	..	15 0 7
" A. M. D'Souza	5-3-1929	"	80 8 0	72 0 0	..	8 8 0
" A. P. D'Souza	30-4-1929	"	124 14 9	113 8 0	..	11 6 9
" S. A. Wajidin	16-6-1928	Engineer S.L. "Mvita"	48 4 9	34 0 0	..	14 4 9
" Abdool Gaffoor	5-9-1929	" "Rasmi"	64 8 0	56 0 0	..	8 8 0
" Shafi Ahmad Sh. Esmail	15-5-1930	Crane Driver	68 4 0	58 18 0	..	9 6 0
Capt. A. N. Newth	..	Comdr. Lake Steamers	..	..	..	79 10 1
Mr. T. Neilson	..	Divisional Supdt.	..	..	..	29 4 7
Lt. Comdr. F. C. Greenwood RD. R.N.R.	..	Asst. Port Captain	..	..	..	29 18 0
Compensation Gratuities	..	..	..	..	..	208 6 9
Gratuities on account of commuted pensions	..	..	..	..	..	80 0 0
Add for New Pensions	..	..	..	..	..	200 0 0
					Total	84 13 3
						570 0 0

APPENDIX V—Summary of "Miscellaneous Expenses"

Page	ABSTRACT HEAD	Office Expenses	Travelling Allowances	House Allowances	Relieving and Acting Allowances	Motor Allowances	Mechanical Accounting	Contingencies	Total
		£	£	£	£	£	£	£	£
	RAILWAYS								
	A I A (a)	..	40	..	..	..	..	..	..
	A I A (b)	115	..	..	..	10	..	..	..
	A I B (a)	195	..	..	..	..	..	10	60
	A I B (b)	300	300	..	..	..	..	75	155
	A I B (c)	10	120	..	..	264	..	..	525
	A I B (d)	48	..	155	..	..	..	82	946
	A I B (e)	..	150	..	..	..	..	10	140
	A I B (f)	..	625	90	..	300	..	45	245
	B I	28	..	..	..	..	..	50	500
	B II	50	240	..	174	..	..	25	800
	B III	50	..	160	..	32	..	..	50
	B IV	10	20	..	..	..	90	..	546
	C I A	..	..	100	..	..	..	..	350
	C I B	15	50	150	..	..	..	..	50
	C I C	..	504	376	..	..	..	..	100
	D I (a)	50	..	160	..	..	..	20	235
	D II (a)	150	75	150	..	..	..	..	900
	D III	210	..	600	..	100	..	..	250
	D IV (a)	..	100	800	..	..	2,000	..	775
	E I (a) 5	..	180	..	293	..	..	40	2,850
	E II (a) 12	75	25	..	..	..	..	100	1,291
	E III (a) 13	100	250	435	..	25	..	..	180
	E III (b)	90	350	50	..	80	..	25	100
	E IV (a) 5	100	65	760	..	15	1,40	..	465
	F I (a)	50	100	40	..	..	..	1,20	200
	F II (a)	..	..	300	..	..	..	..	2,575
	F III (a)	..	..	..	..	30	..	..	205
	F IV (a) 2	20	75	125	..	..	..	..	1,200
	G I 2	15	10	..	..	..	..	..	110
	G II 7	..	..	..	..	..	..	..	260
	G III 3	..	..	12	..	..	..	..	375
	G V 5	..	..	40	..	..	..	..	130
		..	..	..	..	..	..	..	246
		..	..	..	..	..	..	..	25
		..	..	..	..	..	..	..	12
		..	..	..	..	..	..	..	71
		..	..	..	..	..	..	..	40
	£	2,235	3,334	4,944	467	856	3,330	1,917	17,083
	PORT AND HARBOURS								
	A I B (a)	24	..	..	..	..	..	..	63
	A I B (b)	36	..	..	..	24	..	15	50
	A I B (c)	14	..	..	..	..	..	14	50
	C I 10	..	..	30	..	..	..	10	110
	E IV (5)	..	..	..	121	..	..	..	145
	F I (10)	..	..	42	..	..	..	..	42
	C I 4)	..	..	..	62	3	..	..	65
	G II (2)	60	..	..	93	12	..	..	125
	C VII (a) (3)	..	..	..	..	..	..	20	60
	H III (a) (4)	..	..	..	..	..	..	..	20
	H VII	873	25	..	109	51	..	..	385
		..	..	..	..	3	..	..	980
	£	1,007	25	72	565	233	39	144	2,105

APPENDIX IV—Pensions and Compensation Credits: 193 (Contd.)
PORT AND HARBOURS

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Payable	Kenya	Uganda	Kenya and Uganda Railways and Harbours
M. M. Lopez	7-2-1928	Clerk	83 0 7	68 0 0	0 0 0	15 0 7
A. M. D'Souza	5-3-1929	"	80 8 0	72 0 0	0 0 0	8 8 0
A. P. D'Souza	30-4-1929	"	124 14 9	113 8 0	0 0 0	11 6 9
S. A. Wajid	16-9-1928	Engineer S.L. "Maha"	48 4 9	34 0 0	0 0 0	14 4 9
Abdool Kader	5-9-1929	" "Raha"	64 8 0	55 0 0	0 0 0	9 8 0
Said Ahmad Sh. Rahail	15-8-1930	Caree Driver	68 4 0	59 10 0	0 0 0	9 6 0
Capt. A. J. Smith		Comdt. Lake Shore				79 10 1
Mr. T. Nathan		Divisional Supdt.				29 4 7
L. Condy E. C. Greenwood Bn. R.N.R.		Asst. Port Captain				28 18 0
Compensation Credits						25 6 9
Gratuities on account of committed pensions						80 0 0
Allow for New Pensions						20 0 0
						84 13 3
						570 0 0

APPENDIX V—Summary of "Miscellaneous Expenses"

Page	ABSTRACT HEAD	Office Expenses	Travelling Allowances	House Allowances	Relieving and Acting Allowances	Motor Allowances	Mechanical Accounting	Contingencies	Total
		£	£	£	£	£	£	£	£
	RAILWAYS.								
	A I A (a)	115	40			10		10	60
	A I A (b)	195						40	155
	A I A (c)	300						75	525
	A I B (a)	10	300			264		82	946
	A I B (b)	45	120					10	140
	A I B (c)			155		300		45	245
	A I B (d)			625				85	800
	A I B (e)			240		32		58	546
	B I (a)	50			174			50	350
	B I (b)	50		160			90	20	50
	B I I	10	20						100
	B I V			100					100
	C I A	15	50	150				20	235
	C I B		504	376				20	900
	C I C	50		160				50	260
	D I (a)	150	75	150		100		300	775
	D I I (b)	210		600			2,000	40	2,850
	D I I I (c)			800				100	1,793
	D I V (d)			190					180
	D I V (e)			100					100
	E I (a) 5	75	25	435		25		25	585
	E I I (b) 12	100	250	50		80		120	600
	E I I I (d) 13	90	350	750		15	1,240	120	2,575
	E I I I I (b)	100	55	40					235
	E I I I I I (c) 26	560	70	300		30		240	1,200
	F I (c)	50						100	275
	F I I I (c) 2	20	75					130	225
	G I 2	15	10						25
	G I I 7			12					12
	G I I I 3	25	15	6				25	71
	G V 5			40					40
	£	2,235	3,334	4,944	487	856	3,330	1,917	17,083
	PORT AND HARBOURS.								
	A I B (a)	24				24		15	63
	A I B (c)	36						14	50
	A I B (d)	14				36		10	60
	C V			30		80			110
	E I (10)				121	24			145
	E I V (5)			42					42
	F I (10)				62	3			65
	G I (4)				93	12		20	125
	G I I (2)	60							60
	G V I I (a) (3)		25		109	51		20	200
	H I I I (a) (4)	673				39		65	386
	H V I I						39		390
	£	1,007	25	72	685	233	39	144	2,105

**APPENDIX VI—Statement of Wasting Assets
(RAIL SERVICES)**

DETAILS OF ASSETS	Capital Expenditure as at 31st Dec. 1931	Estimated Life
	£	Years
BRIDGE WORK.—		
Major Bridges	901,216	75
Minor Bridges	572,219	100
FENCING	19,503	12½
TELEGRAPH.—		
Telegraph	61,414	15 ⁵ / ₁₃
Tyer's Tables Instruments, etc.	48,126	15 ⁵ / ₁₃
Permanent Way	4,280,438	33½
STATIONS AND BUILDINGS.—		
<i>Stations and Offices.</i>		
Temporary	110,530	25
Permanent	491,155	100
<i>Workshops and Stores</i>	341,634	66½
<i>Staff Quarters.</i>		
Temporary	245,091	25
Permanent	1,144,920	100
<i>Station Machinery</i>	503,227	22½
ROLLING STOCK.—		
Locomotives	1,425,825	20
Carrriages and Wagons	2,484,915	30
Rail Motor Coach	623	5
PLANT.—		
Engineering	43,632	6½
Locomotive	189,217	15
Transportation	7,757	20
Stores	21,745	25
JETTIES AND FERRIES	221,813	25
TOTAL	13,115,000	..

**APPENDIX VII—Statement of Wasting Assets
(LAKE MARINE)**

Details of Assets	Capital Expenditure as at 31st December, 1931	Estimated Life
	£	years
Steamers, Tugs, Lighters, Plant, etc.	514,314	33½

**APPENDIX VIII—Statement of Wasting Assets
(MOTOR SERVICES)**

Details of Assets	Capital Expenditure as at 31st December, 1931	Estimated Life
	£	years
Motor Vans, Lorries and Trailers	33,881	5

**APPENDIX IX—Statement of Wasting Assets
(HARBOURS)**

Details of Assets	Capital Expenditure as at 31st Dec. 1931	Estimated Life
	£	Years
Kilindini Old Pier	70,490	66½
Wharf and Jetties	23,823	33½
Fenders	1,903	10
Railways and Sidings	90,588	33½
Electrical Installation, Cranes and Equipment	188,727	20
Crane Roads	19,272	33½
Macadamized Roadways	39,719	10
Tugs, Launches and Pontoons	66,844	20
Lights, Buoys and Beacons	20,884	13½
Water Supply	5,115	33½
Brick Transit Sheds	347,393	100
Transit Sheds and Goods Sheds, etc.	95,467	50
Fencing	2,221	33½
Stations and Offices	11,737	25
Godowns	6,489	50
Staff Quarters	41,231	100
TOTAL	1,031,903	

12
2

C. O.

Mr. Priestman 5/10/32
Mr. ~~Dr. ...~~ 5
Mr. ~~Allen~~ *atance*
Mr. Tomlinson

*Copy sent
11.40 - 5.10.32*

Sir C. Bottomley
Sir J. Shuckburgh
Sir G. Grindle
Permt. U.S. of S.
Parly. U.S. of S.
Secretary of State

Confidential No. 25...

(1)

Your despatch of ~~the~~ 23rd Sept.

Transport Confidential

DRAFT.

Code Tel.

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Higheoma, Nairobi.

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be taken.

Secer.

TRANSPORT.KENYA-UGANDA.CONFIDENTIAL.OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,NAIROBI,
KENYA.

September 1932.

Sir,

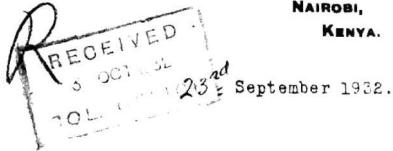
No 16
17402/31No 14
17402/31

I have the honour to refer to your Confidential despatch of the 7th September, 1932, on the financial position of this Administration, and, to inform you that at a meeting of the Railway Advisory Council, held on September 13th and 14th, a preliminary discussion on the draft estimates for 1933 was held. At this meeting, the Railway expenditure estimates were considered in detail and recommended to me for approval: the Revenue estimates put forward for discussion were based on the anticipated Railway earnings for this year, vide my Confidential despatch of the 10th August, namely, £1,750,000, but during the course of the meeting it was decided to leave over the final Revenue estimates until a later date when better information would be available on which to base the anticipated revenue for 1933.

2. I am shortly forwarding to you these draft Estimates, together with a comprehensive memorandum reviewing the whole position, and including statements shewing the cash position, but, before the next meeting of the Railway Council on October 25th, when the Estimates will be finally reviewed, I desire to collect what information is available regarding the probable trend of general trade conditions, so that the forecast of next year's revenue may be.....

THE RIGHT HONOURABLE

MAJOR SIR PHILIP CUNLIFFE-LISTER, G.B.E., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

TRANSPORT.OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,NAIROBI,
KENYA.KENYA-UGANDA.CONFIDENTIAL.

Sir,

No 16
17402/31

I have the honour to refer to your Confidential despatch of the 7th September, 1932, on the financial position of this Administration, and, to inform you that at a meeting of the Railway Advisory Council, held on September 13th and 14th, a preliminary discussion on the draft estimates for 1933 was held. At this meeting, the Railway expenditure estimates were considered in detail and recommended to me for approval: the Revenue estimates put forward for discussion were based on the anticipated Railway earnings for this year, vide my Confidential despatch of the 10th August, namely, £1,750,000, but during the course of the meeting it was decided to leave over the final Revenue estimates until a later date when better information would be available on which to base the anticipated revenue for 1933.

No 14
17402/31

2. I am shortly forwarding to you these draft Estimates, together with a comprehensive memorandum reviewing the whole position, and including statements showing the cash position, but, before the next meeting of the Railway Council on October 25th, when the Estimates will be finally reviewed, I desire to collect what information is available regarding the probable trend of general trade conditions, so that the forecast of next year's revenue may be.....

THE RIGHT HONOURABLE

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be prepared only after all the known factors likely to affect that revenue may have been duly weighed.

3. Although definite estimates of the coming season's crops are not yet available, present indications are to the effect that there will be a considerable increase in exports in 1933 over the figures for this year in respect of both Uganda and Kenya. Not only have the sown acres of certain crops been increased, but also conditions affecting the crops have in some respects improved, so that the total tonnage for export during 1933 as compared with 1932 is anticipated to show an increase of about 17%, thus approximating to the 1931 level. In normal times such an increase would mean an increase in import traffic and internal traffic, but during the past two years falling values of exports have been accompanied by a heavy and progressive decline in imports and internal trade. Just recently, however, there has been a recovery in the prices of primary products, particularly in the case of some of the products exported from these Territories, and it is information as to the probable future trend of these prices which is particularly required to form an estimate of next year's Railway revenue.

4. The Harbour Advisory Board, in their estimate of Harbour revenue, which has been provisionally adopted subject to review at a later date, anticipated a definite improvement in trade conditions in 1933, and, though I accept their increased estimate for exports, I am not at present satisfied that their estimate of imports, which is based on the anticipated increased export tonnage combined with the general hardening prices for primary products now in evidence, being maintained throughout next year, is not too optimistic in view of the experience of the last two years, uncertainty

