

EAST AFR. PERS.

19230

19230

REC'D  
Rpt 7 JUN 5

Governor  
Field 368

MOTOR VEHICLE ALLOWANCES

1913

States as to distinction between temporary officials and those on agreement. For reasons stated hesitates to adopt the mileage scheme in force in Uganda. Allowance of Re 5 pm. for ordinary bicycles has been in force for some time. No allowance for motor bicycles will be granted until decision has been received. Roughly estimates cost at \$200.

11295  
reg

In B. B. Komley (please see also Treas/9572/13)  
PAP annual reports concern his visit to Uganda. The Gov<sup>t</sup> objects to the mileage scheme, which is in force in Nyasaland and Uganda but his reasons for objecting are not very obvious. He states that the allowance will be granted to officers who must travel regularly and whose monthly incomes can be assessed with some degree of approximation. He argues further that the PAP officers will not have the additional concession granted in Uganda of exemption from fees under the Pro. Gov Traffic Ord<sup>s</sup>.

The Uganda arguments for the mileage system are that it is unfair that a man who does a little travelling should receive as large an allowance as those who do much.

(2) The mileage scheme induces men to travel on bicycles as much as possible, and the (see Gov/9572/13, Uganda)

Copy to be sent to...

53153/15 Uganda  
(Advances)

11295  
reg

Next subsequent Paper

11295

11295

has been stated and the

The S.A.P. system is estimated

£200000000 extra (last part of the year)  
Uganda estimates the extra cost to be £200000000  
in para 2 of 1129 5/13 Uganda.

We have already sent the Uganda proposal  
to the Treasury aft on 11295, stating that  
the S.A.P. was an attempt to drop from the  
Br S.A.P. (the paper), and suggesting  
that the Uganda proposals might receive  
Treasury consent alone, subject to  
subsequent changes of detail which  
might be suggested by the S.A.P. drop  
The two schemes are so different that  
I doubt whether we should attempt to  
secure uniformity. The Br of S.A.P.  
objects to the chief principle of the Uganda  
and Nyaraland schemes, viz the mileage  
system.

? in writing to Treasury in reply to their  
letter Treas/19572/13 send copies of the  
drop saying that the S.A.P. consider  
that the Br of the two proposals must be  
allowed to adjust their schemes to  
local conditions and that it is  
unnecessary to press for uniformity.  
and ask for approval for the  
introduction of the two schemes.

For Road

RFD 4613

try to take a minute on  
11295 Uganda was built on a crop  
foundation I attached another one which  
scheme S.A.P. As regards the Nyaraland

the reasonable course would be to 977

proposal to reduce the Upton scale for  
short distances - the object of the allowance  
is to induce them to employ their  
machines, especially to use them on much as  
possible.

To: Ross Esq. mentioned to me the S.A.P.  
arrangements - according to him the ordinary  
single allowance of Rs 5 in certain cases  
applies to only a few officials besides the  
administration staff and - e.g. - his  
foreman, many of whom have bicycles  
and are not  
have no encouragement to employ them for  
the public service. The result is that they  
prefer to waste a great part of their day  
in walking to job. I think this ought to  
be altered, and that a good idea

7883

Continued  
H. J. R.

The S.A.P. motor bicycle arrangements  
7883 have been approved so far as  
the system of advances is concerned. It does  
not call for comment except that I  
do not think that many men on temporary  
agreement will avail themselves of an  
advance which they have to repay  
within 6 months. The Rs 400 allowance  
we must take on trust, as we are given  
no particulars of probable distance  
to be travelled. Counting <sup>the fact that</sup> it is  
only to be given in a few cases - chiefly of

the I think - the highest of  
and the inevitable sea of types on  
road now - I do not think it is excessive.  
but the arrangement is of very limited value  
and - as in the case of the ordinary bicycle  
allowance - would appear to be of little  
use in the way of encouraging <sup>official or personal</sup> ~~to~~ <sup>to use</sup>  
these machines when they have occasion  
to travel away from the railway.

I think we should press hard, and to  
come into line with the other Prohibitors,  
which are themselves at variance, but to  
adopt a wider scheme of some sort -  
& read with some care with Govt & Treasury  
in writing as the Downie papers.

Wals. 22.6.13

JH. for Comr

at once.

H. J. R.

23/6/13

Ordinary bicycle - allowance per annum.

E.A.P.	Uganda	Hyderabad
£4 in contingents	nil	£1-5-0
	nil	£2-10-0
	£4	£3-15-0
	£4	£5-0-0
	£4	£3-15-0
	£8	£5-0-0
	£8	£5-0-0

\* for 500 miles - £6-5-0. for 504 miles - £3-2-7<sup>6</sup>.

Motor bicycle - allowance per annum.

E.A.P.	Uganda	Hyderabad
Not exceeding £32 - only allowed to officers who travel regularly	nil	£1-13-4
	nil	£3-6-8
	£8	£5-0-0
	£8	£6-13-4
	£8	£10-0-0
	£16	£20-0-0
	£16	£40-0-0

† With remission of 1/11 per under Motor Traffic Ord<sup>n</sup> 1910.

‡ These are the rates for officers who travel least. Other get 1/8<sup>th</sup> less, & the rates shown for the higher distances are therefore excessive. We cannot quote where the allowance line comes.

19230

GOVERNMENT HOUSE,  
NAIROBI  
JUN 7 1913  
BRITISH EAST AFRICA.

OFFICE PROTECTORATE

No. 363.

May 13th, 1913.

Sir,

4  
7883

I have the honour to acknowledge the receipt of your despatch No. 198 of March 13th respecting Advances and Allowances for Motor Vehicles.

2. In regard to paragraph 2 I would observe that the distinction between temporary officials and those on agreement was purposely drawn, as there are a certain number of Public Works Department foremen, Stock Inspectors and others holding similar appointments who do not enter into any agreement but are engaged on a weekly or monthly basis. It was not intended that advances should be made to these but there is nothing to prevent their receiving an allowance and the Circular

makes

THE RIGHT HONOURABLE  
LEWIS HARCOURT, P.C., M.P.,  
SECRETARY OF STATE FOR THE COLONIES,  
DOWNING STREET,  
LONDON, S.W.

makes provision accordingly.

3. As far as the method of calculating allowances is concerned I hesitate to adopt the mileage scheme in force in Uganda because I am of opinion that any system of payment computed in this way is open to grave objection. As the allowance will only be granted in the case of those officers who must travel regularly in the performance of their duties and whose monthly itineraries can be assessed with some degree of approximation, it seems simpler and more satisfactory to be a parties that it should not be subject to variation in accordance with the distance travelled. I feel sure that the fixed rate would be preferred by the officers concerned, who, it must be remembered, will not enjoy the additional concession entailed by exemption from the Motor Traffic Ordinance which is granted to them in Uganda.

4. With reference to the concluding sentence of paragraph 4 of your despatch I would remark that an allowance of Rs.5/- per mensem for ordinary bicycles in certain cases has been in force for some time. It is an old arrangement to which effect is still being given, but no allowances for motor bicycles will be granted until your decision has been received.

5. It is difficult to say exactly what expenditure will be involved, until we know the number of applications, and we must set against it savings on porters' wages, and officers' subsistence allowances. As a rough estimate I should be inclined to put the cost at £200, not a very large sum in view of the increased efficiency and the economy in time which should result.

I have the honour to be,

Sir,

Your humble, obedient servant,

Alway Boydell.

GOVERNOR.

Gov/19230/E.A.P.

373

L.C.

27 June 1923

Sir,

1923/230  
Gov/19230

I am etc to acknowledge the receipt of your letter 9004/3 of the 9<sup>th</sup> inst. in respect of the proposed institution of Bicycle Allowances and Allowances for the Upkeep of Animals in the East Africa and Uganda Provinces and to thank you for the copy of the L.C. of the 26<sup>th</sup> inst. The accompanying copies of the same with the Gov<sup>ts</sup> of the E.A.P. on the subject.

I will regard to the second para of your letter I am to explain that Mr. Harcourt's intention that the scheme in force in Nyassaland should be brought into uniformity to

DRAFT.

The Secy.

To the Secretary

MINUTE.

- Mr. Doreen 24 6 10
- Mr. Bodstomley 24
- Sir G. Fiddes. 25
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr. Harcourt.

McConnon

From Gov. CAPN 362 of 13 May 1913  
19230  
to Gov CAPN 499 of 27 June 1923  
d/f 19230

2046

of the ~~...~~ should be  
advised to adjust their  
allowance to local conditions,  
and that it is unnecessary  
to insist on uniformity in  
the matter.

3. As it is desired to  
introduce a system of  
and annual  
travelling allowances and  
in Uganda as soon as  
possible, Mr. H. Phipps  
to inform the Governor of  
that Mr. G. that he may  
introduce the scheme and  
submit to them L. in the  
letter from the Dept No  
11295/10 of the 28th of April.  
The Governor will, however  
be requested to <sup>make</sup> ~~consider~~  
~~the scheme as suggested~~  
alterations.

~~The last para of your~~  
letter 377  
to embody in the claim the  
suggestions conveyed in the  
last para of the Treasury  
letter; namely, that an  
allowance of 3 Rs should  
not be granted unless over  
50 miles are travelled in  
the month and that for a  
mileage between 25 and 50  
an allowance of 3 Rs would  
be sufficient <sup>for the Gov</sup> and he will

for conon  
The allowances for motor  
bicycles for distances  
under 100 miles will be  
reduced: an  
allowance of Rs 10 will not  
be granted unless over  
50 miles are travelled, and  
an allowance of Rs 5 only  
will be granted for a  
mileage between 25 and 50

~~Mr. G. proposes to inform~~  
be informed  
that he may, if  
he wishes, make <sup>further</sup> representa-  
tions on the subject of the  
~~proposed alterations~~  
4. Mr. G. trusts that  
the proposal will receive  
their L. favourable consid-  
eration.  
5. The anomaly contained  
in the scheme which is in  
force in Nyasaland, &  
6. I am to add that Mr.



also stated that the scheme is  
not of the nature of a  
grant in aid in certain  
cases. In the R.R. Co. I  
will defer submitting  
any proposals to the  
L.C. of the Treasury, until  
I receive a report from  
you on the advisability of  
extending the scope of these  
allowances.

4. The scheme is mainly  
Nyasaland and that  
proposed in Uganda both  
provide allowances for  
all officers who may  
have to travel even  
comparatively small  
distances, and thus  
officers are encouraged  
to use bicycles as much  
as possible, when they  
have

have occasion to travel away  
from the railway 379

5. I believe that the  
allowance <sup>is not exceeding 40</sup> per  
month, which you propose  
for motor bicycles is  
I presume <sup>only</sup> to be granted  
to officers who travel  
considerable distances,  
and the allowance for  
an ordinary bicycle is  
stated to be granted only  
"in certain cases".

6. I consider that the  
chief justification for the  
introduction of a scheme  
of bicycle allowances, is  
the possibility that <sup>all</sup> officers  
may be encouraged to use  
their bicycles as far as  
possible in connection  
with their work in the public  
service; and I should be

7. I should be glad

At the same time  
to provide samples of  
for all officials who  
might be  
in your opinion be encouraged  
to use <sup>hand</sup> ~~best~~ objects in  
the construction committee  
with the ~~the~~ performance  
of their duties  
I have

THOMAS H. HARRIS

