

EAST AFRICA RAIL

C O  
43711

No.

4 27 11

14 DEC 07

Form No.  
503

(Subject)

1907

Railway Savings

estimated deficit of about £26000.  
Asks approval for proposal to meet it  
from accumulated funds.

(Minutes)

Mr. Reid

The means proposed for  
the amount of £26000 to be set  
aside for the development of  
the Uganda Railway - viz  
market passenger in 1907  
of African 800

The actual amount of this  
balance turned out to be  
£75,764 viz of which  
Treasury's Deficit is 35042  
£10,000 of this has been  
allocated to the Railway

Survey & work which Captain

Plumson is doing

So when this £26,000 is  
spent we shall have under  
£40,000 left for actual  
Bantry construction

This is very regrettable but  
I think it would be far more  
my best to let the Duke actually  
see progress & to stop depart-  
mental officers from treating  
which would be the result of our  
refusal to ask Treasury to

concession. 18/12

Arthur

So, please?

4.3.21

20/xii

Mr. ...

12

Also £500  
is being  
on the  
But this  
has failed  
with  
M

Governor

45771  
RECEIVED  
DEC 14 1897

November 23rd 1907.

BY APPOINTMENT FROM HIS EXCELLENCY  
No. 808.

I regret to report that Mr. Currie now tells me that  
the estimated deficit in the earnings of the Railway  
for the present year, as compared with the estimate, will  
be probably about 296,000, i.e. that the net earnings will  
be only 265,000 as against the estimated amount of 561,000.

This is principally due to the failure of spring rains which  
has affected all the exports from the inland works, and  
secondly to the fact that the intermediate goods, both for East  
Africa and Uganda are since April last being carried at  
intermediate instead of first class rates, i.e. at 1.56  
cents instead of 2.32 cents per ton per mile.

2. The latter case is not of much moment as it is simply  
a question of accounts and means that we simply take  
less out of one pocket to put into the other. The principal  
cause

J. M. Principal Secretary of State  
for the Colonies,  
Downing Street,

cause, the failure of the spring rains, is most unfortunate, but it can neither be helped nor provided against and must be looked upon as merely a temporary set back.

The Manager is taking all steps possible to reduce expenditure by taking off one weekly train and making reductions in the staff, where they can be effected without prejudice to train service, in order to keep the deficit down to the amount I have noted.

I have discussed the matter with the Treasurer and he strongly urges my asking Your Lordship to allow this anticipated deficit to be met from our accumulated balance, otherwise we should have to shut down expenditure on all Departments at a time when it will be most inconvenient to do so, and when we are devoting a good deal of attention to the expansion of our technical departments so needed by the country, and as Mr. Bowring points out if we do not draw on our accumulated balance to meet this deficit there will be a wastage of power, and we should have a large staff leaving pay without the means to carry on their work.

May I invite Your Lordship's earnest consideration

to this proposal, to which I trust you will  
give your approval.

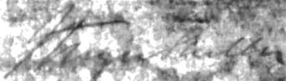
I have the honour to be,

With the highest respect,

My Lord,

Your Lordship's most obedient,

Humble servant,



For EAR  
4370

Jan 28

Dear Sir,

DRAFT

The Secretary to the  
Treasury

MINUTE

- Mr. Hoare, 3/1/61
- Mr. Reid
- Mr. Juck
- Mr. Atkinson
- Mr. Cox
- Mr. Lucas
- Sir J. H. H. H.
- Mr. Churchill
- The Earl of Elgin

I am directed by the  
Earl of Elgin to transmit  
to you, to be laid before  
the Lords, a copy of the  
Treasury, the accompanying  
copy of a despatch which  
has been received from  
the Governor of the E.A.P.  
~~on the subject of the~~  
~~reporting of the~~  
reporting that the  
the arrangements of the  
Glasgow Railway during  
the present financial year  
will probably fall short of the  
by <sup>£26,500</sup>  
The Board will  
observe that the  
Governor proposes to  
meet the deficiency, which  
is a ~~substantial~~

consequent failure of  
the new grant  
of the Prohibitive to  
meet the practical  
expe

1840, from the  
accumulated balances  
which were intended  
to be devoted to the  
development of the

by appropriating the money  
fund

as was stated in the  
part of the letter from the  
Dept. of the 12<sup>th</sup> March

11/2/41

railway although  
Lord Stanley is reluctant  
to divert any part of  
the balance from  
the purpose, it is  
clear that the amount  
of the deficit cannot  
be met otherwise by  
savings or expenditure  
without crippling the  
administration of the  
Protectorate, and he  
has therefore asked  
the Lords to  
sanction Sir J. Hay's  
scheme of proposal

L  
CPL