



EAST AFR. PROT.
No. 30645

CO
30675
AUG 05

not sworn were named to speak the truth, instead of being required to make affirmations under section 5 of the Indian Oath Act, 20.10 of 1873, and, further, that, if tried by jury was the correct procedure, the jury were not sworn at the time laid down by section 281 of the Code of Criminal Procedure but in the middle of the proceedings and after the two most important witnesses had given evidence.

4. You also mention other legal objections raised in the petition by the respondents.

5. A copy of the last page of Dr. D. Stead's letter has been sent to Soliman; Solicitors

That it appears from para 11(c) of the petition

No. 425
1905
July
Previous Papers

(Subject)

Rates for carriage of coal + soda for E. Afr. Synd.

To copy of despatch from arrangements on the subject of profit to be on -

(Minutes)

Mr. Linton does

See also 29603

Plan placed in red ink some comparison figures of the Ceylon Railway for which it will be seen that on a Train Mileage of £2,524,000 the Ceylon Railway spends 43 annas (not counting 5 annas for New Works) as against a present cost for the Mysore Railway of 81 annas & an estimated cost of £ or 1,200,000 train miles of £ 51.50 annas

2 11.13.05

11/13/05

Part of this difference is in the
 cost of fuel for locomotives
 which on in Cuyler ^{works} ~~works~~ out at
 about 7/2 cents per train mile
 (coal & wood) while on the
 Uganda Railway (though the
 wood at present used ~~is~~ costs
 only 3/3 ~~cents~~ the manager
 considers that when he runs 1,200,
 000 tons etc he will have to run
 coal at 4 cents a mile
 Allowing for 66 lbs per train
 mile of coal (a liberal allow)
 the same coal at 3/4 of a ton
 you might get it cheaper than
 that of ~~the~~ from Natal if we
 carried it a truck with 100 lbs

~~Cost~~
 = The Genl. Manager makes a
 mistake of 3/4 but should be paid
 out to him - after assuming that
 the Cost Coal Uganda traffic will
 be 650,000 tons ^{amounts to} of the rest ~~of the~~
 of the traffic he offers 550,000 train miles

Deafflin's his estimated rate
 of earnings ~~to~~ on the coal &
 side right 54 d. per mile 61
 to the whole traffic
 instead of to the 650,000 train
 miles only, whereas he ought to
 apply his existing average receipts
 of 92 d. a ton to the 650,000 tons
 rather than his proposed to
 650,000 train miles at 54 d. profit 1/2
 550,000 train miles at 88 d. " 50 1/2 d.
 £ 6470. + £ 68,750 = £ 75,220

1 1/2 percent on the capital
 cost of the railway
~~of the~~ ~~of the~~ ~~of the~~
 net of the ~~of the~~ ~~of the~~ ~~of the~~
~~of the~~ ~~of the~~ ~~of the~~

And if the making capital can be brought
 down to the Cuyler level we shall
 get an additional 2,500 profit
 making the profit nearly 2 1/2 percent
 and further when the rate is
 raised to 3/4 d. for the coal a ton

Will get a further profit of
£88,000 making the total
£206,000 a loan on 4 percent

M. Antislue
to see with the
draft on 29603

W 4/9
C.P. 4
at once

C. O.
30675

619

Commissioner's Office,

Mombasa,

July

1905



AFRICA PROTECTORATE

No. 428

Sir,

With reference to my telegram No. 160 of 26th instant
I have the honour to transmit to you herewith a copy of
a memorandum by the Manager of the Uganda Railway on the
subject of the profit to the Railway on working expenses
if the rate of one half penny for the carriage of soda
and one penny for coal is charged.

I have the honour to be,

Sir,

Your most obedient,

Humble servant,

Principal Secretary of State

for the Colonies,

Downing Street,

LONDON.

* 26372

Enclos no

30675
AUG 05

620

M E M O R A N D U M .

For the year 1904-05 our train miles was 412,752 miles and our working expenses came to Rs.5.12 = 81.90 annas or pence per train mile.

Assuming that with our present engines we are to run 4 up and 4 down natron trains daily from Kiu to Yombasa i.e. 160,000 tons of natron per annum, we should have to run for this some 650,000 train miles.

Our other general traffic may or may not increase, we hope that it will but for the purposes of this estimate I should not be justified in taking more than a small increase. I have assumed that the increase is more in down than up traffic, that our down vehicles are filled and that our total train mileage exclusive of natron increases to 650,000 miles.

The total train mileage for a year will then be:-

Natron ..	650,000 train miles
General ..	550,000 "
	<hr/>
Total	1,200,000

or as near as possible 3 times what it was for 1904-05.

As already stated it cost us Rs.5.12 to run a train mile in 1904-05 with 412,752 train miles. In the following statements I show how this amount is arrived at as also what I estimate it will cost us for the increased mileage.

Abstract A. Maintenance of Way, Works & Stations.

	Actual for 1904-05. 412,752 train miles.	Estimated for 1,200,000 train miles.
I. General Superintendence	6.46 annas	2.50 annas
II. Maintenance & renewal of permanent way ..	16.04	8.50
III. Repairs to Bridges ..	0.42	0.25
IV. Repairs to stations and buildings ..	1.90	1.00
V. Unclassified expenditure	5.65	2.50
	<hr/>	<hr/>
	34.47	14.75

Abstract B. & C.-Loco & Carriage & Wagon Expenses.
 Actual for 1904-05. Estimated for
 412,752 train miles. 1,200,000 train
 miles.

I.	General Superintendence	4.95	2.00
II.	Running Expenses	4.30	4.00
III.	Fuelling, cleaning etc.	0.56	0.50
IV.	Fuel (wood)	3.27	9.00 (Coal)
V.	Water	0.46	0.50
VI.	Oil, tallow and stores	0.40	0.50
VII.	Maintenance & renewal of Engines & Rolling Stock	9.22	5.25
VIII.	Maintenance & renewal of Machinery, Tools & Plants	0.40	0.20
IX.	Cleaning carriages & wagons	0.74	0.60
X.	Unclassified expenditure	1.39	1.00
		<u>25.89</u>	<u>23.55</u>

Abstract D.-Traffic Expenses.

I.	General Superintendence-		
	(a) Superintendent's Office etc.	1.75	1.25
	(b) Station staff	4.47	3.50
	(c) Train staff	1.88	1.50
II.	Fuel, lighting, water etc.	0.99	0.75
III.	Clothing	0.01	0.05
IV.	Unclassified expenditure	0.07	0.10
		<u>9.11</u>	<u>7.15</u>

Abstract E.-General Charges.

I.	General Administration	0.54	0.20
II.	Controlling salary & office (Managers)	1.65	0.65
III.	Audit & Accounts	3.73	1.80
IV.	Medical
V.	Printing & Stationery	0.60	0.45
VI.	Water & Ward	0.81	0.30
VII.	Telegraph	0.90	0.30
VIII.	Advertising	0.16	0.05
IX.	Unclassified expenditure	..	0.05
		<u>8.39</u>	<u>3.80</u>

Abstract G.- Special & Miscellaneous Expenditure.

(Schools, 5% on salaries in lieu of president fund, imports of rations and Repatriation of coolies, passages, rations, Indian Agency, Quarantine station at Zanzibar, Loss on Stores etc.)	6.04	2.25
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Estimated for
564,000
Annas

Summary	1904-05 412,752 train miles annas.	Estimated for 1,200,000 train miles annas.
Abstract A.	32.47	14.75
" B & C.	25.89	25.55
" D.	9.11	7.15
" E.	8.39	3.80
" G.	6.04	2.25
Total	51.90	51.50

As already explained in my previous minute dated 5th June 1905 our earnings per train mile will be

$$130 \text{ tons} \times 1d. = 65 \text{ pence}$$

$$1/3 \times 130 \text{ " } \times 1d. = 43 \text{ "}$$

$$2 \times 108 = 216$$

$$34 \text{ pence or annas.}$$

Therefore our profit will be 2 1/2 pence per train mile or 4.8% on working expenses equivalent on 1,200,000 train miles to £ 12,000 per annum i.e. less than 1% on capital cost of the Railway (£ 25,300,000).

The estimated cost of working per train mile viz. 51.5 annas or pence is I submit, considering the nature of the line, a very moderate one. It compares well with 7s.9d. per train mile on the C. S. A. Railways and not unfavorably with metre gauge lines in India which have much more favourable conditions.

I must also explain that under

Abstract A. Allowance has to be made for maintaining a good road to carry the heavy traffic under most unfavourable conditions as regards labour and climate. Our staff quarters are all of corrugated iron and wood which are not conducive to health in the hot regions and besides being expensive to maintain are the cause of considerable invaliding.

Abstract B. & C. is at first sight somewhat high. Allowance has however to be made for working our engines to their maximum capacity on severe gradients and with in places indifferent water. It must also be remembered that unless water is discovered by boring at Samburu - which appears improbable - the cost of conveying water in auxiliary tanks will be considerably in excess of what has been estimated for. Local labour may be taken to be 50% to 100% more expensive than in India.

Abstract B. Our present station staff will be unable to cope with 12 trains per diem. It will have to be doubled or trebled at all stations between Kilindini and Kiu and a better class of men obtained. Most of our present station staff are Indians getting 2 to 3 times the pay usually given in India and yet we have great difficulty in getting good or even moderate men to come over. Kilindini will have to be provided with a large and capable staff to handle the traffic.

I can not understand how Mr. Lyttelton's informant obtained his figures.

If our earnings per train mile will be 54 pence we should have to work our trains for 34.50 pence per train mile to make 33% profit on working expenses of 51.50 pence, 18 pence of which, according to his figures will be cost of fuel, leaving 16.50 pence or annas for working expenses exclusive of fuel. An altogether impossible figure for this country for many years to come.

(Sd.) H. A. E. Currie,

25/7/1905.

30675.

Comms
30675

L.A.P.

624



DRAFT

L.A.P. (No. 417)

15 September 5.

Comms
P.O. Stewart

Sir
I enclose herewith the amount of your draft No. 417 of the 28th of July, 1903, for the amount of the same as shown by the Manager of the Uganda Railway with regard to the subject of the same to be granted to the East Africa Syndicate for the carrying of coal goods, and to be met by you for your share, the amount being a copy of further receipt on the matter subject

MINUTE.

- Mr. Ellis 5/9
- Mr. [unclear]
- Mr. Antrobus
- Mr. Cor.
- Mr. Lucas
- Mr. Graham
- Sir M. Onmanney
- The Duke of Marlborough
- Mr. Lyttolton

for [unclear]

aff. [unclear] 29603

Trans. to P.O. 14 Sept
 Mr. [unclear] to C.O. 3 P.O. [unclear]
 C.O. to East Africa Syndicate [unclear]
 [unclear] 29603

S & L - 200-1701
WED-4-02

213 11 272 220 30675. 4 No. 29603, 30617, 29603

(continued 3/11)

Aug 1903 Report on Locomotives

of the increased train mileage
cannot be reduced even
below the figure of 51.50
figures estimated by
Mr. Currie. Note, for
instance, that on the
Ceylon Railway, which
are mainly 5 ft. 6 in
gauge, within 1,524,
000 train miles were
run in 1903 at an average
cost (including maintenance)
of about 43d. per mile, and
I am not aware
of any reason why a
similar result had
not been attained
on the Highland Railway.

I am
Yours faithfully
C. Currie

V