

EAST AFR. PROT



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5 JAN 14

1913

December

previous Paper.
28638
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RAILWAY CAPITAL EXPENDITURE

Submits explanation of general in legal of balance of £79,000 together with detailed statement. Trusts what appears to be a misadventure and will be cleared up. Requests sanction to replication of savings on certain works. Encloses proposals as to provision of new copper telegraph wire between Nairobi and Mombasa.

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Dear Sir

I append a statement showing how the approved (or in one case the proposed) allocation of £ 74,000 fluctuated up to the end of 1912. Since then, about from 286,381 (reallocation of £ 200,000 between items 4 & 5) 286,381 which just give to the railway company of £ 200,000. Nothing below has the same level of the allocation under industrial and other. From the 1912 onwards, a further £ 200,000 appears that something over £ 2,000,000 was paid on the original provision of £ 30,000 for copper telegraph (£ 2,000) & other telegraph (£ 2,000), and it is also clear that as regards the remaining £ 14,000 of the £ 79,000 of the original provision of £ 79,000.

5010

The balance of the 1850-51 year
 for making up from the last year
 1849-50. It now appears - paid 10 2 20466
 The difference is no doubt mainly freight
 charges but this may be a little more
 than being allowed for.

As regards the 3 Shunting Expenses
 the Governor is in error in saying that
 they are allowed. It is 24728/6
 that is the amount
 allowed for the shunting
 expenses.

I should be glad to see
 a copy of the report on the
 subject of the 1850-51 year.

The allocation of the 74,000
 for the purposes of the Harbour Port
 and the various other works
 is as follows:

Public Telegraph Line	10,000
Harbour Works	2,000
Shunting Expenses	24,728/6
Other Works	37,271/4
Total	74,000

As regards the cost of these works, it is
 probably desirable to have a separate
 account for each of them, and to have
 a separate account for the 25,000
 which is to be set aside for the
 purpose of providing for the
 contingencies of the Harbour Port.

The
 balance

118 2
 12

I think the cost of the
 works should be
 regarded as covered by the Treasury
 and not by the Harbour Port.
 They have found the
 power of disposal of the surplus of the
 Harbour Port for the purpose of
 the works to be very small.
 The balance of the Harbour Port
 is only 118 2 12.
 The cost of the works is 74,000.
 The difference is 72,811 8.
 This is the amount which
 must be provided for by the
 Treasury.

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 must be provided for by the
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X

	504 7/12	504 7/12	2767 3/12	
1. Rolling Stock	£25,000	£24,000 (a)	£39,500 (b)	(a) 3 Shunting engines included - 2 £2,000 (b) Shunting engines put at £3,000 + 3 1st class bogies (b & c) added
2. Machinery & Equipment of workshops	£10,000	£9,000 (a)	£12,000 (b)	(a) Reduced to provide for the Engines (b) Increased for iron works other necessary materials
3. Tools	£6,000	£4,000 (a)	£4,100	(a) Reduced for engines
4. Working Offices	£120,000	£18,000 (a)	£6,700 (b)	(a) Reduced for engines (b) Reduced to provide for materials on 1.2.35
5. Quarters	£15,000	£12,000	£10,700 (b)	Swanwick (1680/12) £17,400, less 4 contingencies of £600

274,000 £77,000 £79,000

* Approval was given for this. Hence the reference is up on 2863/12 to the attention of 2. from £10,000 to £12,000 - if saving the intermediate £800

GOVERNMENT HOUSE,
Nairobi, Mombasa,
BRITISH EAST AFRICA.

EAST AFRICA PROTECTORATE.

December 11th 1913.



No. 165

Sir,

With reference to your despatch No. 745 of September 9th, I have the honour to submit an explanation of the general disposal of the £79,000 capital balance and trust that it will clear up what appears to be a misunderstanding.

2. In your despatch No. 624 of 26th October 1911 you gave Sir P. Girouard discretionary powers to deal with this sum within the following prescribed limits:-

(i) Rolling Stock	228,000
(ii) Machinery and extension of Workshops	40,000
(iii) Railway Offices	20,000
(iv) Goods Shed accommodation &c	6,000
(v) Quarters, &c	15,000
	<u>279,000</u>

3. In his letter of February 1912, which was enclosed in Mr. Boring's despatch No. 162 of March 2nd 1912, the late Manager drew attention to the necessity for purchasing three additional locomotives and proposed that their cost should be met by reallocation from the funds previously sanctioned for:-

(a)

THE RIGHT HONOURABLE

LEWIS HARCOURT, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

DOWNING STREET, LONDON, S.W.

400
28028
13
Statement
General Manager
June 25th
Incno
33942
4

400
33942
12

(2)

- (a) Machinery and extensions of workshop
- (b) Goods Shed
- (c) Railway Offices

Your approval of the purchase of the three engines was communicated to the Crown Agents in Mr. Reed's letter No. 9728/1912 of April 4th 1912, enclosed in your despatch No. 195 of April 6th 1912, although no specific reply appears to have been sent to Mr. Bowring's despatch of March 25th.

l.a.
 9428
 21/12
 8897

4. Further adjustments of the details of the £79,000 were confirmed in your despatch No. 305 of September 16th 1912 and the approved expenditure then stood as follows:-

(i) Rolling Stock	£39,500
(ii) Machinery and extension of workshop	12,000
(iii) Goods Sheds	4,100
(iv) Railway Offices	6,700
(v) Quarters, &c.	...	16,700
		<u>£79,000</u>

5. On March 5th last the General Manager submitted for my approval a detailed statement of the manner in which he proposed to amend these items, including the £12,000 to which you allude in paragraph 5 of your despatch. I attach a copy of this statement for your information. I recorded my approval to his proposals under the discretion allowed me in the despatch quoted in paragraph 2 above. You will observe that the three engines are here shown at £3,000 each instead of at £2,000 as estimated in Mr. Currie's letter of February 1st 1912, the reason given being the increased cost at home.

home. My attention was subsequently drawn to the fact that Mr. Taylor's statement showed the expenditure on Railway Offices at £6,000 and on quarters at £17,400, whereas your sanction had been obtained to expend £6,700 on the former and £16,700 on the latter. I accordingly sought your approval for re-allocations of £700 which was

... sold to Messrs. Behring and Company for £9,000, the intention being that they should be repurchased... construction of the... transaction reduced the... from knowledge of the condition... locomotives which was gained when... into the Railway Works... it was decided to treat the transaction as a sale and to replace the engines under the rules which govern the relations between Capital and Revenue... to Revenue Abstracts... Maintenance and General of engines and rolling stock... three engines to the £79,000 as originally proposed and left the sanction of £9,000 for this purpose untouched.

7. When it became evident that the £12,000 for "Machinery and extension of Workshops" (forming part of the £79,000) was insufficient and that additional machinery and buildings were urgently required, it was known that the £9,000 previously earmarked for the purchase of three engines would not be required and was therefore available for re-allocation.

8. Other urgent works have also now become necessary and I have accordingly the honour to request that the £6,000 remaining allocated for the construction of new Railway Offices may be allocated and devoted to the more immediate needs of the Railway. The sum in question is totally inadequate for its original purpose and I am of opinion that the replacement of the offices can wait until the more pressing requirements of the line have been fulfilled.

9. There are also available other capital funds partly due to savings on works sanctioned under the £79,000 and partly to savings on previously approved Railway capital works. The total thus available amounts to £29,966 and is made up as follows:-

Nairobi Station	Rs. 13,054
Fencing Kilindini Station	2,095
Fencing Changamwe Station	8,331
60 Twenty ton C.G. Bogie trucks	66,446
10 Twenty ton H.S. Bogie trucks	16,692
3 First class carriages	<u>16,026</u>
Carried forward	Rs. 129,196

(5)

Expenditure Over	Rs. 129,196
3 Shunting Engines ...	135,000
Railway Offices ...	90,000
4 New houses, Nairobi ...	5,725
4 New houses, Nakuru ...	6,779
Barracks at Kisumu ...	225
Savings on previous completed works	82,574
	<u>Rs. 449,501</u>
	or 229,966

10. I have the honour to request that this sum may be expended as follows:-

(a) Machinery for Locomotive work sheds ...	£5,966
(b) Telegraph Line - Mombasa to Nairobi ...	4,000
(c) Excavation for oil tanks ...	920
(d) Tyers Tablets ...	1,693
(e) Staff quarters at Kilindini ...	4,000
(f) Staff quarters at Nairobi ...	4,000
(g) Landings at Nairobi ...	4,000
(h) Staff quarters at Nakuru ...	4,300
(i) Staff quarters at Kisumu ...	4,500
(j) Unallocated balance ...	<u>2,385</u>
	229,966

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Of these items (e) was the subject of the indent enclosed in my despatch No. 871 of 23rd of July. As regards (b) the General Manager approached me on the subject in June last and I enclose a copy of his letter and enclosures on the subject which fully explain the necessity for this expenditure. I refrained from putting his proposals forward until I was in possession of his complete recommendations for the disposal of the balance of available

(6)

available capital funds which I have only just received. You will observe that it is proposed eventually to repay to the Railway Capital Vote an amount representing the difference between the cost of iron wire and copper wire and to charge this difference to the Post and Telegraph Special Expenditure Vote.

In total an additional £920 is required for the ... of ... because it is now apparent ... 25,000 originally provided is not sufficient ... by the amount of £4,000 sanctioned ... system has proved to be in ... The remaining works are urgently required for ...

A balance of ... remains unallocated for ... amount ... is to be refunded by ... Department ... interest ... capital funds ...

I have the honour to be

Sir,

Your humble servant

Richard ...

CORRECTOR

6

Estimated Statement of Expenditure for 1914-15 from Capital Funds under
Paragraph 15, Sec 4 of 30th October 1911.

in Colonial Office

NAME OF WORK

		<u>ESTIMATED AMOUNT</u>	
		<u>£.</u>	
1. <u>ROLLING STOCK</u>	(1) 50 twenty ton covered bogies at 2400	12,000	
	(2) do. do.	12,000	
	(3) 10 do. do. high sided open	4,000	
	(4) 3 shunting engines @ 23,000	6,900	
	(5) 3 1st class bogies	2,500	239,500
2. <u>MACHINERY & WORKSHOPS</u>	(1) New Carriage shed Nairobi	4,000	
	(2) Machinery Nairobi shops Workshop Fort Florence	2,000	
3. <u>WORKSHOPS</u>	(1) New goods shed on wharf Port	6,000	213,000
4. <u>RAILWAY OFFICES</u>	(1) Railway Offices Nairobi	4,100	2 4,100
5. <u>QUARTERS</u>	(1) 4 Stone houses Nakuru	6,000	2 6,000
	(2) Completion of Nairobi Station	2,000	
	(3) 4 Stone houses Nairobi	2,000	
	(4) Barracks Nairobi	2,000	
	(5) Stone house for Manager	2,000	
		<u>213,000</u>	<u>213,000</u>

5 JAN 14

1914-15

UGANDA RAILWAY.

General Manager's Office,

Nairobi, 25th Jan 1914.

No. 1/26/14
24

The Hon:
The Chief Secretary,
Nairobi.

Sir,

Proposed new copper wire between
Nairobi and Mombasa.

An additional wire is required for railway purposes between Nairobi and the coast. The Post Master-General suggests that a copper wire be put up instead of an additional iron wire, the advantage being that if an iron wire be put up it will be the limit to the present carrying capacity of the posts, but with copper it will be possible to add two more wires before exceeding the carrying capacity. A copper wire is also more useful for high speed automatic telegrams for our purpose an iron wire would suffice and it is proposed that when a copper wire is erected the Post Office hand us over the iron wire now used by them, making use for Post office work of the new copper wire.

The allocation of the cost of the new copper wire should therefore be part to the railway and part to the Post Office but I am quite prepared that the railway bear the whole charge for the construction of the new copper wire and that on completion of the work and when the transfer of the iron wire is made to the Railway.

Railway that then an adjustment be made between the railway grant and the Post Office grant.

The matter is urgent as we have a difficulty in getting our messages through with our growing traffic and if you agree to the procedure I propose to arrange to place the Post Master-General in funds so that the work may be put in hand. I can get funds from the unallocated monies being balances of the original capital grant.

I have the honour to be,

Sir,

Your obedient servant,

H. B. Taylor,

General Manager,

Canada Railway.

Office wire, but the Post Office has practically no wireless stations between Nairobi and Mombasa and our telegraphists are of very different calibre to yours; moreover we propose to install Wheatstone Automatic Instruments in the near future.

3. Now if we put up an additional iron wire similar to those already in use, weighing 600 lbs. to the mile, we shall, I am advised, have reached the limit of the carrying capacity of the poles, but we can place at least two more copper wires, weighing 200 lbs. to the mile, on this same pole line without exceeding its carrying capacity. A 300 lb. copper wire is more useful for high speed telegraphy than a 600 lb. iron wire.

4. For the present, so far as the Post Office is concerned, our existing iron wire is equal to our requirements. Moreover I am advised by one Telegraph Engineer and also by Mr. Kingston, the expert Engineer from the British Post Office who is now in this country, that the iron wire is good enough for Wheatstone Automatic Working at the rate of 150 words per minute. Therefore so far as the Post Office is concerned there is no immediate necessity for a copper wire although it is desirable to have such a wire having regard both to the future requirements for high speed telegraphy and to the limited capacity of the present line of poles between Mombasa and Nairobi.

5. For these reasons I propose that you should provide the necessary funds from the Railway Loan account, for the erection of a new copper wire, and that on this wire being installed the existing Post Office iron wire should be made over to the Traffic Manager. In our conversation on this question I

suggested

suggested that the Post Office should be eventually paid back to the railway the difference between the cost of a new iron wire and a new copper wire. This, however, overlooks the point that you will be giving us a new copper wire and accepting an iron wire which is certainly not new, although thoroughly sound and good. However the amount to be paid to the railway could doubtless be adjusted to our mutual satisfaction or if there was any substantial difference on the point it could be referred for arbitration either to a Local Board appointed by His Excellency the Governor or to the Consulting Engineers to the Crown Agents.

I have the honour to be,

Sir,

Your obedient servant,

Sr/- J. Cosling.

Postmaster General.

The Postmaster General.

Estimate for new G. I. 600 lbs. per mile line
between Wairoa and Waimara.

Estimated length 6.7 miles.

600 lbs. G. I. line wire, per mile.....	41
crackers, spindles & insulator	11
Solders, wire & string wire	4
per mile.....	4
Total material per-mile	60

60 miles at 60 = 3600

Material.....	3600
Cost on sub. &	500
Inspection and making.....	100
Railway	100
General improvements to line to carry extra heavy wire, say 50 per cent.....	1800
Labour.....	100
Contingencies.....	100
Total Cost	6200

500 lbs. per mile wire
included in total.

Wairoa, 1911.



Ans at 5016

DRAFT

THE SECRETARY
TO THE TREASURY

With reference to your letter

MINUTE

- Mr. Downie 16.1.14
- Mr. Bottrill 7.1.14
- Mr. G. Fiddes 20.1.14
- Sir H. Just
- Sir J. Anderson
- Lord Emmott
- Mr. Harcourt

to 17630/1911 of the 20th of October 1911, as directed by Mr. Secretary Harcourt the request you to inform the Lords Commissioners of the Treasury and the Governor of the East Africa Protectorate (report) that a balance of Rs. 366,927 shall arise out of the sum of Rs. 379,000 on the 31st of March 1911 transferred over from the funds provided under the Uganda Railway Act for the construction of the Uganda Railway. The allocation of this unexpended balance of Rs. 379,000 was approved in your letter under reference. The

for conson
28681/11

list in para 40
dated in pencil
28681/11

enclosure

(33942)

Governor

33942

Governor also states that there is a further balance of Rs 52,574 remaining in respect of ~~works~~ on previously approved Railway capital ~~of the same nature as those~~ works the particular works in question ~~the same have been~~ not being specified in the despatch.

2. These sums amount together to £29,956, and the Governor seeks authority to devote this amount to the purposes shown in the enclosed list, and subject to the observations which follow. Mr. Harcourt would be glad to receive their Lordships' covering approval for this re-allocation.

3. Their Lordships will observe that the list includes the items:

- (a) Extra 1000 tons of oil for Nairobi-Kilindini £4,000
- (b) Charters of Kilindini £4,000
- (c) Excavation for oil £ 920
Lanka Kilindini

Expenditure on the first two of these items will require their Lordships' authority, since the allocation of the sum of £79,000 was requested

and

and approved for the Nairobi-Port Marsee section of the line, and though approval was given in the Treasury letter No 7753/12 of the 17th of April for the disposal of the surplus of the money set aside for ballasting the line, approval has not been given for the disposal of capital balances generally. Copies of correspondence on the subject of the Nairobi-Kilindini Telegraph Line are enclosed for their Lordships' information. It will be observed that a portion of the cost will eventually be repaid from the Postal vote of the Protectorate.

4. With regard to the third item "Provision for oil tanks-Kilindini 1920" Mr. Harcourt proposes to inform the Governor that money for this work must be found from some other source, since the oil tanks are required for the Lake Steamers, and it has been laid down that the balance of the funds