

EAST AFR. PROT  
29705

705  
29705

See  
Following File No.

1917  
11 June

Last previous Paper  
No. 29460

to Mr. Bright Williams 11 June 17  
to Mr. Bright Williams 11 June 17  
to Mr. Bright Williams 11 June 17  
to Mr. Bright Williams 11 June 17

Next subsequent Paper  
4/41653

Death of Dr. Bright Williams

Report of June - request relatives be  
imp.



Two Bright  
Williams

Eng 12/6/17

Ray

London, 11 June 17  
Reference to the letter  
from Sir D. G. ...  
I am etc to inform  
you that he has, to his  
best regret, ...  
del. from the Office  
Administering the Post of  
the East reporting that  
Dr. Bright Williams died at Tanganyika  
on June 8th  
his long illness  
was the cause of his death

T.O.

...doubtless came to  
Johns ... in the ...  
... through ...  
... paper ...

2

1865

20 2177 117 Sat

1 Aug

*The*  
*to*

DRAFT.

The Sec.

W.O.

Ans'd 43801

2 Aug. 1917

Sir

MINUTE.

Mr. Mansley, 20 July  
Mr. Butler, 31 July

- Mr. ...
- Mr. ...
- Mr. ...
- Mr. ...
- Mr. ...
- Mr. ...
- Mr. ...
- Mr. ...

I am ... to ... to you,  
 be laid before the Army  
 Council, a copy of a ...  
 from the ... of the  
 on the subject of ... was  
 incurred in connection

Military Railways under  
 the direction of Sir ...  
 John ... to state that  
 the Army Council ...  
 to ...  
 It is ... proposed to ...  
 In ... that the ...  
 is ...  
 is correct.

NO 316 of 9 June 1917

Copy for 732, 25 April 1917, 43801

2. The Army Council

recover from the War Office through the Controller, I would beg to suggest, therefore, that the Director should intimate his requirements to India and ask that Government to finance him in the same way as the Field Districting Officer, pending final adjustment and apportionment of the cost of the Expeditionary Force as decided by the Home Government.

7. Having regard to the lengthy period for which these accounts have been outstanding, I would suggest either

- (a) asking India to accept debits for all advances made on account of, and to, the Director and recover from the War Office, or
- (b) reporting the position to the War Office and asking for definite orders.

It would, perhaps, be as well if a cable explaining the position were at once sent here. To this end

I append a draft cable, a copy of which would have this despatched. A decision should be passed for this. The Government

reasons that the Protectorate Government are not covering funds and paying interest on loans and overdrafts, and hence, moreover, the accounts of the Director are neither dealt with by the Protectorate Treasury nor incorporated in their accounts.

8. I regret this delay in replying which is due to my having been away from my Headquarters on duty.

I have the honour to be,

Your obedient servant,

(Maj) J. Patterson, Major,  
GENL. MANAGER, R.A.F.C.

instructions given to Sir E. Johns in his letter of appointment dated 17th Sept, 1914, i.e. to the effect that the Government of British East Africa would be asked to place at his disposal such funds as he might require. Nor has any advice been received of the sum of £50,000 having been placed by the Home Treasury to the credit of the Crown Agents as referred to by Sir E. Johns. It would seem that a later decision was taken which took the form of the appointment of a Controller of War Accounts in India to deal with, and adjust, the accounts of the respective Indian Expeditionary Forces with the War Office. The operations of the Director of Railways form part of the work of the Expeditionary Forces from India, and his accounts should be dealt with in the same way as those of the remainder of this Force. As the accounts of the War Military Railway should be adjusted and incorporated in the books of the Controller of War Accounts, India, it seems only logical that the supply and adjustment of funds should follow the same course. The Ministry of Accounts has taken over the accounts of Expenditure incurred by the Director and is having them adjusted in India.

6. The War Office will only reimburse against accounts rendered, and as the Controller of War Accounts controls these, it is for India to take the necessary measures to effect reimbursement. I am of opinion that India should give the corresponding credit for all money advanced, and

recorder/

- (c) Local labour paid by the Civil Dept. under arrangements made to by the Director of Railways and which he undertook to accept.

The Examiner of Military Railway Accounts has taken over (a), but has not hitherto advised me what he proposes in respect to (b) and (c).

3. The fact remains therefore that the whole of the War Military Railway Accounts are not yet adjusted or booked, though the transactions are two years old. I am addressing the Examiner in respect to these accounts, and propose sending them to him for final disposal, since the Protectorate has no concern with them, and since, moreover, I venture to think that it is desirable that all the accounts in connection with the undertaking should appear in one set of books. As you are aware, all duties on rolling stock, permanent way and bridge materials, advances and other payments made in India etc., are adjusted in that country through the Controller of War Accounts, and it seems not only desirable, but necessary, that these should be similarly treated and incorporated in the same accounts.

4. There now remains only the question of financing the Director and re-insuring the East Africa Protectorate. In this connection I would venture to submit that the East Africa Protectorate should not have advanced funds to the Director without specific orders.

A. In view of the fact that the Protectorate Government have received no confirmation of the instructions/

EAST AFRICA RAY OFFICE,

P.O. Box 261,

NAIROBI, 22 APRIL 1917.

From-

Chief Proprietor, S.A.S.

To-

S.A.S. Office,  
General Post-Office,  
Harar-ee-Galana.

Sir,

1041/10. A/2007 date 22/4/17.

I am afraid that our previous doubts were regarded by expression "unsatisfactory state of accounts" as implying a reflection on the preparation and rendering of his accounts of the Voi Military Railway. Nothing was, of course, further from my mind when writing. But I still submit that the state of the Voi Military Railway accounts is unsatisfactory, so far as this Department is concerned, in so far that all transactions which took place during the past two years on the Voi Military Railway have not yet been finally adjusted.

2. The charges attending against the Voi Military Railway as far as this Directorate is concerned are comprised in the following accounts.

- (a) The Director's Account representing expenditure incurred directly by him against advances made in his favour by the Directorate.
- (b) Uganda Railway charges for work done and stores supplied to the Voi Military Railway at present debited to this Department and held under "expenses".

(c)/

SECRET

Chief Postmaster,  
 West Africa Pay Corps.

C. A. G.  
 G. S. G.  
 A. 1007  
 10/2/17.

Reference your No. 102/102 of 18th ult.,  
 please see letter from Director of Railways dated  
 4th February 1917 No. G. A. 8 attached.

It would appear that in accordance with  
 arrangements made by the India Office for the fi-  
 nancing of railway construction etc., in West  
 Africa, that recovery of the sums advanced by the  
 West Africa Protectorate should be effected by that  
 Government, from the Home Treasury through the Town  
 Agent for the Colonies.

Will you please take action accordingly.

(Sgd) R. H. Thurt, Major General.

C. A. G. C. S. G., R. A. T. Posen.

C. A. G.

7/2-17.

CC 77 Am



should also be similarly adjusted direct with the  
War Government, as the money has been advanced  
under the Home Government's orders.

I have the honour to be,  
sir,

Your most obedient servant,

(Edw. W. Francis Colwell,

Director of Railways.

100.19.  
GWT/MS

In this connection I beg to state that, when appointing me as Director of Railways, East African Expeditionary Force, the India Office, in its letter No. 633 (Secret) of the 17th September 1914, clearly stated that the British East African Protectorate would be asked to place at my disposal such sums of money as I might require; and on this the Protectorate had to be advanced roughly Rs. 25 lakhs. The question therefore to be decided is merely whether it is to reimburse the Protectorate. The Chief Paymaster is under the impression that it is the Government of India and he has, apparently, got this impression because the Railway Manual (WAF) has been made applicable to the East African Expeditionary Force and because railway men and material for this Force have been supplied by the Government of India. Please see Para. 6 of his letter. I do not agree with this view because of the Home Government's orders mentioned above. The reimbursement of the amount advanced is, in my opinion, a matter for the Home Government to decide and the fact that the Examiner of Railway Accounts asked the Accountant General, Railways, India, whether or not the audited accounts of the Military Railways, should pass through him for final adjustment, does not in any way mean that India will reimburse the Protectorate for money advanced.

In this connection I might mention that all Railway expenditure in India on account of the East African Expeditionary Force is being debited in the first instance to the Central War Controller, India, who passes it on to the Home Government for final adjustment; and it is therefore obvious that similar expenditure incurred by the East African Protectorate should

EAST AFRICAN MILITARY RAILWAYS.

No. S.A./B.

From- The Director of Railways,  
East Africa.

To- The Assistant Adjutant General,  
General Headquarters,  
Dar-es-Salaam.

Dated Dar-es-Salaam, 6th February, 1917.

Sir,

A copy of letter No. 182/15, dated 1 - 1916 January 1917 from the Chief Paymaster, East African Pay Corps, to your address has been forwarded to the Examiner of Accounts, East African Military Railways, and in connection with the same I have the honour to make the following remarks:-

In Para. 1 he comments on "the unsatisfactory state of the accounts of the Vei Military Railway", and later on, in Para. 10(2), he states that the accounts for two years remain uncredited and unbooked. Neither of these statements is quite correct. All receipts and expenditure have been properly vouched and accounted for. The accounts of the Vei Military Railway were originally under the audit of the East African Pay Corps, but when a Railway Audit Officer arrived at the end of September 1915, the East African Pay Corps informed me that they could not be held responsible for Railway audit, and therefore my Examiner of Accounts is now re-auditing all the past transactions, as well as auditing and booking all current expenditure. It is, further, obvious from the Chief Paymaster's letter that it is not the accounts that are unsatisfactory but rather the financial position of the Protectorate because of the money advanced by them for Military Railway expenditure.

In this/

heavy and long-outstanding advances. Owing to no final instructions being issued, the accounts of the Director of Military Railways stand in a very unsatisfactory position in that:-

(1) The Protectorate Treasury in the capacity of Banker has advanced and financed the Director of Military Railways to the extent of over Rs.1,500,000 and up to date has received no credit whatsoever.

(2) The accounts of the Director's Cash outlay, covering over a period of two years, still remain unaudited and un-booked.

(3) All outlay incurred by the Uganda Railway Administration on the Vei Military Railway, and debited to the Protectorate War Suspense Accounts, cannot be transferred to the Audit Officer, Military Railways, pending instructions.

(4) Arrangements already come to and since completed with the Chief Accountant, Uganda Railway and the Audit Officer in connection with the adjustments of these accounts, cannot be given effect to.

(5) Labour on the Vei Military Railway locally engaged and paid for by the Protectorate, and to be charged to that Railway, still stands unadjusted.

11. I venture to submit that it is, therefore, essential that some immediate measures be taken to come to a final settlement in this matter, and I should deem it a favour if the P.D.A.S. & R.S. would communicate with the War Office on the subject of these Advances, with a view to moving the Govt. of India for a final and early decision in the matter.

I have the honour to be,  
Sir,  
Your obedient servant,

(Sgd) F. Patterson, Major,  
GEN. PATTISON, R.A.F.C.

Capt. G. H. G. Accountant, Uganda Railway,  
Director of Military Audit,  
The Treasury,  
Capt. G. H. G. Accountant.

8. This Audit Officer visited Nairobi early in Nov. 1916, and agreed to take over the whole of the Protectorate Accounts subject to orders from the Govt. of India, which he called for on the 6th Novr. 1916. Up to now, no orders have been communicated. The Treasury have been pressing me to expedite reimbursement, but in spite of all that has been done, nothing has yet been settled.

9. In one of his latest communications to me the Audit Officer writes as follows:-

"On the subject of refunding the amount advanced by the Protectorate Treasury for Military Railway expenditure in East Africa, I beg to say that the Assistant General, Railways, has no doubt referred the matter to the Railway, Army and Finance Dept. of the Govt. of India and the Central War Controller. I would point out that funds for Military Railway Expenditure in East Africa have been advanced by the Protectorate on the authority and at the request of the Home Govt., and I venture to express the opinion that, if the Protectorate were to make their position to the Home Govt., it would, possibly expedite matters."

On this, the Hon<sup>ble</sup> The Treasurer asked me to take up the matter with the War Office through General Headquarters.

10. Considering the fact that it is over two years since the Protectorate Treasury has been financing the Director of Railways, it seems desirable that some early action be taken to afford this Government necessary credit, and clear off these

heavy/

be dealt with and incorporated in the accounts of the Government of India.

6. In the Secretary of State's letter of appointment to Sir V. Johns, it is stated that he is appointed for Railway work required to be carried out in connection with the British Expeditionary Force from India. That all staff would be provided from Indian State Railways selected by the Govt. of India, as also all labour, plant and material required, which could not be furnished locally. On arrival in Africa, he was to get into touch with the A.R.A. Govt. and the Railway Board of the Govt. of India, and the Govt. of British East Africa would be asked to place at his disposal such funds of money as he might require. Again, in separate instructions to India, the Secretary of State mentioned the application of the "Railway Manual (War) India" to the staff of the Director, (and this has subsequently appeared in G.R.O. No. 7 Railways dated 1st January, 1917, making some applicability to all Railways and tram lines administered in G.R.A. and A.R.A., and as you will observe at quite a recent date), which means that all pay, allowances, etc., would be governed by the Indian State Railway Codes and other regulations. From these and other orders it at once became apparent that the audit and accounting of the Director's expenditure was a matter for the Govt. of India to deal with.

7. As you are aware an Indian Audit Officer and Staff have since been sent out by the Govt. of India, and with your approval the Director's accounts were transferred to him to be finally dealt with.

3. It was only in May of last year when the Protectorate Treasury intimated to me that over Rs.500,000 had been advanced to the Director, and that steps should be taken to obtain reimbursement, that the financial position in regard to the construction of the Vei Military Railway was first brought to my notice. I immediately addressed the Director of Railways on the subject of these advances, and enquired how they were to be accounted for. He informed me that before he left England he was told that expenditure incurred by him would be met from funds placed at his disposal through the Local Protectorate Treasury by the British Treasury through the medium of the Crown Agents for the Colonies, and that £50,000 had been lodged by the Treasury to the credit of the Crown Agents. No official intimation, as far as I am aware, has up to date been received by the Protectorate Government of this grant.

4. The original duty on which Sir W. Johns was sent from England only comprised constructional repairs of German Railways and construction there. Owing to altered circumstances, these instructions were adapted to meet actual requirements, viz the construction of military Railways in N.W. Africa, as well as re-construction in German East.

5. In the absence of information or instructions from the India Office, and to meet the wishes of Sir W. Johns, I agreed to undertake the examination of his accounts. I had occasion to ~~depart~~ and send one of my staff to Inverness and it was on this occasion that the existence of certain orders and records was brought to my notice, and which made it apparent that these accounts were to be dealt

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Ref. No. 102/102.

KAUFUNGUWA PAW DOW,

P.O. Box 261.

NAIROBI, 19th January 1917.

From-

Chief Paymaster, R.A.F.C.

To-

Assistant Adjutant General,

War-office-Station.

Sir,

I have the honour to bring to the notice of the D.A.A. Q.H.S. the unsatisfactory state of the accounts of the Vei Military Railway, with a view to some final and early settlement being come to in the matter of the reimbursement and adjustment of the funds advanced by the Protectorate Treasury to the Director of Railways, and the accounting for the outlay incurred on the construction of the Line, and at present included in the Protectorate Disbursements Accounts.

2. In Sir W. Johns' letter of appointment, the India Office arrange that this Protectorate will finance him, and since Nov. 1914, the Protectorate Treasury have been advancing funds to meet his disbursements, and these, to the end of Dec. 1916, amount to over Rs.1,520,000. This sum excludes local labour engaged for the Vei Military Railway and paid for by Civil Authorities, as also the cost of work done and stores supplied in connection with the undertaking by the Uganda Railway Administration and debited to Protectorate War Disbursements, which to date, amounts approximately to over Rs.500,000.



Ref. No. 162/162.

EAST AFRICA F.M.S. DEPT.,

P.O. Box 261,

NAIROBI, 19th January 1917.

From-

Chief Paymaster, E.A.F.C.

To-

Assistant Adjutant General,

Bar-ee-Saloon,

Sir,

I have the honour to bring to the notice of the D.A.A. Q.M.G. the unsatisfactory state of the accounts of the Voi Military Railway, with a view to some final and early settlement being come to in the matter of the reimbursement and adjustment of the funds advanced by the Protectorate Treasury to the Director of Railways, and the accounting for the outlay incurred on the construction of the line, and at present included in the Protectorate Disbursements Accounts.

2. In Sir W. James' letter of appointment, the India Office arrange that this Protectorate will finance him, and since Nov. 1914, the Protectorate Treasury have been advancing funds to meet his disbursements, and these, to the end of Dec. 1916, amount to over Rs.1,829,000. There was excluded local labour engaged for the Voi Military Railway and paid for by Civil Authorities, as also the cost of work done and stores supplied in connection with the undertaking by the Uganda Railway Administration and debited to Protectorate War Disbursements, which to date, amounts approximately to over Rs.800,000.

should be dealt with by the Treasury, I shall be obliged if you will kindly advise me whether you will take appropriate action with a view to giving effect to General Ewart's wishes as contained in his memo.

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No. A/2387 dated 10/2/17 which reads as follows:-

\*Chief Paymaster, - East Africa Pay Corps.  
 \*Reference your No. 162/162 of 15th ultimo,  
 \*please see letter from Director of Railways,  
 \*dated 4th February 1917. No. G.A./8 attached.  
 \* It would appear that in accordance  
 \*with arrangements made by the India Office  
 \*for the financing of railway construction  
 \*etc., in East Africa, that recovery of the  
 \*sums advanced by the East African Protectorate  
 \*should be effected by that Government, from  
 \*the Home Treasury through the Crown Agents  
 \*for the Colonies.  
 \* Will you please take action accordingly.  
 \* (Sgd) R.H.Ewart, Major General,  
 \* D.A. & Q.M.G., E. A. F. Force.  
 \* G.H.Q.  
 \* 7-2-1917."

I have the honour to be,

Sir,

Your obedient servant,

Major,

CHIEF PAYMASTER, - E. A. F. C.

P.H.

For easy reference copies of the following correspondence are attached.

Chief Paymaster's No. 162/162, dated 13-1-17 to A.A.G.

Dir: of Railways' No. G.A./8, dated 4-2-17 to A.A.G.

A.A.G.'s No. A/2387, dated 10-2-17 to Chief Paymaster.

Chief Paymaster's No. 162/1641 dated 2-4-17 to D.A. & Q.M.G.

Administrative Staff telegram No. A/3775, D/17-4-17 to Chief Paymaster, - E.A.F.C.

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-4-

since the Examiner of Accounts, E.A. Railways, Barwan-  
Salam, (Capt. Egga, the Accounts Officer appointed from  
India), has agreed to take over these accounts, I assume  
that my contention has been accepted.

13. A point also to be taken into account is that  
the orders relative to the appointment of a Controller  
of War Accounts and the application of the Railway Manual  
(War) to the Director's operations were issued subsequent  
to Sir V. Jeeva's letter of appointment.

14. The matter which now requires a decision is the  
means by which the Protectorate Government is to be  
reimbursed out account of the funds advanced on behalf of  
the Military Railways.

15. I now ask for a decision as to who should  
reimburse the Protectorate Government, I refer to my  
opinion that the rulings quoted, and the views given,  
point to the Controller of War Accounts, as being the  
official responsible to the War Office for effecting  
reimbursement. It seems to me to assume that  
reimbursement will only be a  
question of order, and that if these orders  
are rendered or maintained by the Protectorate Government  
by India, it apparently follows that we should look to the  
Government of India to afford the Protectorate Government  
credit for moneys advanced on undertakings controlled and  
accounted for by the Government of India.

I have endeavored to make this clear in my letter

April, 1917, to the D.A. & G.O.

It is suggested that might be adopted.

A reply received

since the Examiner of Accounts, E.A. Railways, Barce-  
Salam, (Capt. Ngan, the Accounts Officer appointed from  
India), has agreed to take over these accounts, I assume  
that my contention has been accepted.

13. A point also to be taken into account is that  
the orders relative to the appointment of a Controller  
of War Accounts and the application of the Railway Manual  
(War) to the Director's operations were issued subsequent  
to Sir V. Johns' letter of appointment.

14. The matter which now requires a decision is the  
means by which the Protectorate Government is to be  
reimbursed on account of the funds advanced on behalf of  
the Military Railways.

15. I now say for a decision as to who should  
reimburse the Protectorate Government, I reiterate my  
opinion that the rulings quoted, and the views given,  
point to the Controller of War Accounts, India, as being the  
official responsible to the War Office for effecting  
reimbursement. It seems to me to assume that  
reimbursement will only be a  
accounts rendered, and that if these were  
rendered or maintained by the Protectorate Government  
by India, it apparently follows that we should look to the  
Government of India to afford the Protectorate Government  
credit for moneys advanced on undertakings controlled and  
accounted for by the Government of India.

I intended to make this clear in my letter  
April, 1917, to the D.A. & G.M.S.  
- - - - - action that might be adopted.  
A reply was

(Examiner of Accounts) who in this particular case has since been appointed and has, with his staff, arrived in this country from India.

9. In addition there has been appointed in India a Controller of War Accounts at Simla, to centralize the accounts of the several Indian Expeditionary Forces, with a view to passing these Accounts on to the Imperial Government for final adjustment. The majority of transactions involving the supply of stores, rolling stock, bridge and permanent way material, and also staff for the Military Railways in this country are therefore controlled in India.

10. A cable from the Colonial Office with a copy of which I have recently been furnished - (vide your Office No. 168A/143, dated 25-4-17.) states as follows -

"As it has been ascertained that  
"(as) all S. A. Military Railways  
"are concerned War Office agrees  
"that total value should be debited  
"to War Office in Indian War Accounts.  
"always provided that satisfactory  
"arrangements can be made for credit  
"to be given etc."

This cable, I understand, has reference to a particular transaction, yet it points to the Controller of War Accounts in India as being the Accounts Officer who is to adjust these accounts with the War Office.

11. The Vei Military Railway is a new construction, and its capital account, of which the majority of items are at present recorded in Indian books, must be separately and fully recorded in India, as outlay of this nature cannot be charged in the Protectorate accounts to "Common Charges".

12. For these, and other reasons which I have adduced in the lengthy correspondence which has taken place between the Director of Railways and this Office, I have been led to the conclusion that the accounts of the Military Railways must be rendered to and maintained by the Controller of War Accounts in India. Moreover,

since

-2-

Ans in connection with your wishes and it  
33  
meet his desire, that I commanded at that time  
undertake the examination of his accounts. It  
when I commenced this that I was apprised of instr.  
which made it clear that these accounts should be dealt  
with in India and not by my Department.

5. In Sir William Johns' letter of appointment, -  
which I saw for the first time in June 1916, - he was  
directed on his arrival at Mombasa to at once get into  
communication with the East Africa Protectorate Govern-  
ment and the Railway Board of the Government of India;  
and he was advised that 'the East Africa Protectorate  
Government would be requested to place at his disposal  
such sums of money as he might require. This was in  
September 1914.

6. In the letter of appointment in question it  
was arranged that Sir W. Johns was to assume charge of  
the Railway work required in connection with the British  
Expeditionary Force from India.

7. The letter in question proceeded to deal with  
the matter of Sir William Johns' salary, and the  
personnel and material necessary for the undertaking.

8. In subsequent instructions to the Government of  
India the Secretary of State for India ruled that the  
Director and his Staff should govern themselves by the  
provisions of the "Railway Manual" (War) India, and this  
ruling was repeated in G.R.O. No. 7 (Railways) dated the  
1st January, 1917, which applied these provisions to all  
railways and tram lines administered by the Director of  
Railways. Inter alia the effect of this ruling was to  
place the Director's operations under the control of the  
Railway Board of the Government of India. This Manual  
clearly lays down that the staff and accounts of an  
Overseas Expedition shall be governed by the Rules and  
Regulations applicable to State Lines in India. It also  
provides for the appointment of an Accounts Officer.

[Examiner]

10 MAY 1917

EAST AFRICA PAY CORP

P. O. Box No. 1

Nairobi, 9th May 1917.

ENCLOSURE

From:-

CHIEF CASHIER, - E. A. P. C.

To

The Hon'ble The Treasurer.

MAILED

Sir,

I have the honour to revert to the matter of the disbursements in connection with the accounts of the Director of Military Railways.

2. Funds aggregating to approximately over three millions of Rupees have been advanced by this Protectorate to Sir William Johns during the period November 1914 to date, which have taken the form, respectively of Letters of Credit on the National Bank of India for payments to the Uganda Railway for work done, stores supplied; and payments made for local labour by the Civil Authorities on account of the Military Railways.

3. The first difficulty I encountered was the question of the adjustment and audit of the Director of Railways' Accounts.

4. The first advances to Sir William Johns were made by the Nombasa Treasury in November 1914, and it was not till nearly twelve months later that I was called upon to take steps to obtain reimbursement (vide your letter No. 484/237 dated 18/9/15 and No. 484/103 dated 1/8/16). At this date I had no official information of Sir William Johns' appointment, nor had I any orders or instructions in regard to his accounts. I was more or less in the dark. I addressed Sir W.

Johns

without further detailed scrutiny, by the Chief Paymaster, East Africa Pay Corps. The interests of all Governments concerned would be secured by the final audit by the Director of Military Audit.

(3) To Common Charges.

5. It is to be regretted that definite instructions were not sent to the Protectorate Government upon Sir William Johns arrival, but it would appear that the proposals contained in paragraph 4 would be a practical solution of the difficulty.

I have the honour to be,

Sir,

Your humble, obedient servant,



ACTING GOVERNOR.



money as might be necessary to meet his requirements. In view of this, and of the fact that it was common knowledge that Sir William Johns had been sent over from India to take charge of railway work in connection with the offensive against German East Africa advances were made to him from time to time, and charged in the Protectorate books to "Suspense Account - War Expenses".

3. The following questions therefore demand settlement:-

- (1) To what Government or Department is Sir William Johns to render accounts of his expenditure?
- (2) Who is to examine his accounts?
- (3) To what account is his expenditure to be charged?

4. I am of opinion that the replies to these questions are as follows:-

- (1) To the Chief Paymaster, East Africa Pay Corps through the Examiner, who was sent over from India to East Africa.
- (2) The Examiner referred to above. This is necessary in order to ensure compliance with the instructions given viz: that the accounts were to be kept in accordance with the provisions of the "Railway Manual" (War) India. The accounts, having passed the examination of this officer, should then be accepted,

EAST AFRICA PROTECTORATE  
No. 516

GOVERNMENT HOUSE,  
Nairobi,  
BRITISH EAST AFRICA.

June 9th, 1917.

SIR,

I have the honour to transmit herewith a letter from the Chief Paymaster, East Africa Pay Corps, to the Treasurer on the subject of War Expenses incurred in connection with Military Railways under the direction of Sir William Johns.

From Chief  
Paymaster  
S. S. 17  
with encl.

2. Sir William Johns has been given advances by the local Treasury amounting to about £200,000. The Treasury have received no copy of any instructions or request by the Colonial Office, War Office, or Government of India to make such advances, but Sir William Johns produced his letter of appointment in which he was instructed to communicate with the Government of this Protectorate and was advised that the Protectorate Government would be requested to place at his disposal such sums of money

THE RIGHT HONOURABLE

WARREN LUND, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWING STREET,

LONDON, S.W.

we propose to inform the C.O.C.  
at his own request. And say that  
we will no doubt so inform So & John  
through the C.O.C.

flab

30-7-17

at once  
H. J. R.

30/5/17