

EAST AFR PROT

EGAL RAILWAY STATUTES, 1910-21

1919

Recommends that until restrictions or imposition of customs duties are removed Railway should be used for collection of general revenue of say £200,000 P.A. and that increased fares and freights introduced in Oct. be re-imposed from 1st April 1920 UNTIL restrictions on customs are removed. When Customs duties can be increased consider railway finances should be totally distinct from those of Prot.

W.B. Dunlop

The details of this scheme to need at the moment are 2 or 3 important points.

The first is the amount of the increase in fares and freights.

The second is the amount of the increase in the rate of interest on the railway loans.

The third is the amount of the increase in the rate of depreciation on the railway assets.

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The total revenue expected in respect of
imports this year is only Rs. 20,00,000.
The Gov. contemplates the railway
cess being a revenue earning
dept.

2. Does the question of principle
in case of a cess actually arise

(3) Will the cess be levied on the
net of the railway and not on the
gross receipts?

(4) Will the cess be levied on the
net of the railway and not on the
gross receipts?

(5) Will the cess be levied on the
net of the railway and not on the
gross receipts?

(6) Will the cess be levied on the
net of the railway and not on the
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(7) Will the cess be levied on the
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gross receipts?

(8) Will the cess be levied on the
net of the railway and not on the
gross receipts?

For 1919-20 the revised figures are:-

Railway Revenue	£ 631,700
" Special (i.e. Surcharge)	£ 106,000
	<hr/>
	£ 737,700

For 1920-21 the estimated figures are:-

Railway Revenue	£ 690,000
Special increased rates	£ 256,000
	<hr/>
	£ 946,000

The estimated figures for 1920-21 were of course
very different to

Railway Revenue	£ 779,000
Special (Surcharge)	£ 120,000
	<hr/>
	£ 899,000

Consequently if we do compare the increased
rates the total estimated Revenue
from the Railway would be £ 946,000
£ 47,000 more than was estimated at
the beginning of the present year, so
that it really is not excessive - & it
will of course make a vast difference
to the Postoffice.

In view of the history of the
increased rates which were announced
I think only the "off. monthly" can

DOWNING STREET,

7/ December, 1919.

74013

SIR,

I have the honour to acknowledge the receipt of your despatch No. 70703/1919 of the 19th instant, on the subject of Uganda Railway Estimates for 1920-21.

2. On general grounds I do not consider that the amount of profits-estimated for the Uganda Railway should be based on a percentage of the capital expenditure, payable to the general revenue of the Protectorate. The capital expenditure represents, I believe, a total in excess of the actual value of the Railway and I am of the opinion that it is unsound in principle to use the main artery of communication as a means of augmenting the general revenue.

3. The Protectorate is, however, at present tied by Treaty obligations which render it impracticable to impose customs duties above ten per cent. I am therefore, reluctantly compelled to recommend that, until these restrictions on our fiscal freedom are removed, the Railway should continue to be used as a medium for collecting general revenue, and I do not consider that £200,000 per annum would be excessive. I therefore support the General Manager's suggestion that the increased fares and freights imposed in October last, be re-introduced from April 1st 1920, until such time as restrictions on Customs tariffs are removed. The railway surcharge is not to be continued and the new freights should not therefore be excessive.

4.

THE UNDER SECRETARY OF STATE,
COLONIAL OFFICE.

CO. 533
221
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END

As soon as it becomes possible to increase the Customs dues, I consider that the finances of the Railway should be regarded as totally distinct from those of the Protectorate and that estimates should then be framed which would merely guard against a loss on the working of the line. But I consider that it would be legitimate when the occasion arises to provide for a profit of the Railway sufficient either in part or in whole, to pay interest and sinking fund on loans for railway extensions.

I have the honor to be, Sir,

Your most obedient servant
 Edward Northey
 M. A. S. C. S.

Governor of the East Africa

Protectorate.

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C0533/227

END

TOTAL EXPOSURES ⇒ 1041

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ORDER NO. ⇨ 639
CAMERA NO. ⇨ 19
OPERATOR. ⇨ T/O/N
REDUCTION. ⇨ 12
EMULSION NO. ⇨ 292051
DATE. ⇨ 17/2/71

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