

EAST AFR PROT

274018

"WELL, SIR?"

U.S. GOVERNMENT PRINTING OFFICE 1921 21

1919

3.5mm - 3.5mm

Recommendations that until restrictions on the imposition of customs duties are removed, railway should be used for collection of general revenue of sky £200,000 P.A. and that increased fares and freight introduced in Oct 1920 re-imposed from 1st April 1920 UNTIL restrictions on customs are removed. When customs dues can be increased, considering railway finances should be totally distinct from those of Govt.

W. B. Stanley

For details, I shall call on you at the
good old day.

but there are 2 or 3 important
points.

which suggests a thin stem
or inflorescence
and a long slender
leaf which is often
twisted.

we have got out of that
we want what happens will not
take place in 1972

The first "Robert" in the "Pecos
from Estes" is probably the "John

The total revenue expected in respect of
airports this year is only £12,000.
The Govt. contemplates the railway
giving to the a revenue claim

Dept.

On consideration of principle
of compensation equally arises

(3) Since measure put in the
rest of the railway must be
done to the right

so much would appear

below. It is clear that a
revenue of £2,000 from the
railway at Epsom and its
neighbourhood will only
be secured by a majority of the
alleged roads & paths there
which are suspended in deviation
from the road. If we must have
one or more

we do repeat a similar measure
as you of £2,000. The
measures being necessary
any way to meet a fair
and just claim.

It is difficult to say, but
the amount will not be
afforded with the £12,000

For 1919-20 the revised figures are

875.

Railway revenue £ 631,700

" Special
ie surcharge £ 106,000

£ 737,700

In 1919-20 the estimated figures will be

Railway revenue £ 691,000

Special increased £ 232,000
netto

£ 946,000

Railway revenue £ 779,000

" Special (surcharge) £ 120,000

£ 899,000

Consequently if we do not impose the increased
rate, the total estimated revenue
for the Railways would be £ 899,
which would be estimated at
£ 400 million in the present year. In
the beginning of the present year, it
was really not necessary - a
full species make a large difference
to the Protection.

In view of the passing of the
reduced rates which were suspended
I think only the off. currency can

decide to approve of their being re-imposed -
but probably over the amount concerned
is explained, as will appear by P. 60, they
will agree to revert the products
of agreed & commercial firms, of which
we of course the make.

2. Role for personal discussion
Chairman of Executive & First Vice-chair.

See H. Rep. & Exch. of ~~Committee~~ to see what the
House does not believe that the
House must be as wise as gods
and ~~must~~ ^{be} as gods. Part of the objection
was in the audience of the committee
e.g. being begged to see in the
old world and ~~new~~ ^{old} world
old institutions and ~~new~~ ^{old} world nothing

Registration is, getting into
country at 1 ft. sec., as
would change the course of
the waters to be in one and
not all want have a preliminary
discussion with Legarda talk Corazon
on his arrival from the time from &
Agenda to affil. Oct. 1-20.

J. J. Dabbs

872

No larvae having a
diagram with the sign

Thomas G. Dyer

~~Transcription~~
127
~~Acrostic~~

see now on CO/22070-4
to final version and add
policy as third one



DOWNING STREET
1 December, 1919.

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 being continued and the new freights should not, therefore be excessive.

4.

End

As soon as it becomes possible to increase the Customs dues, I consider that the finance of the Railway should be regarded as totally different 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 on 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
Your most obedient and humble servant
Edward Montagu
Governor of the East Africa
Protectorate.

PUBLIC RECORD OFFICE

C0533/227

END

TOTAL EXPOSURES ↳ 1041

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C0533/228

ORDER NO. ♦639

CAMERA NO. ♦19

OPERATOR. ♦T/O/N

REDUCTION. ♦12

EMULSION NO. ♦292051

DATE. ♦17/2/71

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THE PAGES IN THIS VOLUME ARE TOO
TIGHTLY BOUND FOR ALL WORDS TO BE
REPRODUCED IN ENTIRETY

East Africa Protectorate.

1919

VOL. 25

FROM

DATE

SUBJECT

FROM

DATE

SUBJECT