

Wat. Road

Pl. see first part of Mr. Wellmeyer's letter attached. They have taken the point about the Marine Shops at Ansonia.

January 21/11/05, attached which is a statement of Treasury views in this matter - the railway, in their view, ends at the waterfront at Ansonia, and anything beyond cannot be paid for from the U. R. Rets money. If these workshops are exclusively for the Steam Saws I am afraid they are as much out of count as the Kildare oil tanks, the excavation for which we repaid in 482 ^{1/2}

I reply to Mr. Wellmeyer that we have no info about the exact purposes for which these workshops; that if they are exclusively for use in connection with the Lake Steamers they must go but that the Public Govt are clearly alive to the policy, saying that in connection with the travelling oil tanks they expressly said that they were not for use otherwise purposes. And say that if they wish we will telegraph to put the matter to the Govt.

W. J. R.

6192 - 1
K. J. Adams
J. J. Adams
The Secretary

W. J. R. 26/1/05

at once

W. J. R.

26/1/05

In writing to Mr. Seligman I have asked
whether, supposing the appropriations
is desirable, it would be possible
to exchange it with part of the rolling
stock intended to be covered by the
forthcoming advance under the new loan
Act.

For rolling stock under U.R. Acts all
for example for 482 ^{cars} $\frac{1}{4}$ [For the new loan there
should come within "travel works & shipping
facilities, Lake Victoria"

Oct 27 1915

Treasury Chambers,

Whitehall, S.W.

25 Feb

Boltonley

Uganda Railway

CO 7051/1915 of 17 Feb

What are the maritime ships? You will remember that this money can only be used for Uganda Railway capital works & not for Lake Steamer services

Another slightly connected point I have been asked about it. What is the meaning of the over expenditure on the Uganda Railway A/c recorded in the C.A.S. Report for 1913/14?

Treasury Chambers,
Whitehall, S.W.

25 Feb.

Boltonley

Uganda Railway ~~Company~~

CO 7051/1915 of 17 Feb.

What are the historic shops? You
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Another slightly ^{more} connected point
I have been asked about it.
What is the meaning of the over
expenditure on the Uganda Railway A/c
recorded in the C.A.S. Report for 1913/14?

don't remember things appearing in
it recent, except perhaps a few
ones. But I have to accept
the R. A. C. as a matter of representation
for Tuesday next

Yours sincerely

J. T. Newey

26 9 15

Dear Sir,

Your letter of yesterday - Agreed

Act money

1. Marine Shops - I am recovering the paper from the printer & will write to you further.

2. The Excess on the Account

I find that the amended statement has been prepared for debate, on P.A.C. & the representation, & I think you will find it sufficient.

Graded ~~that~~ the practice of charging with stores expenditure is final, the fact of the excess is admitted from here. 5 of the

July 5, 17

Governor's dispatch which was
sent you on the 18th of June

The point is that ^{when} while the
Stores Act was regarded as a Capital
account the whole of the money
spent on stores was charged
against the Capital ~~to~~ even though
the stores were largely required
for the Revenue working parties
& would eventually be paid
for by Revenue

7051

56

EAST AFRICA PROTECTORATE

(No. 10)

GOVERNMENT HOUSE, NAIROBI, BRITISH EAST AFRICA. 4157-20

January 8th 1915.



Sir,

*Yours
6269
14*

With reference to your despatch No.147 of February 23rd, I have the honour to report that a small excess of approximately £278 has occurred on the expenditure for "Machinery and Extension of Workshops", and to request your formal sanction to the increased expenditure.

2. On the other hand the available Capital balance has been augmented by savings on certain previously sanctioned works viz:-

Mombasa Chord line	£58
Kijabe Fuel Supply	379
Goods shed Kisumu Pier	<u>1,033</u>
Total	£1,470

3. The net balance now available is therefore increased from £2,383, at which figure it stood when

THE RIGHT HONOURABLE

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

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, S. W.

when your despatch under reference was written, to £3,575. The Acting Manager has now asked that £2,000 of this total may be expended on the provision and erection of overhead cables, Engine, boiler shafting &c. for the new Marine shops at Kisumu. The material required is already in the country and I have the honour to request that you will be so good as to notify me of your approval by telegraph in order that no unnecessary delay may occur in its erection.

4. If such sanction is accorded the remaining unappropriated Capital balance will be £1,575 plus any further savings on sanctioned works, any interest which may accrue and the amount to be paid by the Post Office to the Railway account in respect of the telegraph line referred to in paragraph 2 of your despatch No.130 of February 17th.

Le no 50116/14

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

* No 103
 Africa No 996

C. C. Bowring

GOVERNOR

Ser. 7057/1915

4196-20



17 Feby 1915.

DRAFT.

The Secretary
to the
Treasury

(Ser 7008/14)

Sir
with ref. to the letter from this Office of
the 17th December
I am directed, &c. to

Mr. Harcourt 16 Feby 1915

Mr. Cottonley 16. 2. 15 f.

Mr.

Mr.

Sir G. F. Fieldes.

Sir H. Just.

Sir J. Anderson.

Lord Islington.

Mr. Harcourt.

Ans'd 11151

transmit to you, for the
consent of the Lords Comrs^{rs}

of the Treasury, the accompanying
copies of a despatch, ^{and telegram} from the

Governor of the C.A.P.

on the subject of the
allocation of the remaining
expenditure of balances
of the monies provided under
the Uganda Railway

Acts.
Capital fund.

Mr. Harcourt
will be glad to receive
Your Lordships' approval
for

No 5008

No. 7051

6152

10 - 8 Feby (7051)
19 - 6 Feby (6152)

for the expenditure

proposed by the Gov. on

New Marine Ships, Mexico,	£2,000
Travelling oil tanks	£1,575

or