

EAST AFR. PROT.
57262

CO
59262
24 DEC 15

Gen Belfield Conf 117

1915
18 Nov

Last previous Paper for 15812

Advances under EA Protectorates (Lodius) Act 1914.

Enclose copy letter from Gen Manager of Railway
asks for obtain thereon, especially also cases exp'd
by EA over amount of insurance. Enquire what is
included in the 30% allowance for freight.
Hopes discrepancies in papers will admit of explanation
& meanwhile requests sanction to incur addnl exp't
of £2752 (see note reference 59) & for corresp. means of
full appropriation

To CA 1116
1-1-15

Further Read

Required for communication with
CA - to see we get results letter
of 14 Jan & enclosures. The two
items for which no the act of delivery
can be foreseen because the contractors
are employed for special purposes
see first see drafts, arrangements
last in letter of 25.11.14 attached
to 30128/14) at £ 1780 (Ref. 2490)
& £ 5777 (Ref. 2494) respectively
f.o.b. in both cases. Payment
can hardly be due till ^{well after} the end of
the war & we have no reason
to suppose that we shall not

shortly 20 Jan 16

Next subsequent Paper.

see Gov/10016/24

be able to get another advance
before it is due.

In para 10 of his minute,
Mr. Southwood contemplates the possibility
of the second of these items being
delayed to a point or a date that
will not affect the final expenditure
on the particular services in question.
That is hardly the point which is
rather whether they have enough money
to carry on with. So far from having
£2,702 too little they will have
on their hands a sum of little less
than £10,000 after crediting the
of the rolling stock already shipped.

The discrepancy in para 5 of the
minute seems to have been due to
my taking the original instead
of the order figure for the iron work
for horseboxes - £410 instead of
£252 - cf. the two enclosures to Major
C's letter of 15/11/14 - 50228/14

subject off.

Oct. 17. 1916

atome.

G. J. R.

18717/16

ROLLING STOCK.

Reqn. No.	Indent No.	Contractors	Stock.	Date of Orders Placed	Date Due	PRESENT POSITION.
2366	920	Metro. Carriage Co. Ltd...	4 Bogie Carriage Underframes.	29.4.1914	25.11.14	Practically all this work is completed and passed except for some Brake pipes which are not yet finished.
2528	57		2 -do-	19.9.1914	7.1.1915	Complete with only exception of one set of wheels not yet finished.
2402	35	Gloucester Ry. Wagon Works Co.	3 0-11 Tank Wagons	25.3.1914	18.1.15	Completion is expected in a day or two, only a few items of brakework are now outstanding.
2491	18	Leeds Forge Co. Ltd..	1 Bogie Sleeping Saloon Carriage. 1 Dining -do-.	23.9.1914	9.12.15	Very little further progress has been made with this contract.
2499/1A	27		20 H.S. Bogie Wagons. 30 L.S. Bogie Wagons.	12.10.1914	26.4.15	A delivery of 20 High Sided Wagons is nearly ready. Work on the Low Sided Wagons is complete. <i>Not much progress of 11-1-15</i>
2533	62	P. & W. McEellan.	6 Sets Ironwork for Horse Boxes.	16.10.1914	17.12.14	Complete with <i>Not much progress of 11-1-15</i>
2499/1	27	Hurst Nelson & Co. Ltd.	34 H.S. Wagons.	9.10.1914	11.2.16	Complete with <i>Not much progress of 11-1-15</i>

reached us yesterday afternoon,
giving fuller details regarding
the outstanding contracts
under our Reqs. Nos. 2491
and 2499. (inidents Nos. 184
27 respectively).

Yours truly

W. E. Evans

Reminded by letter of
1st Jan 2
WHITEHALL GARDENS,
S.W.

14-1-16

Dear Mr Bottomley,

22

In reply to your letter
of the 11th Jan I now
return the list of Uganda
Kly. rolling stock inidents,
for convenience in reference
we have marked on the list
in red ink the present
position of the contracts.

I also enclose a copy
of the C.E. report which only

90

33

COPY OF LETTER FROM MESSRS RENDEL PALMER &
TRITTON TO THE CROWN AGENTS DATED 11/1/16.

Received 12/1/16

As regards the sleeping and dining
saloons on order from the Leeds Forge Co.
under requisition 2491, very little work has yet
been done on this contract owing to the difficulty
of obtaining material. All the pressed steel work
for the bogies is finished, but the sections for
the underframes have not yet been delivered, and at
the present time it is almost impossible to obtain
channel sections for underframes unless they can be
given priority as War material.

There is also a difficulty in obtaining metallic
fittings for the bodies of the carriages, and the
contractors have no definite information as to when
they are likely to obtain these, as well as the
skilboxes, springs and other parts. Under the
circumstances it is therefore impossible at present
to name any date as to when these carriages are
likely to be completed. The same remarks apply in
general to the eight-wheeled wagons on order from
Hurst Nelson & Co. under requisition 2499, but even
less progress has been made with these, as we learn
that nothing has been done with the exception of the
pressed doors which have been finished, and a certain
amount of raw material has been delivered at the
Contractors works. Our Inspector reports that at
present he cannot see any prospect of any further
progress being made with the work. We therefore regret

regret that we are unable to give even an approximate date for the delivery of these Wagons.

Both the firms in question i.e. the Leeds Forge Co. and Messrs. Hurst Nelson are busily engaged on work for the War Office and Admiralty, and are both controlled establishments. Unless therefore there is a lull in the flow of orders from these Departments we fear that there is little prospect of progress being made with other contracts.

(Initial) R.P. & T.
11/1/16.

GOVERNMENT HOUSE,
NAIROBI,
BRITISH EAST AFRICA.

EAST AFRICA PROTECTORATE

CONFIDENTIAL No. 117.

November 18th, 1915.

C O
59262
REC
PER 24 JEC M

Sir,

Ca
14537

From Gnl. Manager
Uganda Ry.
16-11-15

I have the honour to acknowledge the receipt of your Confidential despatch of the 21st of June on the subject of the preliminary advances made in this Protectorate under the East African Protectorates (Loans) Act, 1914.

2. I observe from that despatch that the amount received by the Crown Agents for the Colonies on behalf of this Protectorate is 162,400. I enclose in this connection a copy of a letter from the General Manager of the Uganda Railway on which I should be glad to receive your observations. In particular, I would invite your attention to the fact that, although it appears that instructions were issued to the Crown Agents that the total provision of 150,000 was not to be exceeded,

the

THE RIGHT HONOURABLE
ANDREW BONAR LAW, P.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET,
LONDON, S. W.

the figures up to the present in my possession show that there is an excess expenditure of £298.

3. As regards the item of "Freight on above at 30%", you will notice from paragraph 6 of Mr. Eastwood's letter that the total cost of freight and erection in this country of the sanctioned stock will be approximately £18,040. Unless, therefore, I am to assume that the conclusion arrived at by him in the last sentences of paragraph 7 is correct, the amount provided for this service will be insufficient by £5,936. I earnestly trust however that the matter will admit of explanation and I should be grateful for any information you can give me, especially with regard to the means whereby the figure of £12,104 sanctioned by you was determined.

4. In the meantime I have the honour to request your sanction to incur the additional expenditure of £2,752 as estimated in paragraph 8 of Mr. Eastwood's letter, and for the increase of the full appropriation by a corresponding amount.

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

A Conway Beyer

GOVERNOR.

59262



REC^d
Rec^d 24 JEG

SECRETARIAT

No. S. 8593

Recd. 16-11-15

INCLOSURE

Uganda Railway
No. 117 of Prov. 18th 1915

27

TELEGRAPHIC ADDRESS.
MANAGER, N. R. B.

P. O. Box No. 27.

PLEASE REFER TO IN
YOUR REPLY.

General Manager's Office.

No. S. 11/446

Nairobi 16th Nov. 1915. 191

CONFIDENTIAL

The Honourable
The Chief Secretary
to the Government,
N A I R O B I.

Sir,

East Africa Loan, 1914.

Ref. Your Conf. No. S 8593/39, dated the 25th August.

I have the honour to acknowledge your letter, and the copy of a confidential despatch from the Secretary of State on this subject; also the papers forwarded under your confidential No. S 8593/39 of the 20th July, in which it is stated that £25000 has been paid to the credit of the Protectorate with the Crown Agents, and that £47000 has been sanctioned for immediate expenditure in connection with works carried out or stores purchased in anticipation of the advance.

2. It is also stated that proposals should be sent in for the application of any small balance that may remain over from the £22400, and that no expenditure may be incurred in this connection without express authority.

3. I do not know how the amount of £23300 is arrived at.

The Secretary of State in his despatch of the 4th January, 1915, states the following services have been taken into account:-

/ Indent/

Indent 888(a), 3 Tank Locomotives,	£.	8,855
27 25 goods wagons of various classes,		35,503
18, 37, 62, 4		
820, 550 Underframes and iron-work for various passenger coaches and loose boxes,		5,388
Freight on above at 30%,		12,104
		53,449
Makupa Brickfield,		7,500
Total:-		4, 59, 949

4. The indents sent to the Crown Agents and their estimates, values, and the orders as placed by the Crown Agents are compared herewith. All of these indents had a note to the effect that the total provision was not to be exceeded, and that if the amount was insufficient the quantities had to be cut down. This undoubtedly has been done, but we have not been favoured with any information on the subject, and therefore make the comparison without being sure that it is definitely accurate. The values given are the contract prices.

Indent No.	DETAILS	Uganda Railway Indents		Crown Agents	
		No.	Value £.	No.	Value £.
888.	Tank Engines	3.	8,700	3.	8,855
820.	Bogie carriage underframes	4.	1,800	4.	1,739
18.	Underframes Saloon Coaches,	3.	2,200	3.	2,781
27.	High sided open 4 wheel,	40.	6,800)		
	High sided open bogie	25	7,000)	84	25,503
	Low sided open bogie	45	11,700)		
57.	Bogie carriage underframes,	2	300	2	396
62.	Ironwork for horse boxes,	6	420	6	433
			39,220		40,575

5. It will be seen on comparison with the statement of the Secretary of State, referred to in paragraph 3, that the figures given therein are less than the actual expenditure.

Details Estimates No.	Secretary of State's figures £.	Crown Agents figures £.
666	8,885	8,955
87	25,502	25,502
12,57,62 and 230	5,888	6,118
Freight on above at 30%	<u>12,104</u>	<u>13,172</u>
Total:-	52,449	53,747

This leaves the expenditure £398 more than the figures that have been given us.

6. It is not known what the 30% allowance for freight includes. If it is freight only it is too much, if it is for freight and erection it is too little. The freight, as nearly as I can estimate it, making allowances for extra charges on account of the war, will be £7040. The cost of erection will be between £10,000 and £11,000, as nearly as can be estimated £10,900; it would be best to put it at £11,900.

7. In the detail of rolling stock on page 7 of the detailed proposed expenditure sent forward with your despatch No. 142 of the 13th August, 1914, the completed value of the works against which the Secretary of State has allowed expenditure to be placed is £24,900.

To this is to be added the cost of the Machine Brickfields,

7,200
Total value:- £ 32,100

It therefore appears that although the stock is on order and coming out it is not the intention of the Secretary of State that it should be erected. If this view is correct

I am exceedingly sorry, as it is all wanted very badly.

8. The cost will not be so large as was estimated in the statement referred to in the foregoing paragraph. There are a smaller number of wagons, 84 against 110, and the original estimate was based on an outside value that was not to be exceeded, but that any balance of which would be available in the event of the full appropriation not being required.

As nearly as can be estimated the actual cost will be:-

Value of materials at site of erection -	<u>£.</u> 47,815
Cost of erection	10,477 <u>58,292</u>
Makupa Brickfields.	<u>7,500</u>
Total cost:-	<u>£ 65,792</u>

9. We have therefore different approximations of cost:

(1) The original estimate, as per para. 7.	72,300
(2) The revised estimate, as per para. 8.	65,592
(3) The appropriation granted by the Secretary of State, as per para. 3.)	59,849
(4) do - do - do - but with revised figures as per Crown Agents account, as per para. 8.)	60,247
(*) (£52747 x £7500 Makupa Brickfields)	
(5) The amount sanctioned by the Secretary of State for expenditure, as per para. 2.	62,840

What is now wanted is sanction to incur the heavier expenditure as shown under (2), and for the full appropriation under (5) to be increased by £2,752.

10. We can keep within the sum of £62,840 by delaying the delivery of 34 high sided wagons estimated to cost £7047.

/out/

(3)

but the delay will not alter the total expenditure that must be incurred in connection with the works forming the subject matter of this letter.

I have the honour to be,

Sir,

Your obedient servant,

80/ B. EASTWOOD,

General Manager,
Uganda Railway.

D.

Gov S.A.P.
5926/15



Ind

~~201~~

20 January 1916

DRAFT

East Afr. Prot. Comf

Gov. Belfield

MINUTE.

- Mr. Northcote 18/1/16
- Mr. Read 18/1/16
- Mr. [unclear]
- Mr. [unclear]
- Sr G. Fiddes
- Sir H. Jist.
- Sir J. Anderson.
- Mr. Steel-Maitland.
- Mr. Bonar Law.
- for common

Sir,

I have the honor to acknowledge the receipt of your despatch of the 11th of the 18th of January on the subject of the provision made for the requirements of the E.A.P. out of the sum of £80,000 approved by the Treasury as a preliminary advance under Part of the East African Protectorates (Loans) Act, 1914

2. I had no objection, in reading my despatch of the 24th of June, of limiting the expenditure on the services in question to the amount of this preliminary advance to the E.A.P. and you will

C.E. Memo: 11.1.16
(Attached to 5926.)

(⁴⁰⁵
1204/15 Uganda)

Notice that, in the letter
6th Treasury of the
15th of March, a copy of
which, accompanied my
dispatch, it was expressly
stated that the Protectorates
requirements could not
be exactly estimated. It
was thought that there
might be a small balance
remaining out of the
£62,840 provided, whereas
it ^{now} appears that there will
be an excess estimated at
£8,902

3. Subsidy of the ^{adoption} ~~appropriation~~
of £65,592 to these services,
but I should point out that
it is, as it was throughout
the correspondence with
the Treasury with regard
to the preliminary advance,
a question of the amount
necessary for the immediate
requirements of the three
Protectorates and not
of the final expenditure
on the works contemplated.
The requirements of Uganda
and Nyasaland could be

DRAFT

estimated with a close degree of accuracy, but those of the E.A.P. could not be so estimated, according to a round figure, which in reference to the works of the Treasury was put as follows, for the total advance and the amount available for the E.A.P. was arrived at by deducting from the total the amounts required by Uganda and Nyasaland in the rough estimate for the requirements of the E.A.P. the allowance of 30 per cent. for flight (which was intended to cover interest also) was purely conjectural.

4. As regards the sufficiency of the amount provided to meet the expenditure likely to be incurred before a further advance can be

obtained on account of
the loan, I enclose a
copy of a memo. by the
Consulting Engineer as to the
present position of two
of the orders, viz.

Requisition 2491, Two steel
underriggers for coaches for
H. E. the Governor, accepted
cost £2780, f.o.b., and
Requisition 2489/1, 34 light rails
open four-wheeled trucks,
accepted cost £5,777, f.o.b.

You will observe that there
is possibility of no prospect
of any further progress
being made with these
orders until the end of
the war, and delivery can
hardly be expected until
considerably later. The
two ~~orders~~ ^{orders items} amount to
£8,557 f.o.b., representing
a final cost of £10,000, and
the Postal Unit therefore, after paying for the execution of the
rest of the rolling stock,
have a considerable balance
of loan funds in hand

and at present for these
orders, funds due. Before
that time I hope that
it will be possible to
arrange for a further
advance.

5. In conclusion, I would
advise you that in cases
of this kind, when the
original basis of calculation
has been upset by the
change in freight conditions
on the one hand and by
a reduction of the quantities
on the other, you would
certainly be consulted
before an attempt was
made to arrive at an
estimate of cost to which
the Postal Unit would
be finally committed.

(Signed) H. LORAN L.A.W.