

1936

38216

C0533/473

38216

KENYA

Agricultural Indebtedness

Previous

1935

Subsequent

1938

297

- C.S.:
- 1) Agribusiness
    - 1) Address
    - 2) Revenue
    - 3) Money
    - 4) Long farming
    - 5) Short farming
    - 6) Coffee going
    - 7) Contribution
  - 2) Water supply
  - 3) Finance
  - 4) Spec. revenues
  - 5) Finance - Loans
    - 1) Water supply
    - 2) Land & agrib. dev.
  - 6) Books

1 Dep. Secy. Wade - N. 652  
159 Conf. - 28/12/35

Two copies of National Report of the Agric. Indebtedness Committee together with memo submitted to the C. Secy. by the Coffee Board.

for fol. Sec. 3pm  
Amends des. No. of Mem.

4 Jan. 36.

DESTROYED UNDER STAMP

The recommendations made by the Committee and endorsed ~~unanimously~~ by the Executive Council envisage the grant of immediate assistance to a number of approved farmers who, unless this relief is afforded, will be unable to continue operations. Apart from indebtedness to the Land Bank, Agricultural Advances Board or to merchant bankers, the fact that for a long period farming operations have been continued at a loss, ~~has~~ left many <sup>farmers</sup> ~~of them~~ without any working capital ~~with~~ which to meet labour costs, etc., to plant another crop or to maintain existing areas.

The primary causes of their indebtedness are said to be the locust and drought damage from 1928-33 and the low prices realized for primary products in the world's markets. The coffee industry is particularly affected by the decision of the merchant houses to curtail and in some cases to discontinue seasonal and anticipatory advances on which planters have relied in past years. This decision has completely upset all the calculations of the planters concerned, and although it is reasonable to suppose that the merchant houses may be looked to for a crop advance in July to September when the crop is sufficiently advanced to admit of an estimate of its tonnage and value, in very few instances have these planters been able to make any financial arrangements for bridging the gap from January to June. The crop already reaped is held by the merchants against the advances made for its production.



In addition to these cases are cases in which the degree of urgency is not so great, viz:- those planters who are embarrassed by a variety of commitments to secured and unsecured creditors, the total amount of which renders it almost certain that the creditors cannot be satisfied in full from the result of next season's operations. The recommendations give protection in such cases over a period during which it is hoped the planters will rehabilitate themselves by means of carefully controlled finance.

The Committee make <sup>it plain</sup> the ~~claim~~ that their recommendations are not related to any scheme for the issue of Government bonds ~~and~~ the provision of long-term finance. The recommendations are confined to the relief only of urgent and approved cases, due regard being given to the necessity for avoiding as far as possible such disturbance of existing conditions as would interfere with legitimate mortgage business by the private borrowers and investors.

<sup>Colony's</sup> The Committee have received from the ~~Colony's~~ Vigilance Committee a detailed statement and memorandum recommending a scheme for the issue of Government bonds. This, however, falls into the category of long-term finance and is not dealt with by the Committee, but they will forward the proposals to Government for transmission to the Secretary of State at an early opportunity. (Brief particulars of the

Vigilance

Vigilance Committee's scheme are to be found in the press cuttings on 382/6/35 (A/4)

As regards long-term finance the Committee at this stage support the recommendations of the Economic Development Committee for an increase of the capital of the Land Bank by £500,000 (vide paragraphs 466 - 468. Economic Development Committee Report).

#### Short-term Finance.

The Committee recommend that of £200,000 Government should be empowered to lend to the Land Bank to set aside a sum not exceeding £200,000 which amount with interest shall be guaranteed by Government to the Land Bank in order to supply funds for the provision of seasonal advances and assistance to cereal farmers in a change-over to mixed farming. (M.B. In the Committee's opinion the time has arrived for farmers now growing maize or wheat only to be encouraged and assisted to change over to mixed farming).

The £200,000 to be set aside is not to be regarded in any sense as a subsidy to any industry, it is to be advanced as a business proposition at an interest as low as Government considers reasonable having regard to such factors as the interest payable on the loan, cost of administration, establishment of a Reserve Fund, etc.

#### Proposed Machinery.

That a Conciliation Board be appointed to consist of five members one of whom shall be drawn from the Land Bank with one of H.M.'s Judges as Chairman.

That

That Local Committees be appointed composed of the District Officer as Chairman and two members of farming and business ability.

That all applications together with the recommendations of Local Committees be submitted to the Conciliation Board with whom the final decision shall rest.

Every applicant to a Local Committee will have to file a complete list of his indebtedness which will be open to inspection by any of his creditors. The Local Committee will issue a "stay order" over the whole of the applicant's property which will have the effect of vesting the property temporarily in the Land Bank. At the meeting of the Local Council the applicant's affairs will be freely discussed, also the conditions under which an equitable adjustment of his position could be arranged. The matter could also be discussed with the creditors. If, after the application has been forwarded to the Conciliation Board, the majority of the creditors refuse to consent to the proposed adjustments, the Board will refuse the application and remove the "stay order", the applicant being left to carry on as best he can. In cases where it is considered necessary that Government funds are required it is left to the Conciliation Board to specify the amount which the Land Bank should advance.

The security for the advance will be the crops which will be grown and reaped during the time that the "stay order" is in existence.

Should

Should the crop be wholly or partially lost, the only hope of the recovery of advances will be to carry the farmer for another year.

It is proposed that the maximum amount to be advanced should be limited as follows:-

Coffee. £7 per acre of fully bearing coffee, save in exceptional cases.

Maize. Shs. 30 per acre of planted area.

For cattle, dip and fencing £500.

For any other purposes:- at the discretion of the Conciliation Board.

As soon as the Board has accepted the application, the farmer will ordinarily be appointed as manager of the estate under the supervision of the Land Bank and included in amounts paid to him will be a sum to include a monthly salary, which should represent an amount sufficient to support himself and his family.

As regards the position of creditors, it is pointed out that by consenting to a "stay order" and for an equitable deed of arrangement, the creditor knows that the value of his security is preserved. He also knows that if the crop realizes more than the Land Bank advance, the surplus will be divided in the usual order of priority which will be laid down in the Ordinance.

(Mr. Wordlinger, although he has signed the report, has appended a note to it in which he disagrees with the Committee's suggestions as regard procedure. He argues that the powers of the Conciliation Board should be much higher than those proposed by the Committee, i.e. more on the lines of the New Zealand Mortgagees and Tenants Relief Act, 1933. He is also an advocate of "devaluation").

The

That Local Committees be appointed composed of the District Officer as Chairman and two members of farming and business ability.

That all applications together with the recommendations of Local Committees be submitted to the Conciliation Board with whom the final decision shall rest.

Every applicant to a Local Committee will have to file a complete list of his indebtedness which will be open to inspection by any of his creditors. The Local Committee will issue a "stay order" over the whole of the applicant's property which will have the effect of securing the property temporarily in the Land Bank. At the meeting of the Local Council the applicant's affairs will be freely discussed, also the conditions under which an equitable adjustment of his position could be arranged. The matter could also be discussed with the creditors. If, after the application has been forwarded to the Conciliation Board, the majority of the creditors refuse to consent to the proposed adjustments, the Board will refuse the application and remove the "stay order", the applicant being left to carry on as best he can. In cases where it is considered necessary that Government funds are required it is left to the Conciliation Board to specify the amount which the Land Bank should advance.

The security for the advance will be the crops which will be grown and reaped during the time that the "stay order" is in existence.

Should

Should the crop be wholly or partially lost, the only hope of the recovery of advances will be to carry the farmer for another year.

It is proposed that the maximum amount to be advanced should be limited as follows:-

Coffee. £7 per acre of fully bearing coffee, save in exceptional cases.

Maize. Shs. 30 per acre of planted area.

For cattle, dip and fencing £500.

For any other purposes:- at the discretion of the Conciliation Board.

As soon as the Board has accepted the application, the farmer will ordinarily be appointed as manager of the estate under the supervision of the Land Bank and amounts paid to him will be a sum to include a monthly salary, which should represent an amount sufficient to support himself and his family.

As regards the position of creditors, it is pointed out that by consenting to a "stay order" and for an equitable deed of arrangement, the creditor knows that the value of his security is preserved. He also knows that if the crop realizes more than the Land Bank advance, the surplus will be divided in the usual order of priority which will be laid down in the Ordinance.

(Mr. Nordlinger, although he has signed the report, has appended a note to it in which he disagrees with the Committee's suggestions as regards procedure. He argues that the powers of the Conciliation Board should be much higher than those proposed by the Committee, i.e. more on the lines of the New Zealand Mortgagees and Tenants Relief Act, 1935. He is also an advocate of "devaluation").

*Suby 50/-  
3/4 1/2*

The

The recommendations may be summarized as follows:-

That from the loan of £500,000 to be raised for the Land Bank there shall be set aside a sum of £200,000 to be administered by the "Conciliation Board" for the grant of short-term advances to approved farmers.

The proposed machinery and procedure recommended has been admirably worked out, but the economic conclusions are <sup>questionable</sup> doubtful and no doubt Economics Department will examine the scheme from this aspect.

It will be seen from No. 1 on 28/12/36 that the Governor agrees with the Committee's proposals and thinks that the scheme should go a long way to removing the persistent and defined grievance of the farming community. He does not think that anything like the £200,000 will be required. If the scheme is approved, legislation will have to be introduced and funds produced to finance it. The Governor suggests that Government should be permitted to draw on the Crown Agents pending the issue of the amount of the loan agreed by Treasury, (i.e. Land Bank £250,000,) but that borrowing power up to £500,000 should be taken. The Governor says that not more than £100,000 of the first £250,000 should be earmarked for advances under the scheme, the remainder being devoted to Land Bank finance.

*C. J. ...*  
8.1.36.

This business is in two distinct, though unfortunately connected, compartments. One, the economic aspect of the proposals and the second the financial. With the second unfortunately is closely involved the question of what loan funds we can raise for Kenya and it is on this last matter that our main difficulty will arise, assuming that the other proposals are accepted.

To take the economic point first, though the Economic Section can be trusted to deal with it better than I can. The Committee was a fairly strong one with the Attorney General, the Treasurer and four unofficials, I am not sure, however, that they are altogether competent to pronounce a sound opinion on agricultural matters. In para. 11 the Committee state that they start from the conviction that Kenya is in a very favourable position to compete, given equal terms, in placing certain primary products on the world's markets. Unfortunately that's just it. Kenya from the nature of things, especially having regard to its long Railway ~~links~~ and the Suez Canal dues, is not in a favourable position to compete. Further, if it was, it would be in a favourable position only as regards native products, not the imported European with its heavy costs. It has been pointed out already to Kenya that they must not look for much higher prices in regard to maize and it is interesting to see from para. 18 that, in spite of the brief words in the preceding paragraphs, the Committee think that the time has now arrived for farmers growing maize or wheat only to be encouraged and assisted to change over to mixed farming.

Para. 15 may be true as regards Kenya's geographical position but that won't help Kenya to get



a higher price for exported produce. As regards the value of experience, it might be contended that their experience has only landed them in trouble. Para. 15, about the preservation of non-native activities being the foundation of the economic progress and prosperity of Kenya and of the consolidation of Kenya's position within the Empire and of the "healthy development of the native along progressive lines towards a higher civilization", leaves me rather cold.

In para. 18 it is urged that maize must be regarded as an essential crop. So it is, but it isn't European maize grown for export that is the essential, it is the low priced native grown maize and this was fully realised by the Coffee Board when they protested against the proposal to subsidize export maize.

The Kenya coffee industry is important for Kenya but to say as they do, at the end of para. 17, that it provides the best demonstration and advertisement of the Colony's suitability and scope for European enterprise can be taken either way, having regard to the fact that Tanganyika produces more coffee and gets a higher price for it. Admittedly this is due to the series of severe droughts in Kenya but all the same I would not stress that aspect of the case. Kenya, it must be remembered, would not let the native population grow high class coffee or try to grow it and it has no right to argue too much from the fact that at one time Kenya plantation coffee got a high price.

It is to be noted that the wheat, tea, sugar and sisal people have not produced any

evidence

evidence to the Committee. This is rather surprising as regards the wheat and sugar because wheat is certainly not in a very sound position (it is only bolstered up by a high tariff on imported wheat and flour), and sugar is really in rather a bad way. At the same time it may be thought that the sugar interests would have no chance of assistance anyhow.

In para. 20 the Committee attribute the cause of all the trouble to locusts and drought and low prices for primary products, plus the fact that in the years previous to 1929 Kenya had been much too optimistic both as regards their immediate transactions and future commitments, while in the case of coffee the industry was really in the development stage and had not had time to take advantage of high prices with its full production.

In para. 21 they point out that farmers are now getting into despair and not able to maintain their management and implements. In para. 22 tables are given showing the fall in prices which has occurred in most products. Butter appears to be showing a welcome revival as is sisal.

In para. 25 they point out that the creditors have been behaving very considerately to debtors but they are bound to say that though the planters may be leniently treated there is a risk of things altering. The creditor, of course, has no motive ~~to be~~ <sup>in</sup> being lenient because the asset to which he must look for his capital, viz the farm, is unsaleable. So far so good, as regards the economic situation - or perhaps I should say so far so bad - but the Economic Section will advise on this aspect of it. The Committee then go on in paragraph 26 to point out

that

that, while the agricultural industry generally needs relief, in some cases it would do no good since there is no prospect of any ultimate success, and they are of opinion that relief should only be granted after adequate enquiries and some prospect that the farmer and the farm have the ability and capacity to recover. They point out in paragraph 27 that many farmers will not be able to continue without relief and that the situation has become suddenly aggravated by the refusal of merchant bankers to continue the system of advances on which coffee planters have relied. This decision does certainly strike a heavy blow at Kenya's main industry and it is permissible to wonder whether it is not in part due to the activities of the Coffee Board and their squabble with the coffee industry here.

In paragraph 28 the Committee say that their scheme involves protection for the grantee over a period during which it is to be hoped that he will pull round, and assistance to the man who suddenly finds his expected advance from the merchant bankers cut off, and they express the hope that with further capital for the Land Bank and increased powers (i.e. power to grant advances up to £5,000, and slackening of the provisions regarding prior mortgages) a considerable number of planters will be eligible for ordinary advances.

Paragraph 29 deprecates any action which would create a feeling of insecurity

among

(among investors, which is interesting because it would only be an incurable optimist who would lend anything to anybody in Kenya after the experience of recent years with this on the top of it.

They leave long term finance out of consideration and proceed to deal with short term finance on the basis that out of the £200,000 which they hope to get by way of loan from Govt. to the Land Bank up to £200,000 should be set aside by the Land Bank in order to supply funds for the provision of seasonal finance and assistance to change over from maize and wheat to mixed farming. It is said that this is not to be regarded as a subsidy but is to be advanced as a business proposition at a reasonable rate of interest, to enable expenses to be covered, and they go on to say that if action is not taken at once a number of the farmers in Kenya will be ruined. There is an extraordinary clause saying that the £200,000 with interest shall be guaranteed by Govt. to the Land Bank. Frankly, I do not know what this means, unless it really is the other way about and that the Land Bank is to guarantee to Govt. repayment of the £200,000 with interest. In either event, since the Land Bank is the Govt., it can't mean much, unless, again, it means that Govt. is to assume towards the Land Bank liability for interest payable on advances in the event of default and, further, assume that liability without any security whatever.

The machinery recommended is set out in paragraph 32 and the procedure to be followed set out in paragraphs 33 and 34. Apparently, when an application for assistance is received the local

committee

committee is to issue a "stay order" which will vest the whole property of the applicant temporarily in the Land Bank. The local committee is then to discuss the applicant's affairs and the matter referred to the proposed Conciliation Board. The creditors are to be called into the discussion. The Board is then to call a meeting of the applicant and creditors with a view to arriving at a settlement, but if the majority of the creditors as ~~not~~ refuse to consent then the Board will refuse to function and the debtor and creditors will be left to their legal remedies. The "stay order" is to be valid for one year but can be extended, though for not more than five years in all.

This is all right in the case of applicants for relief who can manage to make arrangements with their creditors and have some prospect of carrying on under a sort of minor bankruptcy, but when funds are to be advanced by the Land Bank another procedure is to be adopted. After the Conciliation Board procedure has been gone through the Land Bank is to advance money on the terms in paragraph 34 and apparently the money is to be advanced on such security and such terms regarding repayment as are deemed fitting by the Conciliation Board. In paragraph 35 it is said that the security to be held by the Land Bank will be on the crops to be reaped during the "stay order" and any other security which

it

it can obtain. The example given is an advance to a farmer to raise a crop and to start a herd of cattle, when the security for the advance would be the value of the crop together with a chattel mortgage on the cattle and the proceeds of any milk or milk products would also be paid to the Land Bank.

Paragraph 36 is important. There is a limitation of advances in the case of coffee, maize and cattle: coffee £7 an acre; maize ~~£7~~ an acre; and cattle £500. It is pointed out that if the crop fails or the stock dies then there will be loss and the Committee recognise the risk of loss but say it is a risk that the country should take.

In paragraph 37 the procedure as affecting the farmer is set forth. Apparently the Land Bank is to appoint a farmer manager of his estate, pay him a salary and advance to him whatever money is required for the production of a crop. But if a farmer cannot make both ends meet without getting into debt how can the Land Bank expect to let him work the farm and pay him a salary for doing so?

The advantage to the creditors is that the farms will be kept going under supervision by the Land Bank so that the security (i.e. the farm) is preserved.

The Committee think that their scheme is practicable and can be worked. This at once brings us up against the real crux of the position, which is, Do we accept as an axiom the statement that the Kenya farmer is worth preserving and that it is only due to bad luck that he has got on the rocks. Looked at in cold blood I think there can be very

little

little to be said in favour of acceptance of that theory because my own view is that the Kenya farmer, i.e. European farmer, and with him settlement and the white highlands and all the rest of it is doomed to failure, and anything that is done now can only be in the way of a palliative and a temporary palliative at that. There can be no guarantee whatever that the scheme will be a success or that in five years the position of things as regards the European farmer will be any better and they cannot go on living on borrowed money on which they will very soon be unable to pay the interest.

That is the abstract view of it, but, as I have said in regard to the proposal for a subsidy on exported maize, we have other, essential and what I might call political, considerations, and if they can do any good I think they should be allowed to try. In his telegram the Governor says that he and his Executive Council endorse the recommendations and do not think that anything like the £200,000 will be required. He recognises the risk but says it ought to be faced.

Now as to the finance of the whole scheme. If Kenya had any money, such as a surplus balance, it could be financed out of that, but it hasn't, and the proposals with which we have been going to the Treasury are for the raising of a fresh loan. That loan was, on our proposals, to be for £500,000 for the Land Bank and £112,000 for the Nairobi

Water Works. The Treasury, as we know, are inclined to agree to the Water Works and to £250,000 for the Land Bank but are sticky at anything more. The Governor suggests accepting the Treasury proposal though taking power to raise up to the £500,000. I think the Treasury would agree to this on the definite understanding that the additional £250,000 is kept back and not raised without their approval. We should have to agree, ~~with them~~, and the Governor proposes to earmark £100,000 for advances under the scheme and let the Land Bank have the other £100,000.

This won't satisfy the good people in Kenya who, as is clear even from the Committee's report, expect the whole £500,000 to be available for the Land Bank, though it is recognised that it could not all be spent at once. Then it raises the question whether such half measures are justifiable. I think they are if we can get the Treasury consent, which we shall certainly have to get before we can do anything more.

It must be remembered that in the case of this loan the intention is that Govt. should re-lend the money and that the Land Bank should pay to Govt. the interest on it. Thus there will be no additional burden on Govt. finance, other than nominal, because the Land Bank's repayments should more than cover the Govt.'s outgoings by way of interest and sinking fund. If it were not so Kenya could not borrow at all because the surplus of revenue over expenditure is only some £9,000 which would not suffice to meet the interest on a loan of more than ~~£100,000~~ £100,000. It is suggested that



pending issue of the loan the Crown Agents should be invited to finance the undertakings and I agree that that is the only way it can be done.

The first thing we should do, I think, is to go to the Treasury, say that we agree to a loan of £250,000 plus the £112,000 for the Nairobi Municipality, with the addition that Kenya will take power to raise an additional £200,000 but will not exercise that power without reference to and the approval of their Lordships. That will be all right, I think, but the unfortunate part of it is that we shall have to tell the Treasury that they want to embark on a scheme to utilise £100,000 of it not for the Land Bank but for short term advances through the Land Bank, and express the hope that in the peculiar circumstances of Kenya they will agree.

To sum up my view of the thing, I think the situation is nearly hopeless, I think the remedy will not prove successful in the end, I am sure that Kenya can't afford it, I fear that a good deal of the debts, advances, and what-nots will prove to be irrecoverable, and yet the cumulative effect of white settlement and the deference paid to the European farmer is such that we cannot refuse to try any remedy, however desperate, which is put up by the Colonial Govt. or which we can imagine.

J. L. 29

10-1

The most striking thing about this Report is the contrast between the terms of reference and the Report itself. The terms of reference were "to explore the possibilities of lightening the burden of agricultural indebtedness". The greater part of the Report is devoted to an elaborate explanation of a scheme for creating some new indebtedness.

The only suggestion directed to the actual terms of reference is one for the creation of a Conciliation Board to mediate between the debtor and his creditors. So far so good. The proposal is sound and logical, if one accepts as I do, the fact that many if not most farmers in Kenya are over-capitalised, and that on borrowed capital. But instead of carrying things to their logical conclusion and suggesting that the Board should busy itself with the obvious task of inducing the creditors to accept something less than 20% in the pound in order to secure at any rate something, the Report trails off into a suggestion that the most important part of the functions of the Board should be to administer for the benefit of creditors and debtors a fund extracted from the Government.

I suggest that, at any rate prima facie, this won't do, but it is interesting first to try to discover the origin of this proposal.

It originates apparently in the profound conviction that every form of European enterprise in Kenya must be saved

- (a) because it is European
- (b) because the European grows maize, and
- (c) because coffee, which is a European crop, is the mainstay of Kenya economy.

There

There appears to be a certain bona equitas in this. Even if we admit that European enterprise is essential or at any rate very valuable, to Kenya, yet it does not follow that the particular European enterprises which are in difficulties are essential. Indeed, the pursuit of the minor end may defeat the major. That is to say, the endeavour to put the resources of the whole market, native, successful European and unsuccessful European, behind the last mentioned may involve all three in a common ruin which was always inevitable in the case of the third, but might have been avoided by the other two.

As regards the second point, it is fair to point out that there are many Colonies, for example Mauritius, Barbados and Malaya, which find it more economical to produce crops for export and use the proceeds to buy food than to grow their own. But it is, generally speaking, more satisfactory for a Colony to grow its own food, and I am prepared to admit that it is at any rate very desirable, if not essential, that Kenya should grow its own maize. But I agree with Mr. Flood that the backbone of the maize industry ought to be the native farmer, to which we may possibly add the big European concern. For the reasons stated below the small European farmer cannot grow maize economically, and it is idle to suppose that he can.

As regards coffee, the position is rather different. Coffee is the mainstay of the economy of Kenya and provides not far short

of

of half the exports in normal years. In these circumstances there can be no question of Kenya's other industries "carrying" coffee. If it cannot be made an economic industry by its own resources, then it cannot be made one at all. Incidentally it is necessary to point out clearly that even if the existing industry can be made economic it cannot be assumed that a greatly expanded coffee industry would still be economic. The Empire is already growing a little more coffee than it can consume, and with foreign markets opening in as they are a large increase in production might quite possibly undermine the whole price structure.

There is a vast amount of false reasoning in the Report about the duty of a country to its farmers. The Report hints delicately at what is, in fact, the blunt truth that in the United Kingdom, the Union of South Africa and Southern Rhodesia farming is a kept industry. But after all the rich can afford to keep what the poor cannot. The United Kingdom is keeping its farmers out of an enormously diversified economy; the Union of South Africa is keeping its farmers quite frankly out of its gold mines; Southern Rhodesia is trying to keep its farmers out of its mines and its maize farmers out of its mines plus its tobacco farmers, but it is not yet certain that it will succeed. But Kenya at present has no substantial non-farming resources (except of course the United Kingdom taxpayer) and the central problem therefore is to what extent the industries of Kenya are economic at all.

I leave out of account wheat, tea, sugar and sisal because the report does also. I think that

tea

tea and sisal, if properly organized, are economic; sugar can probably be maintained if the industry is properly organized and if the United Kingdom scheme come off; wheat I do not think is economic at all, but it is relatively a small industry and might perhaps be kept up the rest if this were regarded as essential. There are also some minor agricultural industries, pyrethrum, essential oils etc. which are probably economic but very small. The gold mining looks promising, and if it really developed on a large scale might be very valuable, but that is very much in the

The Commission admit frankly that maize and coffee have not been economic lately; indeed if they had there would have been no reason for the appointment of the Commission, but the allegation is that their recent misfortunes have been due to two temporary phenomena: (1) unfavourable climatic conditions and (2) unduly low prices. These have led to the accumulation of an excessive debt. The only positive argument in favour of Kenya's being an economic producer is the assertion that her yield per acre of maize is high.

The question of debt can be dealt with rapidly. If it is a fact that, to use an analogy, the ship would float if the surplus water on board were pumped out, then the Conciliation Board ought to be able to help. Either the creditors will agree to scaling down their debts, in which case the existing farmer would be able to carry on, or they would

take over the estates themselves, in which case at any rate the estates would carry on. From the point of view of Kenya as whole the result is the same in either way.

As regards the weather and the locusts, quite frankly I do not know whether it is true or not that conditions lately have been quite exceptionally unfavourable; I think it requires further investigation. It is quite true that there have been several bad seasons lately, but can we be sure that there have been more than the average number? Obviously all farming would pay if the weather was always favourable (at any rate until general over-production brought about general collapse). The question is whether with fair average quality weather Kenya can grow maize, coffee etc. at a profit.

As regards prices, however, I do not think that this statement can be supported. I do not believe that maize prices are much lower at present than we can reasonably expect them to be in future years. Obviously there will always be fluctuations but there have, I think, been as many favourable as unfavourable factors in the maize market lately, and there is nothing to show that the price is going to settle down at a higher level.

Equally I see no good reason for anticipating a higher general level of coffee prices. It is true that the average quality of Kenya coffee has been bad during the last two years, and some improvement may be expected here. On the other hand, the tendency of coffee prices generally is still downwards rather than upwards, and that tendency would be enforced if there was a large increase

so that the coffee  
prices will be sold  
higher in the future



increase in the production of Empire coffee.

The Report suggests that the salvation of the unsuccessful maize farmer may be in mixed farming. That is, I suppose, for practical purposes an increase in the dairying industry, and it is just as well to say a word or two about butter which would presumably be the principal export. Butter is at present well above the worst. New Zealand butter is now selling in London at about 100/- to 104/- a cwt. against a low point of about 74/- this time two years ago. But there have been special reasons for this. The widespread drought in 1954 thoroughly upset the market, and there has been some shortage of supplies ever since. This manifested itself, after rather a long period, in an acute shortage of fats in Germany in the latter half of 1955 which involved the importation into that country of a lot of Danish butter in the last four months of the year. This has cleared the London market to some extent and put the price of New Zealand butter up. It is not expected that Germany will go on taking Danish butter at this rate. Any expansion in Kenya must be based on the United Kingdom market, and I therefore consulted the Ministry of Agriculture on the prospects here. They pointed out to me that the United Kingdom will be framing a long range agricultural policy, particularly in regard to butter, in the course of the next two or three months. The present indications are that there will be no system of quotas but that there will be a system of

import

import levies designed to raise a fund to subsidize the home dairy farming. The sort of thing which may happen is that the foreign import duty may be put up from 15/- to 20/- a cwt. while a duty of 5/- is put on Empire supplies, but that there will be no regulation of imports. In that case the Ministry think that it would be rash to assume a level of more than about 90/- a cwt. for imported Empire butter, that is to say <sup>some where about</sup> ~~anything from~~ 85/- ~~to~~ a cwt. after payment of the levy. Kenya have a genius for getting into markets at the top and may yet do it again if they are not kept well under control. It is, I think, quite essential to warn them that in framing any schemes for a large turnover to mixed farming they should not assume that they will be able to sell butter on the London market for more than about the prices quoted above, and in considering whether the enterprise is going to be economic in Kenya they should base themselves on that figure. As regards maize, I think they should base themselves on a figure of not more than about 16/- a quarter (£5.12.-- a ton), and in coffee on about the present range of prices. If the individual enterprise in Kenya can be made to pay on these bases, then I think it could be accepted that it was economic, if it could not, then I do not think that it could be so accepted.

The argument based on yields is wholly unsound. Yields are only one factor in a complicated situation. Take wheat for instance. The United Kingdom has much the highest wheat yield in the world, over 30 bushels an acre against <sup>(I think)</sup> 11 or 12 in Canada, but at present world prices the United Kingdom

restrict imports, particularly of Empire goods, but put up the price of imports that could be offset by a heavy levy - subsidy system. It is the position of the home farmer, but later other factors that their own crops, generally a low one! It is therefore not likely to be very available to Kenya.

(a little more if the levy can be passed off on the purchaser)

Kingdom is not an economic wheat grower at that yield and Canada probably is.

Taking the figures on page 7 of the Report, the United Kingdom with its 9.85 bags to the acre (a figure which should be added to the list) and Kenya, with its 2.77 bags (less than 9 bushels) are probably both equally uneconomic, while the Argentine with its 3.6 bags and the United States with its 4.2 bags are probably economic.

Turning to maize, it should be noted that the two countries with the smallest yields, South Africa and Southern Rhodesia, notoriously have to keep their industries. The Argentine at 2.75 bags is perfectly economic, because its costs are very low. So, too, is probably the United States with its 6.21 bags, because the whole of its output is sold in the domestic market. As regards Kenya with its 7.4 bags, the question is I think entirely to be determined by the costs of the individual grower. The margin of profit on an acre of maize in Kenya is very small. We were recently told that 16/- a quarter in London was equal to 2/- .75 a bag free on rail in ~~Canada~~ <sup>Kenya</sup>. From this figure 62 cents has got to be taken off for the sack and apparently 50 cents for transport from the farm to the railway station (see page 63 of the Report of the Economic Development Committee). The ~~net~~ value of a bag of maize at the farm on this basis is therefore 1/- .63, which means about 11/- .50 an acre on a yield of 7.14 bags. This makes the figure on page 28 of the Report for the proposed advance per acre of maize, whether one

reads

reads it as Mr. Crossmith did at 30/- or as 50/- which looks to me a little more likely, a very excessive figure. The real fact is, I think, that the native who keeps himself on, or less than, the amount which the European has to pay his labour as wages is economic. The big European estate may be. Mr. Freeston told me the other day that he had heard last year that for the first time Lord Howard de Walden made his maize farms in Kenya pay. What makes small scale maize farming in Kenya uneconomic is the European farmer himself who is much too heavy an overhead for the estate to carry. It may well be that the same is true of most other agricultural enterprises in Kenya. Certainly in the case of sisal the large estate is economic and the small estate is not. ~~Coffee is not economic and the small estate is not.~~

My general conclusion, therefore, is that the class of farmers whose misfortunes have occasioned the appointment of this Commission are generally speaking a doomed class and, in these circumstances, any proposal to advance further sums from Government moneys to them is most unattractive. If any indication of the probable course of events was required, the lamentable history of the Agricultural Advances Accounts would provide it. It will be remembered that this scheme was started on exactly the same lines with £100,000 provided from Kenya's surplus balances as a purely temporary expedient to tide over for one season, but that 7 or £8,000 has already had to be written off as irrecoverable, and the rest of the amount seems to be hopelessly frozen.

If this conclusion is correct then there are

only

only two possible alternatives for estates of this class, either for the farmer to disappear and the land to go out of cultivation, or for the farmer to disappear and the land to be put into more efficient hands.

If any scheme could be devised which would tip the scale in favour of the second rather than the first alternative, then it may perhaps be argued that it would be worth the Government's while to risk some money on it, and if the scheme could also incidentally give the individual farmer some chance of surviving as well so much the better.

The Report calls attention to the ~~great~~ ~~number~~ of mortgages in Kenya. I suspect that this is due not so much to inherent kindness of heart as to complete inability on the part of the mortgagee to put the mortgaged properties to any useful purpose. A mortgagee normally takes a mortgage with the mental assumption that if the mortgagor fails to pay his interest, he will be able to sell the property and get his capital back. If this assumption proves to be unfounded, as it has in Kenya, he is usually completely at a loss, and has no alternative but to let the mortgage run on, even if the interest is not paid. The Government would be in exactly the same position for, after all, it has no possible machinery for taking over and running any farms the owners of which failed to repay their advances.

The solution seems to me to be to put between the Government and the unsuccessful farmer someone who could take the farm over

if the present farmer failed. It may be impossible to produce the scheme in exactly that form, but there are plenty of precedents for Governments making agricultural advances not to individual farmers but to intermediate bodies such as co-operative societies who accept the liability of administering the funds and repaying the capital in due course.

I suggest, therefore, that the whole scheme should be reorganized. The Conciliation Board should be set up, but to function as a Conciliation Board and not as money lenders' agents, and the Treasury should be asked to agree to a certain amount of money being raised by the Kenya Government for short-term advances, on the understanding that it would be lent not to individual farmers but to co-operative farmers' societies in Kenya on the joint and several liability of all the members, who would have to be either all the farmers in a particular area, or all those in a particular industry, for instance the Coffee Association. This would have two advantages. In the first place we can feel pretty convinced that the members of the co-operative, if their own money was at stake, would see to it, far more efficiently than the Government ever could, that no advances were made to farmers who were likely to make a mess of things, and, in the second place, ~~the~~ co-operatives would be able to make arrangements for taking over and making a success of the farms of farmers who did fail.

I do not suggest that the farmers of Kenya will welcome this proposal in the least, but after all their attitude is simply that of the gentleman



who approaches you in the street, claims that he was at school with you, and asks you whether you can lend him a fiver for a month. That is, they simply want a gift bestowed in such a way that their dignity shall suffer no injury. That they cannot have, because Kenya cannot afford to give it to them.

I have not worked out this suggestion in detail. I merely put it forward for discussion as an alternative to proposals which seem to me impracticable in their present form. It seems to me that it is particularly applicable to the coffee industry, which is well organized, and has a fine history of success, if the bad periods can be shared out. I do not feel so sure about the mixed farmers, because I doubt if any thing can be done.

A. L. A. Cairns  
14/1/56

I assume that we shall have to discuss this.

2. I agree generally with the criticisms in the preceding minutes. On the information available--and I have had on several occasions long talks with Mr: Stockdale on this subject--it does not seem that either maize, or wheat, and "economic" crops in Kenya, for the small or medium farmer.

3. From the financial and economic point of view, the soundest course is to face the facts.

If we put more money--which Kenya cannot in any way afford--into dying industries, we shall lose that money, and the country will slip further

to its already heavy burdens. We will be retarded, instead of hastening real recovery. Broadly speaking, the Com: are gambling on a considerable price rise for the commodities in which Kenya is primarily interested. I can see no valid reason for anticipating such a rise, over any near-future period.

4. Taking the proposals as they stand, I note, very briefly some points for consideration:--

(a) Does this fall within the terms of the reference to Sir Algha Pim? If so, what is his view?

(b) The Govr's proposals as to the finance of the thing would commit the S/S to the full £244 million for the Land Bank, in addition to the £200,000 for the short-term advances, in practice. In any event, if we agreed to the £200,000--to be raised with the Land Bank loans of £200,000 each, in tranches of £100,000-- the S/S would be committed to the full additional half million. That obviously will occasion difficulties with the Treasury.

(c) Priority for the short-term advances, during the currency of the five-year period, is provided

for. But I can find nothing as to their position after that date. They would be secured on the yield of the land only, apparently, in doubtless the great majority of cases; and they would therefore, if they were not recovered during the five years, be merely unsecured advances, standing in time order possibly, or lumped together with the other unsecured advances. If the Govt. is to provide the means to keep these farms going, in the effort to save ~~at~~ the creditors and the farmers themselves, it can't I think fairly claim priority for any ~~residual~~ unrecouped when the effort comes to an end.

(d). The machinery of the thing will, as I understand it, place decisions primarily in the hands of the Conciliation Board and the local boards. On both the "settler" interests will predominate. I am not suggesting deliberate neglect or unfairness; but it looks to me as if the bias would probably be towards the "settler" view. That will I think prove important in the practical administration of the scheme, if it is adopted.

(e). The operative machinery will be the Land Bank. The loans, and the terms of these loans, will be settled by the Conciliation Board--on which the Land Bank will have one member out of five. The Land Bank will be guaranteed by the Govt. against loss on the principal and interest of the loans made, as directed by the Conciliation Board. We all know that in such matters personality is of much more importance than formal power or relative numbers; but, taking the scheme as it stands, it rather looks as if the Land Bank

would not have any very vivid interest in working the thing soundly and carefully. It is indeed possible that its interests--if Land Bank loans from Land Bank funds were concerned--might incline the other way. In the last analysis, therefore, it rather looks as if the protection of the Govt.'s interests would depend on the degree to which the members of the Conciliation Board--with such support as the District Officers, engaged with the settlers, could in fact provide. I do not know the conditions in Kenya well enough to hazard an opinion as to whether this would be effective as a safeguard, or not.

(f). Mr. Chiswick's roughly outlined plan--I refer to the "advances" part of it only; with this Conciliation Board portion I agree--will I think fail, except <sup>perhaps</sup> as regards the Justice Asant. The idea is of course sound; but I doubt very much whether we could ever induce the successful or moderately successful farmers to carry the failures, or those whose position is weak. If they stood out--as I think they would--the associations with whom the Govt. would have to deal would be associations of bankrupts, or incipient bankrupts. It has the further disadvantage of involving delay--probably long delay. We are told that immediate action is imperative.

(g). I recognize that the decision may eventually be taken on what one may broadly call "political" grounds. That aspect of the thing lies outside my province; but it is difficult to resist the impression that the local authorities are paying too much attention to the "peace in my time, Oh Lord" policy. So far as my experience here has



gone, I have—rightly or wrongly—felt that there was a very strong inclination to seek for immediate solutions, irrespective of future probabilities; and that the local authorities constantly fell before the temptation to throw the whole burden for an unpopular decision upon the S.S. The primary business of a Governor is to govern; and the policy which seems to me to be adopted clearly involves most important—and eminently undesirable—repercussions.

(h). One last point. Is this a five year scheme, to end then; or is it intended that the £200,000 shall be of the nature of a revolving fund? I can find nothing definite as to this; but I think it is intended to be a revolving fund. If it is not, or if the necessity for a revolving fund should disappear in the course of time, what is it proposed to do with the money—which would have been raised on a long-term basis?

The 14th January, 1936.

3

Mr. Crossmith has prepared the attached note on the conclusions reached after our discussion with Sir John Campbell and Mr. Clauson on the subject of the position of Kenya and relief proposals. He has within tried to embody the result in a draft despatch.

There is one thing which ought to be stated, and that is that I do not see how we can approve Kenya drawing upon the Crown Agents pending the issue of the loan, until we know that the Treasury will be prepared to agree. I mentioned this to Mr. Bridges some time ago in conversation, and he expressed the opinion that Government ought to have nothing to do with such schemes. However, as I had only given him a very sketchy outline, I think he would probably come round reluctantly and agree to the £250,000 being raised, of which £150,000 is to be put into the Land Bank and the other £100,000 to go on this scheme. I submit herewith the draft of a letter to Mr. Bridges and a revised version of the despatch to the Governor of Kenya.

J. L. G.

30/1

Sir J. Campbell

You have agreed to have a look at this draft.

As regards the contribution of the Board, I am not sure, from our telephone conversation, that your resolution for discussion is that the Land Bank representatives were the draft. Certainly the Land Bank has close experience of committees by this time.

65

[I doubt if we have authority  
yet for holding out hopes of a  
despatch on "Resolution" - I  
will go into this.]

W.S.B.  
2/2/36.

I have suggested some alterations and additions.  
The only point of any real importance is as  
regards the constitution of the Board. My rec-  
ollection is that, while we all felt that the  
Land Bank might have insufficient interest or  
even a divided interest - it ought to be rep-  
resented on the Board. If we have a Judge, the  
treasurer, the Land Bank, and one of the  
commercial bank people, that makes four. With  
a board of five, "that would leave one" settler".  
I doubt if that is, politically speaking, enough.  
I have therefore left it open to the Govt: to  
appoint two - and have given the Chief a casting  
vote, which seems a necessary corollary.  
Are we sending this despatch at once, without  
waiting for the "Treasury" reaction? That seems  
to be what is intended; but I doubt if it is  
altogether wise. If the Treasury says "No" - very  
firmly - we should be in a very awkward position.  
If we mean to consult the Treasury, first, some  
modifications will be required in the letter  
to Mr. Bridges and in the telegram.  
The 3rd: February, 1936.

*will  
2/2/36*  
The Board & I have discussed the  
widened the Board, the report, etc.,  
which consists a bulky preliminary  
discussion. W.S.B. 2/2/36

9 Jan 36  
4. Interim Report of the Agricultural  
indebtedness committee

5. Draft despatch to Gov. Kenya  
6. To E.B. Bridges (w/enc. w/in draft) 20. Jan 11/2/36

12 Further copies of Report in No. 11  
recd. 8.2.36 sent to Library

*Station advised  
on 8.2.36  
copy of copy of by  
on 30.12.36*

Note of discussion at C.O. on 14 Feb 1936 regarding  
loan to Kenya (Land Bank)

8 To E.B. Bridges (P.S.) 20  
figures of discussion 10.3.36  
9 Treasury (L.C. 11.1.36/228/15) 10.3.36

10. Gov. Kenya  
Requests early decision on report  
in No. 11

11 Treasury 28.2.36  
Approves proposals in No. 4. Subject to the conditions  
indicated in paragraph 10. The Govt. may proceed to  
bring its necessary legislation authorising the issue of a  
loan up to a maximum of £635,000: in the event  
whereby being to obtain loan C.A. pending issue  
of part portion of loan (£325,000)

12. Tolpa. Tel. 43 bank - (2 and) 29.2.36

*News for draft  
plus to Chief Sec.  
1.2.36*

I have found that draft despatch  
with modifications to 5  
(1) "No further help". We can say this

and Local Committee is  
considering the long term  
advances proposal and it  
would be in line to refer  
it to the eff.

(2). See "Hoffa" and a  
sketch about development.  
This is not unworkable, and  
as Ex. Co. understands will  
be the direction we should  
use for it.

If we are required for  
authority to publish the  
draft we must look at it  
again.

Have talks with some  
experts the director  
reference of their papers  
to Hoffman with authority.  
Have been used to the S. of  
only as a matter of course  
to accept legitimately help  
the settlers.

Wed. 5.3.36 am

3/2/36  
7/5/36

- 13 To Kenya, Conf (w/c 9.11-14) 7 MAR 1936
- 14 To S. of Dept. (w/c 4.9.11-12) - 7 MAR 1936
- 15 To S. of Dept. (w/c 12.13) - 7 MAR 1936

Exempt  
6 Feb 3  
(M)

16. Crown Agents (s.o.) 17th, March, 1936.

States that advances will be made to Kenya  
in anticipation of the forthcoming loan; refers  
to alternative methods of floating the loan and  
requests C.O. observations as to the course  
preferred.

17. Gov. tel. No. 75. 19th, March, 1936.

Requests permission to communicate to  
interested bodies S/S's. despatch of the 7th,  
March, 1936.

18. Gov. tel. No. 76. 19th, March, 1936.

Requires whether in drafting legislation he  
may advise S/S. agree to increase of maximum  
advances to £5,000 and £3,500 (vide para. 30 of  
report).

Sir C. Bottomley

17. The despatch would hardly be a good  
one to publish but I should think there can be  
no objection to its being shown to interested parties  
such as those mentioned.

18. The answer is I think yes, as we  
have accepted the implications of the scheme.

S. E. 26. 213

It can be considered separately.

19. I agree. The first two are at least  
publications, but I think that is  
silly if we could say that we would  
that publication is not contemplated.

W. C. H. 23.3.36

etc

19 Tel to Sps. Kenya, no 77 Conf  
23/3/36

Waiting for action) on 24/3

Departmental  
3.



No. 16. In the case of the £305,600 loan of 1933 of which £260,000 were allocated to the Land Bank, the Crown Agents proposed not to make a public issue but to sell stock to the market. They suggested that it could be done either by adding to the existing line of Kenya 4½% stock 1961-71 or by issuing a new line of 3½% stock to mature about 1967. On their calculations the issue of the new 3½% stock was more favourable to Kenya. This was agreed upon. £200,000 was sold to the market at 98.10s. 0d. per cent and of the remaining £105,600, £80,000 was taken up by the Palestine Currency Board and £20,600 by the Crown Agents for various Colonial funds.

In his letter of the 17th of March (1936) Mr. Ransom suggests three ways of raising the new loan:-

(a) A public issue. Such an issue would be underwritten so that the Government would be sure of getting its money.

(b) Sale of, say, £200,000 to the market and of the balance to Colonial funds. This would be more economical than (a).

(c) The sale of the whole issue privately to a bank or other large financial institution. This might prove to be more economical than either (a) or (b). But the Crown Agents point out that the stock would not be dealt in publicly and this course would perhaps be more likely to provoke uninstructed local criticism of their methods and of the terms secured.

In view of the successful issue of the 1933 loan the method (b) is prima facie the most desirable. But the Governor should be consulted, particularly in view of Para 633 of the Economic Development Committee's Report.

The following Bills have been received from the Governor for consideration and are

registered on sub-file 2:-

1. The Farmers' Assistance Bill, 1936.
2. The Land and Agricultural, Banks Amendment Bill, 1936.
3. The Specific Loan Bill, 1936.

*C.R. Ransom*

2.4.36.

*I have had No 16 transferred to sub file 3*

*J.P. Ransom*  
6/4

20. Governor Conf. No. 13, April 1936. No. 13, transmits letter from Mr. Nordlinger on the subject of the relationship between East African currency and Sterling, and invites reference to the correspondence on 46511/35 E.A.

Mr. Nordlinger, in accordance with the best spirit of Kenya which is never to take "no" and to refuse to listen to anything with which you don't agree, comes forward and says that the majority of the primary producers in Kenya agree with him in advocating devaluation and asking that the reasons should be trotted out. I think, therefore, it might be as well to try. Apart from the large memorandum prepared by Mr. Caine there are a few elementary facts which might make even Mr. Nordlinger reflect, though I have no hope of their making Major Grogan alter his views. I have endeavoured to set out some of them in the attached draft which I send

forward

forward as a target for abuse and anything else that it may get.

15.6.36

15.6.36.

I am sorry to have kept this some little time. I have been, and still am, doubtful whether it is desirable to make any reply to Mr. Nordlinger. Unless we are prepared to make a full reply of the kind contemplated on 1049/36 we run some risk of reviving again the whole controversy which had shown some signs of dying down. However, Mr. Nordlinger only asks for a statement of the reasons against devaluation, and Mr. Flood's draft only purports to set out those reasons without attempting to traverse the positive arguments for devaluation in the way we ~~asked~~ <sup>asked in</sup> the memorandum on 1049. I think on the whole it may have a good effect to reply in this way, and I have somewhat revised the draft in consultation with Mr. Flood. I would suggest, however, that when the despatch is sent we should write semi-officially to Sir Joseph Byrne referring to No.4 on 1049 and its enclosure, saying that it did not seem to us that Mr. Nordlinger's enquiry was of sufficient importance to justify an attempt to deal fully and systematically with the matter on the lines of that memorandum, but that we thought on the whole that it was worth while setting out as he requested the specific objections

objections to the proposals without going into theoretical questions too deeply. But say that if the Governor feels that the result of that action is likely to lead to a revival of the whole controversy, and that it would be preferable to try and nip it in the bud by a full exposition of the case as seen here, he may defer the reply to Mr. Nordlinger and let us have his views as to the publication of something on the lines of our long memorandum.

*S. Cairne*

30.6.36

*I agree. If you like to give a short answer I think that this is a good idea when he returns.*

*S. Cairne*

1/7

*W. H. Murray*

*Gen. J. Moffat*

*As you saw the friendly letter I send this on the decision whether to send out this more formal one, I think, quite effective explanation. He may wish to know, but to prevent accidents, I would caution it in the S.O. letter which Mr. Cairne suggests.*

*No 4 - 1049/36*

*15.6.36*

*37.36*

The Commission has been very generous in  
its time in the "Natchip" hotel.  
But it is well that the Commission should  
be properly stated in the Commission.  
We shall certainly write to the  
General in the Commission report for  
I hope that will be black to  
him

*[Handwritten signature]*  
1956

21 To Kenya, Comf (20 Revised) 1956

~~To the Administration of Kenya (revised)~~

~~The draft copy is to be~~

~~it is distributed~~

~~(21)~~

*[Handwritten mark]*

C. O.

Mr. Flood. 11-7

Mr.

Mr.

Sir C. Parisson.

Sir G. Tomlinson.

X Sir C. Bottomley. 14/7/36

Sir J. Shuckburgh

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

For Sir Cecil Bottomley's signature.

ans 23.  
CD  
R 14 JUL  
D 16

DOWNING STREET.

17 July, 1936.

...  
By Sir Cecil Bottomley

In your Confidential

DRAFT.

SIR JOSEPH BYRNE, G.C.M.G., K.B.E., C.B.

despatch of the 27th of April you forwarded a letter from Moraitiger on the subject of East African currency, in which he reiterates the demand for reasons against devaluing currency. In my letter of the 6th of May I sent you a large memorandum dealing with currency in general and Kenya in particular, when we got your despatch we did not think the enquiry of sufficient importance to justify any attempt at dealing with the matter at great length as was done in the memorandum

but

**FURTHER ACTION.**

but we did think that it would probably  
be worth while trying to set out some  
of the main objections without going into  
theoretical questions too deeply.

Accordingly the result is embodied in  
the despatch which accompanies this

letter. If, however, you think that

the result of giving the despatch to

Nordlinger would lead to a revival

of the whole controversy, and feel that it

would be desirable to try to settle the

*(the fullest possible)*

whole thing by publishing a full explanation

of the case, then we think it would be better

for you to hold up the reply to Nordlinger

and let us have your opinion as to the issue

of something on the lines of the long

memorandum. It is quite possible, however,

that ~~nothing will satisfy them, and in that~~

~~case,~~ *(which)* the arguments contained in the latest

despatch are probably as good a case as need

be presented and will suffice to show that

there are dangers in the course advocated.

By



C. O.

Mr.

Mr.

Mr. Pinchman.

Mr. Tomlinson.

Sir C. Buttonley.

Sir J. Stuchburgh.

Parish. U.S. of S.

Parish. U.S. of S.

Secretary of State.

**DRAFT.**

By the way, I have on memory 214  
feeling that I have mislaid your  
reply to my letter of May 8th.

Now, I should love and it to  
be recorded on the Office papers,  
but as it has not been so  
recorded. I think (you agreed  
that the lot memorandum) can stand

well in excess and said  
you had not the production

of the same yesterday when you  
were with me. I am sure you

will be able to find it but perhaps  
when you will be able to find it

perhaps you will be able to find it

perhaps you will be able to find it

Yours truly,

(Signed) W. C. BUTTONLEY.

C. O.

38216/36 Kenya.

Mr. Flood }  
Mr. Caine } 1/7  
~~Mr. Plowden~~ }  
Mr. ... } 2/7  
Sir C. Parkinson.

Sir G. Tomlinson.

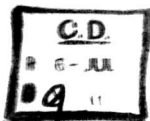
x Sir C. Bottomley. 3.7

Sir J. Shuckburgh.

+ Perm. U.S. of S. ch fs

Party, U.S. of S.

Secretary of State.



Downing Street,

17 July, 1936.

**DRAFT.** very much  
for comson.

KENYA.

CONFIDENTIAL.

SECRET.

Sir,

I have the honour to  
acknowledge the receipt of your  
Confidential despatch No. 13 of the  
27th of April in which you forwarded  
a letter from Mr. Nordlinger on the  
subject of the relation between the  
currency of Kenya and sterling.  
Mr. Nordlinger asks for a statement of  
the reasons why "relief" by way of some  
method of devaluation should not be  
granted to Kenya producers. I do not  
propose in this despatch to enter into  
any general discussions on the subject  
of currency and theories of money, but

the

**FURTHER ACTION.**

S.O. letter to be  
drafted upon  
this paper.  
✓  
Loud

the following few arguments may perhaps show Mr. Nordlinger that the disadvantages of any devaluation would in all probability far outweigh the advantages.

2. One disadvantage, itself

practically conclusive, must be noted in the first place. The currency in circulation in Kenya is only a part of the total amount of coin and notes issued by the East African Currency Board, which has to cover not only Kenya but Uganda, Tanganyika, and Zanzibar. It would be quite impossible to lower the value of the Shilling in Kenya without reference to the interests of those territories and there is nothing in their condition which has given rise to any demand for devaluation. The value of the Shilling could not be lowered in Kenya alone without establishing a separate currency; if Kenya remained in the East African system, "devaluation" by

Kenya

C. O.

Mr.

Mr.

Mr.

Sir C. Parkinson.

Sir G. Tomlinson.

Sir C. Bellamy.

Sir J. Stuckburgh.

Parlt. U.S. of S.

Parlt. U.S. of S.

Secretary of State.

**DRAFT.**

**FURTHER ACTION.**

Kenya would mean that £1 sterling would be worth twenty shillings in Uganda or Tanganyika, and something more, say, twenty-five shillings, in Kenya. The result would inevitably be a brisk trade for a time in buying Shillings with sterling in Nairobi and re-converting them into shillings at Kampala or Dar es Salaam, which would very soon bankrupt the East African Currency Board. "Devaluation" therefore necessarily involves the divorce of Kenya from the East African currency system, a retrogressive measure which would undoubtedly itself be harmful to trade and to which I could not agree without some compelling reason.

3. Are the benefits to be expected from devaluation so great as to provide such a compelling reason?

The only class of person who would really benefit would be one who has payments to make which are fixed in Shillings while he enjoys an income fixed in sterling. Any devaluation of the Shilling would, for example, enable a debtor to pay his debt at less than its present value expressed in £ and though this would no doubt be attractive to anyone in Kenya owing money it could not be equally attractive to the creditor, whether a bank or an individual, to whom the money was due. In many of the cases where debts are incurred locally and expressed in Shillings the creditor will intend eventually to remit money to this country or (as would be the case with many Bank loans) will have made the advance out of sterling resources; and his feelings on finding that the sum which he receives in sterling has been reduced would

C. O.

Mr.

Mr.

Mr.

Sir C. Parkinson.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Shuchinberg.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

**DRAFT.**

**FURTHER ACTION.**

would not be those of the debtor. In cases where, as in a recent instance which came to my notice, the property of a deceased settler held by the Public Trustee for his heir in this country had been invested in local mortgages, the effect of devaluation would be to deprive the beneficiaries under the estate of a portion of their inheritance. Even where the creditor had no intention of converting his Shillings into sterling he would suffer a real, if not a money, loss owing to the rise in prices which would be inevitable, a point which is more fully dealt with below.

4. I have pointed out in the foregoing paragraphs that devaluation would be opposed by creditors, would

lead

lead to a serious disturbance of the  
 currency of the whole of East Africa,  
 and could only benefit those debtors  
 who are in a position to make sums  
 available in sterling to meet local  
 obligations expressed in Shillings.

It is now necessary to consider other  
 effects of devaluation. Kenya imports  
 a good many commodities from abroad  
 and those commodities are consumed by  
 Europeans, Indians, and natives alike.  
 Those commodities must be paid for  
 ultimately in sterling or other external  
 currencies. Prices expressed in  
 such other currencies would not be  
 affected by devaluation in Kenya and it  
 would be inevitable that local prices of  
 goods imported from without and sold in  
 Kenya would be increased by an amount  
 corresponding to the degree of devaluation  
 of Kenya's currency. This would inevitably  
 lead

C. O.

Mr.  
 Mr.  
 Mr.

Sir C. Parkinson.  
 Sir G. Tomlinson.  
 Sir C. Bottomley.  
 Sir J. Stuckburgh.  
 Romt. U.S. of S.  
 Pmtly. U.S. of S.  
 Secretary of State.

**DRAFT**

lead almost immediately to an increase  
 of money wages, unless labourers are  
 expected to accept a loss of real  
 income; and even though a planter  
 might receive more in Shillings for his  
 crop if exported and sold for sterling  
 the advantage so gained would be  
 largely counterbalanced by the increase  
 in his expenses and in his wages bill.  
 So far as he gained any net

advantage it could only be at the  
 expense of creditors and of labourers  
 and others during the period of transi-  
 tion when internal prices and wages  
 were being adjusted to the new  
 conditions.

*the balance  
 has been duly  
 kept.*

5. Still another factor, on  
 which I do not think I need touch at  
 great length, is that Kenya requires  
 a considerable amount of credit in  
 sterling in London to meet its  
 liabilities which have been contracted  
 in

**FURTHER ACTION.**



in sterling for interest on loans, etc.

Government would not be able to meet

those liabilities with depreciated

Shillings and would be compelled to

increase taxation in order to secure

the necessary funds for remittance to

London, while Railway rates would also

have to be increased. Neither of these

results would, I think, prove popular

among the community at large. Kenya's

external liability does not,

unfortunately, admit of reduction by

devaluation of internal currency.

Further increases of taxation would also

be necessitated by the rise in prices of

the cost of overseas supplies already

allowed for.

5. There are other and more

reconcile arguments against the proposal,

but I think that those set out in the

foregoing paragraphs are sufficient to

make it apparent that 'devaluation' would

C. O.

Mr.

Mr.

Mr.

Sir C. Parkinson.

Sir G. Tomlinson.

Sir C. Bellamy.

Sir J. Shackleton.

Pres. U.S. of S.

Party U.S. of S.

Secretary of State.

be fraught with very grave risks to

the credit and commercial stability

not only of Kenya but of the whole

of East Africa. Admittedly, part of

the arguments which I have adduced is

based on speculation as to the

probable course of events, but that

course is so probable as almost to

amount to a certainty. The plain

fact is, and it ought to be faced,

that Kenya is not financially or

commercially of sufficient size or

independence to justify any experiment

with its currency. If it formed a

community substantially self-

contained economically and financially

or itself one of the major factors in

the world economy, it might be able to

afford to have an independent currency

policy.

7. Mr. Nordlinger referred in

his letter to the relief which has

been granted (by currency action) to

*Handwritten notes:*  
The cost of overseas supplies already allowed for.  
The cost of overseas supplies already allowed for.  
The cost of overseas supplies already allowed for.

**RECOMMENDATION**

other primary producers in nearly all parts of the world. No doubt has in mind the action which has been taken, for example, in the United States of America and in Australia. It must, however, be remembered that the East African currency, in common with all currencies linked with sterling, has already, thanks to the abandonment of the gold standard, suffered a devaluation of some 40%, practically the same as that of the United States of America dollar. Primary producers throughout the Colonial Empire have benefited by that devaluation, and no others but those in Kenya have found it necessary to propose any further currency action. Primary producers in most other parts of the Empire, e.g. India, South Africa, Canada are in a position almost identical with that of the Colonial Empire; only

G. O.

Mr.

Mr.

Mr.

*Sir C. Parnison.*

*Sir C. Tomlinson.*

*Sir J. Buttley.*

*Sir J. Shackleton.*

*Pres. U.S. of S.*

*Pres. U.S. of S.*

*Secretary of State.*

**DRAFT.**

**FURTHER ACTION.**

in Australasia has there been any devaluation in excess of that experienced in the sterling area generally. That is the result, however, not so much of deliberate policy as of force of circumstances which before 1931 had driven Australia and New Zealand exchange to a discount on sterling which was ultimately stabilised at 20% after being greater. It is also pertinent to emphasise that while action in the large economic unit constituted by the sterling area was on balance beneficial, it does not by any means follow that further similar action in the much smaller area of Kenya, commercially and financially dependent on external trade and capital, would also be beneficial. On the contrary, I am fully satisfied, as my predecessors have been, that the possible advantages to primary producers are heavily outweighed by the disadvantages

disadvantages and that independent action  
in Kenya, even if it were possible,  
would result in widespread hardship  
and injustice and permanent damage to  
public and private credit in the Colony.

I have, etc.

(Signed) W. ORMSBY GORE.



KENYA

NO 4.3

CONFIDENTIAL.



GOVERNMENT HOUSE

NAIROBI.

KENYA

27 April, 1936.

RECEIVED  
22 MAY 1936  
C. O. REGY

Sir,

With reference to your Confidential despatch of the 7th March on the subject of the raising of a new loan for purposes connected with the Land and Agricultural Bank, I have the honour to transmit for your consideration, at the request of Mr. J. Lord-linger, a letter written by him on the subject of the relationship between East African currency and sterling.

3. In this connection I have the honour to invite reference to my despatch No. 600 of the 23rd November, 1935, and to observe that for the reasons detailed there, I do not propose, pending your instructions in the matter, to comment on the letter.

I have the honour to be,

Sir,

Your most obedient, humble servant,

BRIGADIER GENERAL.  
GOVERNOR.

THE RT. HON. J. H. THOMAS, F.C., M.P.,  
SECRETARY OF STATE FOR THE COLONIES,  
DOWNING STREET, LONDON, S.W.1.

Kimunyu Estate,

RUIRU,

NY 7A

20th. March 1936.

The Right Honourable  
The Secretary of State for the Colonies.

LONDON.

Sir,

The Hon. the Colonial Secretary has kindly sent me a copy of your confidential despatch to His Excellency the Governor of Kenya, dated 7th. March 1936.

In par. 18 of this despatch, you refer to the reservation made by me in the interim report of the Agricultural Sub-committee, and say that you observe that I am an advocate of the so-called "Devaluation" of the Kenya currency.

From the voting on this subject at the Convention of Association which met last September, it was clearly established that a very large majority of the primary producers in this country share my views on this matter.

As we have said on this and many other occasions for the past three years, we are quite open to conviction if there are sound reasons why we should not be granted this relief in the same way that it has been granted to other primary producers in nearly all parts of the world.

It has been pointed out to us that agitation for "devaluation

causes unrest and does the country harm in many ways.

There is no doubt that this agitation which has been going on for some time, will arise again in the early future and it is our hope that you will be able to advise us on this matter.

We have been very anxious to hear from you on this matter and we are sure that you will be able to advise us in a most satisfactory manner. We have been very disappointed that we have not heard from you in the last three years.

We have been put forward by the Government and we have been elected representatives of the Government and we have been constantly remained unanswered.

We note that you agree with your Government and we are sure that you would prove disastrous to our real interests.

We would therefore again beg of you to let us have your reasons at the earliest possible moment as any further delay will only foster that discontent which is so strong amongst the agricultural community and is still ever on the increase.

In this connection I would ask you to bear in mind that especially in the case of our biggest export coffee we have to compete in the world's markets, with countries almost all of which have devaluated their currencies.

I beg to remain,

Sir,  
Yours faithfully,  
John Rodding

2/16/36

C. O.

Mr. *Perkins* <sup>23/3/36</sup>  
Mr. *Perkin* 23/3 at once  
Mr.

606008 sent  
9 0 pm  
23/3/36  
WJG

- Sir C. Parkinson.
- Sir G. Tomlinson.
- Sir C. Bottomley.
- Sir J. Stenborough.
- Presid. U.S. of S.
- Presid. U.S. of S.
- Secretary of State.

No. 74 Confidential

(17) Your telegram No 75 Confidential

DRAFT.

Ret

No objection understood

*Governor*  
*Stands*

that publication is not contemplated

96

(18)

Your telegram No 76  
Assumption correct

Secur.

FURTHER ACTION.

Recd for  
No 76



Telegram from the Governor of Kenya to the Secretary of State for the Colonies

Dated 19th March 1956. Received at 11.45 a.m. on 20th March 1956.

137  
No. 96 confidential. Your despatch of 15th March/1956 and reference  
Land Bank and paragraph 30 of Agricultural Land Committee  
Committee report say I assume (in drafting legislation) that  
you agree to proposed increase of maximum advances to 25,000  
and 25,500 respectively.

19

in the...

17

RECEIVED  
19 MAR 1936

Telegram from the Governor of Kenya to the Secretary of State  
for the Colonies

Dated 19th March 1936. Received at 11.57 am. 19th March 1936.

131

No. 75 Confidential. It is ~~very~~ desirable that your confidential  
despatch of the 7th March reference Land Bank should be  
communicated in confidence to bodies intimately concerned  
as Land Bank Board, Conciliation Board and Local Committees  
under the scheme when approved Board of Agriculture etc. and  
shall be grateful for your permission to do this.

W Flood has seen

19

W Flood

9/5

38216/36

37

C.O.



- Mr. Parnell 4/3
- Mr. Hood 4.3
- Mr.
- Sir C. Parkinson
- Sir G. Tomlinson
- Sir C. Bottomley 5/3
- Sir J. Stothburgh
- Parlt. U.S. of S.
- Parly. U.S. of S.
- Secretary of State

9/1

Sir,

I am pleased to receive the receipt of your letter No S. 32902/04/3 of the 28th of Feb. & to request that you will express to the L.C. of the Trans.

3 DRAFTS

The Sec.  
 Treasury

COPY SENT TO ACCOUNTS DEPARTMENT.

expressing your appreciation of the very important of T.L.'s contribution of the proposal to authorize the Govt of Kenya to raise the new loan not exceeding £625,000 to provide for an increase in the capital of the devtd Agricultural Bank & for financing the new Water Supply at Nairobi.

To Gen. Sec. 1/11/46  
 Mr. Parnell  
 Mr. Hood  
 Mr. Stothburgh  
 Mr. Bottomley  
 Mr. Parkinson  
 Mr. Tomlinson

FURTHER ACTION.

I am to understand for T.L.'s information, a

copy of all  
copy for dip. wh. have been  
addressed to the Gov. of Kenya.

Jan

W. FLOOD

C.O.  
Mr. P...  
Mr. H... 43  
Mr.  
Sir C. P...  
Sir C. T...  
Sir C. B...  
Sir J. S...  
Post. U.S. of S.  
Party U.S. of S.  
Secretary of State.

3 DRAFTS

The C.A. for the

- ~~To Finance~~ ✓
- ~~For the Govt~~ ✓
- ~~For the Govt~~ ✓
- ~~For the Govt~~ ✓

copy to Kenya

38216/36

38  
19  
7 MAR 1956

Dear Sir,  
I am pleased to inform you  
that, with the concurrence  
of the d.c. of M.S. Treasury, the  
has approved of the Gov. of  
Kenya introducing the  
necessary legislation to  
authorize the raising of  
a loan of £625,000 for  
the purpose of  
... during the capital  
... and Agricultural  
Bank, ...  
(1) ...  
Municipality, for the  
purpose of ...  
... Scheme

I am a member  
of the ...  
... of Kenya, from  
wh. it will be seen that



that the sum to be raised  
 in the first instance is to  
 be limited to £375,000. of  
 this sum £100,000 is for  
 the purposes of the Nairobi  
 Water Supply Scheme, & not  
 more than £250,000 is for the  
 purposes of the Land Bank.  
 Of this latter sum, £100,000 is  
 to be earmarked for the purposes  
 of short term crop advances in  
 accordance with a scheme recommended  
 by the Agricultural Debtless  
 Committee & copy of the Interim Report  
 of the Committee is enclosed.

I am to request that  
 pending the issue of the first  
 instalment of this loan, you  
 will make arrangements to  
 advance to the Govt. of Kenya such  
 amounts as may be required for  
 the purposes indicated above.

from time to time

I am  
 }  
 FLOOD

C.O.

1916, 36.

AIR MAIL

- Mr. P... 4/3.
- Mr. Flood 4-3
- Mr. Clouston 4/3
- Sir C. P... ..
- Sir G. Tomkinson
- X Sir C. Bottomley 5-3
- Sir J. Shuckburgh
- Permt. U.S. of S.
- Parly. U.S. of S.
- Secretary of State.

**3 DRAFTS**

To Press. 1872  
 (No. 9)

Kenya  
 Confidential  
 Government

20 Ch.  
 14

**FURTHER ACTION.**

Copy to ...

(a) increasing the capital of the  
 Land and Agricultural Bank, of which  
 certain sums are to be earmarked for  
 the Agricultural Advances Scheme  
 recommended in the Interim Report of  
 the Agricultural Indebtedness Committee  
 of which a copy is transmitted with

10

Your Confidential Despatch No. 159 of the 4th of January, and

(a) a loan of £112,000 to the Municipality of Nairobi,

for the purposes of the Agricultural Advances Scheme.

2. I enclose a copy of correspondence with the Treasury, from which you will see that their

representations have agreed to power being taken to raise a loan of £695,000, of which however only £375,000 is to be raised in the first instance

of this sum the amount to be allocated to the Land Bank is to be restricted in the first instance to £250,000, of which £100,000 was to be earmarked

for the Agricultural Advances Scheme.

5. The conditions on which this authority has been given are set out in the Treasury letter of the 28th of February. As regards condition (3) in

paragraph 5 of that letter I suggest for your consideration that the advances to be made under the

Agricultural Advances Scheme should not exceed 70% *seventy per cent* of the estimated value of the crop.

C.O.

Mr. Flood #2

Mr. Clauson-3/2

Mr.

Sir C. Parkinson.

Sir G. Tomlinson

x Sir C. Bottomley.

Sir J. Shuckburgh

Permt. U.S. of S.

Party. U.S. of S.

Secretary of State.

*1/2/36*  
*as draft*

DOWNING STREET.

February, 1936.

Sir,

I have the honour to acknowledge the receipt of your Confidential despatch No. 159 of the 28th of December, and of your

Confidential Telegram No. 4 of the 4th of January, regarding the Report of the Agricultural Inebriety Committee.

I consider that the Committee deserves to be congratulated on having produced its Report on a

difficult and involved subject in such a short time, and although I

am unable to accept some of the arguments put forward, I must agree

that the Committee has shown the existence of a serious situation

**DRAFT**

**CONFIDENTIAL**

*4. The proposal to increase the capital of the Land Bank and to raise £112,000 to the Nairobi Municipality has been examined. The under-mentioned points are your recommendation, and I have no wish to comment upon them further. I feel bound however in this despatch to make some observations upon the most important Advances Scheme.*

**FURTHER ACTION.**

which requires careful and sympathetic treatment.

3. I observe that no evidence has been given to the Committee by the tea, wheat, sisal, and sugar interests, from which fact it would appear that the scheme now put forward is designed to afford immediate relief to the principal remaining industries, namely those of maize and coffee growing, which, without some assistance, are said to be unable to continue their operations. It must, however, be assumed that if a Conciliation Board is to be set up, as the Committee propose, no farmer or other producer who had got into difficulties could be denied access to the Board, and it is obvious that if it is to be completely efficient the Board must be prepared to deal with every application which comes before it.

4. The proposals of the Committee are in fact that a Board should be created for the double purpose of mediating between

debtors

C. O.

Mr.

Mr.

Mr.

Sir C. Parkinson.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Stuckinburg.

Pres. U.S. of S.

Pres. U.S. of S.

Secretary of State.

DRAFT.

debtors and creditors and administering a system of ~~relief~~ <sup>settlement</sup> to debtors of certain classes. With the first part of the proposal I have every sympathy.

I consider that the proposed establishment of the Conciliation Board may well serve a useful purpose in enabling suitable settlers to avert possible bankruptcy and to come to satisfactory arrangements with their creditors in cases where such arrangements are possible. I am bound however to express some doubt regarding the second.

8. The scheme as put forward by the Committee has one great advantage in that it does definitely propose discrimination between the unfortunite farmers, for whom any assistance can only prove a temporary palliative, and those in whose cases it may be expected that the grant of temporary financial assistance may lead to ultimate security. For this reason I am prepared to agree

FURTHER ACTION



that the scheme may be tried, and definitely as a ~~last resort~~, and on considering the question of what are and what are not economic farmers I desire to offer the following observations. I will divide these observations into four heads:-  
maize farming, wheat farming, mixed farming and coffee.

9. Taking first maize farming, I feel bound to say that if the matter is considered from a purely abstract economic point of view, I find it difficult to see how anything can justify the proposal to assist small maize farmers of Kenya. I observe that the Committee argue that Kenya is in a very favourable position to compete, given equal terms, with other countries in placing maize upon the market, because the yield of maize per acre in Kenya is comparatively high. But yield per acre is only one, and by no means the most important, element to be taken into account. If any proof were needed of this statement, it is to be found in the fact that

C.O.

- Mr.
- Mr.
- Mr.
- Sir C. Parkinson.
- Sir G. Tomlinson.
- Sir C. Rutland.
- Sir J. Shackleton.
- Parlt. U.S. of S.
- Parlt. U.S. of S.
- Secretary of State.

DRAFT

the average production of wheat in the United Kingdom during the years 1924-30 was the equivalent of 9.85 bags per acre (as compared with 2.77 bags in Kenya, and other comparatively low figures in the great producing countries such as the U.S.A., Canada and the Argentine) and yet wheat farming in the United Kingdom is only rendered possible by the very substantial assistance given by the Wheat Subsidy Act. The principal handicaps which impair Kenya's competitive power in the maize market are the inevitable high cost of transport from the farm to the ultimate market; and, in the case of the small European farmer, the enormous overhead burden of the maintenance of the farmer himself and his family.

I have made certain enquiries into the prospects of the maize market, and am informed that during the next few months, owing to the great size of the Argentine crop, the tendency of prices is

FURTHER ACTION

المستورد



likely to be downwards rather than upwards.

When the Committee reported, the standard

price of Argentine maize in London was a

little over 16s. per quarter; it ~~is now~~ <sup>has since</sup>

~~dropped to~~ <sup>recovered again to a little</sup> in the region of 10s. 6d. with a weak <sup>over 16s., but the instability of the market is weak.</sup>

tendency. Looking at the future over a

period of years, it would I think be rash

to assume that any maize farmer in Kenya

would be regarded as an economic producer

unless he could survive with an average

price for Argentine maize in the United

Kingdom over a period of years of about

16s. per quarter. If he cannot produce

at this price, then the only alternatives

are that he should abandon his farm or turn

over to mixed farming, <sup>or some other crop.</sup>

Turning now to wheat farming, I do

not understand that there is any prospect

of wheat being produced for export from

Kenya in any quantity at the present range

of prices, which are at any rate not lower

than those which are likely to prevail in

future, but the industry appears to be

based

*since they represent an advance of nearly 40% over prices prevailing this time last year*

C. O.

Mr.

Mr.

Mr.

Sir C. Parkinson.

Sir G. Tomlinson.

Sir C. Bellamy.

Sir J. Stothburgh.

Parlt. U.S. of S.

Parlt. U.S. of S.

Secretary of State.

*if any industry which depends on so large a measure of protection can be regarded as economic;*

based on a highly protected domestic

market. In so far as production does

not exceed the demands of that market,

the industry may be regarded as

economic, but it is obvious that it

will have to be controlled very

carefully; indeed, it may well be that

the time has now come when some of the

wheat farmers also should be encouraged

to turn over to mixed farming.

I have remarked above that

there appears to be no justification on

purely abstract economic grounds for

Government intervention to assist the

small maize farmers. It is possible,

however, to regard the proposals named

in your telegram from other than a

purely economic standpoint, and to take

into account the circumstances of

Kenya, the way in which farming,

especially ~~the~~ European farming, has

developed, and the admitted fact that a

large part of the trouble, apart from

that

DRAFT.

**FURTHER ACTION.**

that brought about by the general depression,  
has been caused by the necessity of development  
work which has prevented the farmers from  
laying up any reserve of capital to meet the  
present situation; while in the case of coffee,  
a serious situation has been created by the  
withdrawal of the usual short term advances.

The Committee, in the 18th paragraph of  
their Report, point out, and ~~stress~~ with  
~~considerable~~ force, that maize should be  
regarded as a pioneer crop and that the time  
may now have arrived for farmers, who at  
present grow only maize or wheat, to be  
encouraged to turn over to mixed farming,  
since the majority of the maize and wheat  
growing areas are suitable for such mixed  
farming, which possesses definite advantages  
over the present method of growing cereal  
crops alone.

*12.* The extent to which this process of  
turning over to mixed farming can be  
justified depends principally on the extent  
to which butter production in Kenya can be

regarded

C O

Mr.

Mr.

Mr.

Sir C. Parkinson.

Sir G. Tomlinson.

Sir C. Bithamley.

Sir J. Shackleton.

Parlt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

DRAFT.

FURTHER ACTION.

regarded as economic, since the  
principal immediate result of such a  
change would be a large increase  
in the dairy industry in Kenya, with  
a corresponding increase in the  
quantity of butter available for  
export, on which the farmers would have  
to rely for their income. In this  
connection I must inform you that  
His Majesty's Government are at present  
engaged in framing a wide range  
agricultural policy designed to  
assist the dairy farming industry  
in the United Kingdom. I am not  
yet in a position to inform you of the  
details of these proposals, but  
broadly speaking it can be assumed  
that the general principle will be to  
secure the position of the United  
Kingdom farmer by arrangements similar  
to those embodied in the Wheat Subsidy  
Act, and to leave the Empire producer  
to compete freely with the foreign  
producer

producer for the rest of the market,  
with such assistance as he can derive  
from the preference, of 10s. per cwt.,  
provided by the Ottawa Agreements Act.  
In these circumstances, I think it  
difficult to suggest that any schemes which  
might involve an increase in Kenya's  
dairy farming and butter exporting  
industries should be based on the  
assumption that the market price of  
Kenya butter in the United Kingdom is  
likely over a period of years to  
exceed a price of 85s. to 90s. per cwt.  
It might even be less. From the  
figures quoted in the Report it will  
be seen that the price in recent years  
has frequently been below 90s., and at  
one time fell as low as 74s. per cwt.;  
but it must be remembered that the  
farmer has consistently received a  
substantially higher price in the  
domestic market, and that this has enabled  
him to sell his surplus at a relatively

C. O.

Mr.

Mr.

Mr.

Sir C. Parkinson.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Parliament, U.S. of S.

Parliament, U.S. of S.

Secretary of State.

**DRAFT.**

**FURTHER ACTION.**

low price. If the output of butter  
increased to any great extent, the value  
of the domestic market to the individual  
farmer would proportionately be diminished,  
and it would in my view be wrong for  
the Government to promote any scheme  
likely to lead to such an increase,  
unless they were satisfied that 90s. to  
95s. per cwt. in the United Kingdom would  
be a sufficient price to make the  
enlarged industry economic.

13. 10. 1930. (Some last to coffee.)

In the case of coffee growers, I think  
that the proposed scheme can be justified.  
In that industry there seems to be a  
reasonable prospect that the grant of  
immediate relief by financial assistance  
to selected growers will have a lasting  
beneficial effect, and will probably  
enable the assisted growers to avoid  
further indebtedness, and even to reach  
a reasonable degree of prosperity within  
a fairly short period. Such advice as

I am able to obtain is that there is  
no good reason for expecting a ~~marked~~ <sup>substantial</sup>  
higher general level of coffee prices  
than that which exists at present.  
Admittedly, the average quality of  
Kenya coffee has been low during the  
past two years, and with improvement  
in quality, higher prices for Kenya's  
best products may well be expected, in  
which case the crop as a whole will  
certainly fetch higher prices. At the  
present time, owing to a great shortage  
of good quality coffees, the prices of  
really high-class coffees are somewhat  
higher than they have been during the last  
twelve months. This however appears to  
be little more than a temporary phase.  
In the absence, which seems inevitable, of  
any organization for promoting cooperation  
between coffee growers in all countries,  
coffee prices in general appear likely over  
a period of years to tend downwards rather  
than upwards, and if there is a substantial

increase

C. O.

Mr.

Mr.

Mr.

Sir C. Parkinson.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Stuckburgh.

Perm. U.S. of S.

Party U.S. of S.

Secretary of State.

**DRAFT.**

**FURTHER ACTION.**

increase in the production of Empire  
coffee of good quality, that tendency  
may well be enhanced in regard to those  
classes of coffee, since the demand for  
them is a somewhat restricted one.  
My assumption that coffee growing in Kenya  
is likely in the long run to prove  
economic is conditional upon it being  
shown that it can be made economic on the  
basis of about the present price structure  
and the larger yields which are to be  
anticipated in future years.

11. To sum up the discussion as  
it has so far proceeded, I welcome the  
proposal for the creation of a Consultative  
Board, and I am prepared to envisage the  
assumption by that Board of the duties  
administering some measure of relief to  
deserving farmers and other producers, to  
assist them either to maintain their  
farms on the present basis, or to put them  
to new uses.

It must, however, be made quite

clear



clear that the assistance must be given, in accordance with sound business practice as a loan upon the best security available. The history of the Agricultural Advances Account shows what may be expected, if the assistance is not given on such principles.

15 12. There ~~is~~ in the Report some traces

of the suggestion that Kenya ought not to be

lower in ~~terms~~ to the assistance of her

farmers than have been the United Kingdom,

the Union of South Africa, and other Empire

and foreign countries. It must be quite

clearly indicated that this analogy is an

entirely false one. In the United Kingdom

the farming community has an importance, both

economically and in other respects, out of all

proportion to its annual income, the cost

to the country at large of supplementing that

income, sufficiently to make it adequate, is

relatively insignificant. In the Union of

South Africa, it has been possible to make

in effect farming a charge upon the flourishing

gold-mining industry. Kenya has no such

means

C. O.

Mr.

Mr.

Mr.

Sir C. Parkinson.

Sir G. Tomlinson.

Sir C. Buttley.

Sir J. Stuckburgh.

Parlt. U.S. of S.

Parlt. U.S. of S.

Secretary of State.

DRAFT.

since they are in fact by far the largest items in her economic structure;

means of supplementing the deficiencies

of her less prosperous industries, ~~and~~

it would be entirely unreasonable to

impose a burden on those industries which

are reasonably prosperous, but

relatively of very small dimensions,

such as tea, sugar, sisal and gold-

mining, for the benefit of the larger

and less prosperous industries; nor

indeed could they long support such a

burden.

16 13. This principle excludes any

question of a grant from Revenue, it

is obvious that, if assistance is to be

given, it must be by utilizing surpluses

balances, or raising a loan for re-

lending in appropriate cases.

It is necessary in this connection

to consider the financial position of

the Government of Kenya. Were there

any substantial sum available in cash,

I should have ~~no~~ <sup>had</sup> hesitation in approving

proposals to use such balances in

assisting

FURTHER ACTION.

X

48

assisting farmers to recovery, in all reasonable instances. Kenya, however, possesses no substantial balances, and such amounts as Government had in its possession have been advanced already, and, I fear, can only be regarded as completely "frozen". It is now proposed to finance the assistance <sup>desired</sup> ~~will now be provided~~ recommended from loan funds; but it will be obvious that such a process cannot continue indefinitely and that the flotation of a loan or the diversion of loan funds to supporting unremunerative industries can have no other result than to impose a heavy burden on the general community, including those who will have received assistance. There is no likelihood of any subsidy being forthcoming from the Imperial Government for such purposes; and, as you realise, Kenya's loan commitments cannot be allowed to grow indefinitely. I therefore consider that the present proposals should be regarded as the last attempt by Government to help, and that

C. O.

Mr.  
Mr.  
Mr.

Sir C. Parkinson  
Sir G. Tomlinson  
Sir C. Robinson  
Sir J. Shackleton  
Permt. U.S. of S.  
Parly. U.S. of S.  
Secretary of State.

DRAFT.

that if the scheme fails, it will be for very serious consideration whether the Government of Kenya should continue its present policy towards the farming community. I have been given to understand that already uneasiness has been expressed on the part of those interested in tea and in gold mining, <sup>and</sup> ~~and~~ much may not have been done for the assistance of those engaged in the ~~less remunerative~~ <sup>filled the same</sup> industries of water and ~~mining~~.

14. I have expressed above my approval of the creation of a Conciliatory Board. The composition of the Board is not otherwise specified, beyond that one member should be drawn from the Board of the Land Bank. I am not convinced that it is altogether desirable that the Land Bank should be represented on the Board at all, and it might perhaps be in the best interest of Government that, instead of a member of the Board of the Land Bank, a representative of one of

FURTHER ACTION.

*to note the  
same will be  
that knowledge  
which will be  
of the position  
financial standing  
of the bank for  
advance. I would  
I should like*

*for members will  
be kept in view  
and*

*inference  
for*

the existing commercial banks should be appointed. I presume that either the Treasurer or Deputy Treasurer will be a member of the Board, and its composition could be a Judge as Chairman, a Senior Treasury Official, a representative of one of the commercial Banks, and two other members, who might be selected as you think fit.

15. I observe that Mr. Nordlinger, who has signed the Report, disagrees with the rest of the Committee on certain points of procedure, and also is an advocate of devaluation of Kenya currency. Though I hope to address you shortly on the subject, I do not propose, in this despatch, to discuss the reasons against any idea of devaluation, beyond to say that I agree with my predecessors that it would prove disastrous to Kenya's real interests.

16. As regards raising funds, you recommend in your telegram that approval should now be given for the flotation of a new loan,

*changes set out on the Board, as one of its members. The representatives of the banks to be done as the circumstances require. It is clear from a reading of the existing Bank of Kenya Act that all the references to the Bank should be replaced by references to the Board of Kenya; and the name of the Bank should be changed to the Kenya Board.*

*a copy of the Board Bank do not issue of quantity of notes. The 2000 of the amount to issue a currency note.*

C. O.

Mr.  
Mr.  
Mr.

Sir C. Parkinson.  
Sir G. Tomlinson  
Sir C. Bottomley.  
Sir J. Shackburgh  
Permt. U.S. of S.  
Party. U.S. of S.  
Secretary of State.

DRAFT.

*of which only £ 375,000 is to be actually raised in the first place*

19

16. Subject to the observations in this despatch and in the enclosed correspondence with the Treasury, I approve of your proceeding to establish the Conciliation Board and to enact the necessary legislation to authorise the raising of a loan of £625,000. I am requesting the Crown Agents for the Colonies to make arrangements to place at the disposal of your Government such funds as may be required pending the issue of the first instalment of the loan, and I enclose a copy of a letter addressed to them by my direction.

FURTHER ACTION.

Signed J. H. THOMAS

Coded to Staff  
2 pm  
29/2/36

C.O.

Mr. Grossmith. 29/2/36

Mr. Paikin has seen

Mr. Flood 29.2

Sir C. Parkinson.

Sir G. Tomlinson

X Sir C. Bottomley 29.2 at all (2)

Sir J. Shuckburgh

Permt. U.S. of S.

Partly. U.S. of S.

Secretary of State.

02336

No. 43

Confidential.

Your confidential telegram

No. 4. With the concurrence of the

Treasury I agree that Kenya Government

should take power to raise a loan of

£625,000 to provide (a) £500,000 for

the Land Bank of which sum £200,000

to be set aside for scheme as proposed

in Interim report of Agricultural

indebtedness Committee and (b) £12,000

for Nairobi water supply. The actual

sum to be raised now will be limited

to £375,000 (a) above being restricted

to £250,000 of which sum £100,000 to

be earmarked for Agricultural Advances

Scheme. Treasury approval is on

distinct understanding (1) that any

proposal to raise balance of loan

will be subject to their prior

(by S. of S. and consent of Treasury) approval (2) that advances to

farmers will provide for adequate

margin of security based on value of

**DRAFT. TELEGRAM.**

*etc.*

GOVERNOR

NAIROBI.

*copy to S. of S. (14)*

**FURTHER ACTION.**

*Reciev. for draft  
prop. letter to C.A. &  
letter to Treas.*





the crop i.e. they should not exceed an appropriate percentage of the estimated crop value; and further that advances will be made only where the Conciliation Board is satisfied that the grant of such temporary assistance <sup>may</sup> lead ultimately to the applicants financial re-establishment. (3) That the utilization of the sum earmarked for Advances Scheme shall be limited in the first instance to a period ~~covering~~ two crops. Any proposal to extend this period will be subject to Treasury's prior approval. On this understanding you may proceed to ~~prepare~~ with

the necessary loan legislation and pending flotation of loan <sup>advances</sup> funds may be

obtained from the Crown Agents <sup>as proposed</sup> by you. Dispatch follows dealing with ~~various~~ various points but you may announce decision forthwith.

Secer.

Any reply to this letter should be addressed to

THE SECRETARY,  
TREASURY,  
WHITEHALL, LONDON, S W 1  
and in following number dated

10



TREASURY CHAMBERS.

S. 32902/04/3.

February, 1936.

Sir,

50

I have laid before the Lords Commissioners of His Majesty's Treasury Mr. Flood's letter of the 18th February 1936 (38216/36) and previous correspondence regarding the operation and future requirements of the Land and Agricultural Bank of Kenya with particular reference to the Interim Report of the Agricultural Indebtedness Committee of the Colony, and I am now to request you to convey to Mr. Secretary Thomas the following reply.

2. The Secretary of State proposes that Kenya should take power to raise a loan of £625,000 to provide: (a) £300,000 for the Land Bank, of which some £200,000 would be set aside for the proposed Agricultural Advances Scheme and (b) £325,000 for financing the water supply of Nairobi.

3. For the moment the actual sum to be raised will be limited to £375,000, the amount raised in respect of (a) above being restricted to £250,000, of which some £100,000 would be earmarked for the Agricultural Advances Scheme.

Handwritten notes and signatures on the left margin, including 'C. G. O. ACCUN' and 'C. G. O. ACCUN' written vertically.

The Under Secretary of State,  
Colonial Office.

4. Subject to the following observations by Lords approve these proposals and they agree that the Governor may proceed to enact the necessary legislation with a view to authorising the flotation of a loan up to a maximum of £625,000 and that meanwhile advances may be obtained from the Crown Agents for the Colonies pending the issue of the first portion of the loan.

5. Their Lordships' authority is given on the understanding

- (1) that any proposal to raise the balance of the authorised total of the loan will be subject to their prior approval, and
- (2) that the advances to be made under the Agricultural Advances Scheme to individual farmers or producers will provide for an adequate margin of security based on the value of the crop, i.e., they should not exceed an appropriate percentage of the estimated crop value; and further that advances will be made only in those

cases

52

cases where the Conciliation Board is satisfied that the farmer or other producer is deserving of assistance and that the grant of such temporary assistance may lead ultimately to his financial reestablishment.

- (3) That the utilisation of the sum earmarked for Agricultural Advances shall be limited in the first instance to a period covering two crops and that any proposal to extend this period shall be subject to their Lordships' prior approval.

I am,

Sir,

Your obedient Servant,

*H. V. N. S. P.*

RECEIVED

26 FEB 1936

Telegram from the Governor of Kenya to the Secretary of State for the Colonies.

Dated 26th February, 1936. Received 9.4.a.m. 26th February.

No. 54. Confidential.

It would be very desirable if I could receive an early decision on proposal(s) submitted in my telegram No. 4 confidential of the 4th January regarding Land Bank and indebtedness to committees' recommendations. The delay is creating a bad impression here.

9

C.O.

Mr. Flood. 18/10

Mr.  
Mr.

Sir C. Parkinson.

Sir G. Tomlinson.

Sir C. Hutcheson. has seen

Sir J. Stoddart.

Presid. U.S. of S.

Presid. U.S. of S.

Secretary of State.

Downing Street.

19/10/36

Sir,

I am etc. to refer to the

letter from this Office of the 31st of

October in which the consideration of

the Lords Commissioners of the Treasury

was invited to the position and future

requirements of the Land and

Agricultural Bank of Kenya.

In that letter Mr. Secretary

MacDonald proposed for their Lordships

consideration that approval should be

given to a proposal that Kenya should

be allowed to float a Loan for £612,000

of which £112,000 would be devoted to

financing the urgently needed water

supply of Nairobi which would be

recoverable from the Municipality, and

the remainder would be placed at the

disposal of the Land Bank. Since then

the

**DRAFT.**

THE SECRETARY,

TREASURY.

COPY SENT TO ACCOUNTS DEPARTMENT

copy to Kenya (14)  
1. 1. 14

38/128

FURTHER ACTION



the proposal has been the subject of discussion semi-officially with officers of their Lordships' Department and has also been the subject of communications with the Governor of Kenya.

I am now to enclose for their Lordships' consideration a copy of an interim report of the Agricultural Indebtedness Committee which was set up by the Govt. of Kenya and a copy of a telegram from the Governor urging that approval should be given to the recommendations of the Committee. It will be observed that in his telegram Sir Joseph Byrne recommends that power should be taken to issue at some convenient time a Loan up to £612,000, though not more than £250,000 of the £500,000 proposed for the Land Bank would be raised in the first instance and that a sum of about £100,000 <sup>out of the £250,000</sup> should be made available for agricultural advances on the lines proposed.

In the previous semi-official discussions which have taken place it was understood that their Lordships would be prepared to agree to the issue of a Loan to provide the £112,000 for the Nairobi Municipality

C. O.

- Mr.
- Mr.
- Mr.
- Sir C. Pakenham
- Sir G. Tomlinson
- Sir C. Buxton
- Sir J. Shackleton
- Pres. U.S. of S.
- Pres. U.S. of S.
- Secretary of State

**DRAFT**

*With the actual money to be raised will be £375,000*

Municipality Water Scheme and would be prepared to agree to the provision of additional capital for the Land Bank up to £250,000 <sup>(- say £375,000 in all)</sup>. In view of the extension of the Land Bank's operations on the lines suggested by the Agricultural Indebtedness Committee Mr. Thomas thinks that it will be advisable to adopt the proposal that power should be taken to issue a loan to provide £500,000 for the Land Bank in addition to the £112,000 for the Nairobi Municipality. If this course is adopted it will not be necessary to seek further approval and pass further special legislation in Kenya <sup>to authorize</sup> ~~if a small~~ the raising of a further loan, if necessary, additional sum is required and it up to the President's decision, and it will be clearly understood that, in the first instance, not more than £375,000 (£112,000 for the Nairobi Municipality and the balance for the

**FURTHER ACTION.**

Land Bank) will be raised, any proposal to increase raise the balance of

the authorized total being  
subject to the agreement  
of their Lordships.

It will be observed that the Governor of Kenya regards the matter as urgent, and should their Lordships accept these proposals Mr. Thomas would wish to inform him by telegraph that they are approved and that he may proceed to enact the necessary legislation with a view to authorizing the flotation of a further loan as suggested above, and that meanwhile advances should be obtained against the proposed loan. The matter has been discussed with officials of their Lordships' Department and it is understood that their Lordships may be disposed to give the proposals favourable consideration.

I am, etc.

(Signed) J. E. W. FLEOD

89  
7  
Downing Street,

18th February, 1936.

My dear Bridges,

Herewith I send you a note of our discussion which has been prepared and also an official letter sending copies of correspondence and asking for their ~~approval~~ approval for Kenya's proposal. You told me this morning that it would have to be sent forward ~~for the~~ consideration of the Ministers and very kindly promised to expedite the matter as far as you could. I think the letter will serve its purpose and I think it is in accord with what you agreed to recommend to your ministers at our discussion on Friday. I am not altogether happy with our record of the discussion, but as I had to be out of the room for part of it I am not prepared to criticise.

Yours sincerely,

*The official letter is very good but if you would like a longer covering the whole proposal we will prepare it.*

7

57

AGRICULTURAL INDEBTEDNESS IN KENYA.

Note of a discussion at the Colonial Office on the 14th February regarding a loan for the Kenya Land Bank, to include the provision of funds for an Agricultural Advances Scheme.

Present :

Sir Cecil Bottomley                      Mr. Bridges (Treasury)  
Sir John Campbell                        Mr. Speed.                      "  
Mr. Flood  
Mr. Clouston  
Mr. Paskin  
Mr. Crossmith

Sir Cecil Bottomley explained that the views of the Colonial Office on the Agricultural Relief Scheme were as stated in a draft despatch which had been sent to Mr. Bridges. As would be seen from that despatch, it had been intended only to approve the creation of the Conciliation Board. It had been considered preferable, however, before sending the despatch to ascertain the views of the Treasury on the scheme in general and particularly with regard to the provision of funds.

Mr. Bridges asked whether it was quite clear that the money to be advanced would be utilised for crop advances only.

Sir John Campbell observed that page 31 of the Report of the Committee on Agricultural Indebtedness showed that the funds devoted to the scheme would be used for the provision of seasonal finance and assistance to cereal farmers in a change over to mixed farming.

Mr. Speed

Mr.Speed referred to the position of unsecured creditors as shown on page 20 of the Report and asked whether the overriding of the existing claims of any unsecured creditor would not give rise to political difficulties.

Sir C.Bottomley suggested that there was no reason to expect such difficulties. The Governor had expressed no misgivings on the point, and in the terms of the Report no application for assistance could succeed unless the consent of a majority in number and value of the unsecured creditors had been obtained.

Mr.Speed argued that as the advance was based on the value of the crop the advance should provide for a margin i.e. it should not exceed, say, 70% of the crop value as had been laid down in the Mauritius Agricultural Advances scheme.

It was agreed that the point should be put to the Governor.

Mr.Bridges referred to the question of providing funds. He suggested that Kenya's credit was none too good in the City and that a loan for crop advances would not be viewed with favour there.

Mr.Speed suggested that Kenya's cash position was such that funds for the scheme could be found either from the Colony's liquid cash or from unexpended loan funds. Of course, in the latter case there would have to be a guarantee that the amount utilised would be restored.

Mr.Flood stated that Kenya's minimum cash requirement for till purposes <sup>with in</sup> was £100,000 and that the Govt. had been compelled to have temporary recourse to



## KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1937

## HARBOURS—REVENUE ACCOUNT

Expenditure	1937	1936	In-crease	De-crease	Earnings	1937	1936	In-crease	De-crease
	£	£	£	£		£	£	£	£
Engineering Expenses .. .. .	20,079	20,219	..	140	Imports excluding Coal and Bulk Oils	50,000	37,000	13,000	..
Marine Working .. .. .	15,545	20,975	..	5,430	Handling—250,000 tons .. .. .	65,000	54,470	10,530	..
Maintenance of Mechanical Plant .. .. .	9,131	7,981	1,150	..	Wharfage .. .. .	172,750	120,000	52,750	..
Shore Working and Lighterage .. .. .	29,699	19,592	10,017	..	Exports excluding Bunker and Bulk Oils—Handling and Wharfage .. .. .	4,000	3,500	500	..
General Charges .. .. .	16,324	15,809	1,115	..	Import Wharfage on 80,000 tons Coal .. .. .	15,000	12,700	2,300	..
Miscellaneous Expenditure .. .. .	7,955	6,923	1,032	..	Export Wharfage on Bunker and Bulk Oils .. .. .	1,250	1,250	..	..
Departmental Expenditure .. .. .	99,243	91,499	7,744	..	Marine Charges, etc. .. .. .	73,000	57,000	16,000	..
Payments to Shore Handling and Lighterage Contractors .. .. .	76,955	53,827	23,128	..	Miscellaneous Earnings .. .. .	53,000	36,000	17,000	..
Total Ordinary Working Expenditure .. .. .	176,198	145,396	30,872	..	TOTAL .. .. .	£ 434,000	£ 321,920	£ 112,080	..
Renewals Contribution .. .. .	27,885	30,223	..	2,338					
Total .. .. .	204,083	175,549	28,534	..					
Balance Net Earnings carried to Net Revenue Account .. .. .	229,917	146,371	83,546	..					
TOTAL .. .. .	£ 434,000	£ 321,920	£ 112,080	..					

## HARBOURS—NET REVENUE ACCOUNT

Loan Interest Charges .. .. .	182,745								
Loan Redemption Charges .. .. .	35,985								
Widows' and Orphans' Pension Scheme Reserve .. .. .	600								
Write-down of Stores Stocks on account of Obsolescence and Depreciation .. .. .	100								
Balance carried to Combined Net Revenue Appropriation Account .. .. .	11,587								
TOTAL .. .. .	£ 230,917								
					Balance from Revenue Account (Harbours) .. .. .				229,917
					Interest on Stamp Duty Reserve Fund .. .. .				400
					TOTAL .. .. .				£ 230,917

## RAILWAYS ESTIMATES

1937

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>A. IA.—CHIEF ENGINEER'S HEADQUARTERS STAFF—</b>								
(1) <i>Administrative and Engineering.</i>								
*(a) Chief Engineer .. .. .	1,600	1	1,600	1	1,600	..	..	Personal to present holder.
Pensionable Allowance .. .. .	150	..	150	..	150	..	..	
*(d) Assistant Chief Engineer .. .. .	1,250	1	1,250	1	1,250	..	..	
.. .. .	..	2	3,000	2	3,000	..	..	
.. .. .	..	..	887	..	621	266	..	See Abstract A.I.B. (1).
.. .. .	..	..	169	..	169	..	..	
.. .. .	..	2	4,656	2	3,790	266	..	
.. .. .	..	..	185	..	185	..	..	
.. .. .	..	2	3,871	2	3,605	266	..	
Deduct Contribution from Port .. .. .	..	..	..	..	..	..	..	
Total A. IA. (1) .. .. .	..	..	..	..	..	..	..	
<b>(2) Technical Office.</b>								
*(a) Chief Draughtsman .. .. .	840 by 40 to 920	1	920	1	920	..	..	
*(b) Land Surveyor .. .. .	480 by 20 to 600	..	..	1	579	..	579	See Item (c).
*(c) Senior Draughtsmen (Engineering) .. .. .	480 by 30 to 600	2	1,200	2	1,194	6	..	Normal increment.
*(d) " " (Architectural) .. .. .	480 by 30 to 600	1	600	1	600	..	..	
*(e) " " (Land Survey) .. .. .	480 by 20 to 600	1	520	1	500	20	..	" "
*(f) Learner Draughtsman .. .. .	180 by 12 to 240	1	220	1	227	12	..	" "
*(g) Clerk, Class II .. .. .	315 by 18 to 405	1	405	1	405	..	..	" "
*(h) Shorthand Typist .. .. .	144 by 12 to 240	1	201	1	192	9	..	" "
.. .. .	..	8	4,085	9	4,617	..	532	
<i>Carried forward</i> .. .. .	..	..	..	..	..	..	..	

ABSTRACT "A"—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>	£ ..	8	4,065	9	4,617	£	£	
A. I.A.—CHIEF ENGINEER'S HEADQUARTERS STAFF—Contd	Sh. per mensem							
(2) Technical Officer—Contd.	{ 150 by 15 to 340 350 by 25 to 500 }	3	705	2	420	285		Normal increments and additional post
(i) Draughtsmen (Asian)	150 by 15 to 340	2	297	2	283	14		Normal increment.
(j) Tracers (Asian)	410 by 20 to 430	1	258	1	258			"
(k) Clerk, Asian, Class I	250 by 15 to 295	1	168	1	159	9		"
(l) " " " IV							52	Not required, see Item (h).
(m) Survey Boys								"
(n) Plan Printers	20 to 60		32		32			"
(o) Fees to Licensed Surveyors			400			400		Vice Item (h).
(p) Drawing material			600		350	250		Estimated requirements.
(q) Drawing and Survey instruments			50		50			"
(r) Miscellaneous Expenses (see Appendix V)			590		550	40		Estimated requirements.
Deduct Contribution from Port		15	7,185	15	6,771	414		
Total A. I.A. (2)		15	6,576	15	6,162	414		

ABSTRACT "A"—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
A. I.A.—CHIEF ENGINEER'S HEADQUARTERS STAFF—Contd.	£							
(3) Clerical Officers.								
(a) Office Assistant to Chief Engineer	600 by 30 to 720	1	720	1	720			
(b) Office Assistant (Land)	600 by 30 to 720	1	720	1	720			
(c) Clerks, Class I	420 by 20 to 480	2	840	2	920	20		
(d) Clerk, Class II	315 by 18 to 405	1	235			235		Normal increment. Relief for Class I on leave, part salary charged to A.I.B.(3).
(e) Shorthand Typist, Special Grade	250 by 18 to 340	1	340	1	340			
(f) Shorthand Typists	144 by 12 to 240	2	432	2	432			
(g) Clerks (Asian) Special Class	Sh. per mensem 440 and upwards	2	600	2	600			
(h) " " Class I	410 by 20 to 430	1	280	1	268	22		
(i) " " IV	250 by 15 to 295	1	155	1	115	40		Includes relief for 1 "Special" Class on leave. See A. I. B. (3)
(j) " (African) Class II	65 to 90	1	100	1	42	3		Promotion from Grade V.
(k) Messengers and Office Boys		1	100	1	92	8		Normal increment.
(l) Miscellaneous Expenses (see Appendix V)		13	4,568	12	4,289	329		"
Deduct Contribution from Port			425		425			
Total A. I.A. (3)		13	4,993	12	4,664	329		
Total A. I.A.		13	4,839	12	4,510	329		
Total A. I.A. (3)		30	15,286	29	14,277	1,009		
Deduct Contribution from Port								
Total A. I.A.		2	1,314	2	1,379	65		Part salary of one post charged to A.I.A.(1).
(1) Administrative and Engineering.	1,000	1	920	1	920			Normal increments, and plus part salary of one previously charged to Port and Harbours.
(2) Senior District Engineers	840 by 40 to 920	3	2,908	3	2,310	598		
(3) District Engineers	720 by 30 to 840	6	5,142	6	4,609	533		
(4) Senior Assistant Engineers								
Carried forward								

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>								
A. 1B.—DISTRICT STAFF—Contd.	£	No.	£	No.	£	£	£	
(1) Administrative and Engineering.—Contd.			5,162	6	4,609	533		
(a) Assistant Engineers	480 by 20 to 600 600 by 30 to 720	7	4,301	7	4,535		234	Part salary of one charged to Port and Harbours.
(e) Cadet Engineers		2	350			350		Two Industrial Cadet Engineers at £350 per annum for half year.
(f) Motor Trolley Drivers, Trolley-men and Chainmen		..	675	..	605	70		Estimated requirements.
(g) Miscellaneous Expenses (see Appendix V)		15	10,468	13	9,749	719		
		..	947	..	920	27		Estimated requirements.
Add Contribution to Port		15	11,415	13	10,669	746		
		..	439	..	417	22		
Deduct Port Contribution to cover Leave Allowances		15	11,854	13	11,086	768		
		..	93	..	114	21		
Total A. 1B.(1)		15	11,761	13	10,972	789		
(2) Technical Office.								
(a) Surveyors (Asian) Class I	Sh. per mensem 500 by 25 to 600	3	1,000	3	1,035	45		Normal increments.
(b) " " " II	350 by 25 to 500	1	300	1	300			
(c) " " " III	150 by 15 to 340	2	190	..	..	180		Additional posts due to Works Programme.
(d) Chainmen		..	273	..	118	155		Estimated requirements.
(e) Miscellaneous Expenses (see Appendix V)		6	1,833	4	1,453	380		
		..	366	..	160	206		Estimated requirements.
Add Contribution to Port		6	2,199	4	1,613	586		
		..	138	..	130	8		
Deduct Port Contribution to cover Leave Allowances		6	2,337	4	1,743	594		
		..	12	..	20	8		
Total A. 1B.(2)		6	2,325	4	1,723	602		

\*Pensionable Post.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
A. 1B.—DISTRICT STAFF—Contd.	£	No.	£	No.	£	£	£	
(3) Clerical Offices.								
(a) Office Superintendent	500 by 20 to 600	1	600	1	600			
(b) Senior Clerk	500 by 20 to 540	1	540	1	520	20		Normal increment.
(c) Clerk, Class I	420 by 20 to 480	1	423	..	..	423		Transfer from A. I. B. (3) P. and H.
(d) Clerks, " II	315 by 18 to 405	2	835	4	1,548	..	713	See A. I. A. (3) and transfer to A. I. B. (3) P and H.
(e) Clerk, " III	240 by 15 to 300	1	300	1	294	6		Normal increment.
(f) Shorthand Typists	144 by 12 to 240	3	575	3	539	36		Normal increments.
(g) Clerk (Asian) Special Class	Sh. p. r mensem 440 upwards	1	318	1	318			
(h) Clerks, " Class I	410 by 20 to 430	6	1,525	6	1,548	..	22	See A. I. A. (3).
(i) " " " II	360 by 20 to 400	3	648	1	240	408		Three promotions from Class III, and one transferred to Port and Harbours.
(j) " " " III	310 by 20 to 350	6	1,242	8	1,620	..	378	See Item (i).
(k) " " " IV	250 by 15 to 295	7	1,185	5	813	372		One post transferred from Port and Harbours and one promotion from Class V.
(l) " " " V	150 by 15 to 240	14	1,631	10	1,136	495		Less one promotion to Class IV, plus five additional Temporary Clerks due to Works programme.
(m) Clerk, (African) Special Class	150 upwards	1	108	1	108			
(n) Clerks, " Class I	95 to 150	5	294	3	171	123		Normal increments and two promotions from Class II.
(o) " " " II	65 to 90	3	128	5	222	..	102	See Item (n).
(p) Messengers and Office boys		..	179	..	216	..	37	
(q) Miscellaneous Expenses (see Appendix V)		55	10,524	50	9,893	631		
		..	278	..	220	58		Estimated requirements.
Add Contribution to Port		55	10,802	50	10,113	689		
		..	754	..	706	48		
Deduct Port Contribution to cover Leave Allowances		55	11,556	50	10,819	737		
		..	194	..	131	27		
Total A. 1B.(3)		55	11,452	50	10,688	764		

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>A. IB—DISTRICT STAFF—Contd.</b>	£	No.	£	No.	£	£	£	
(4) <i>Subordinate Supervision of Works.</i>								
(a) Senior Inspector of Works	600	3	1,800	1	600	1,200	..	2 promotions from Class I.
(b) Inspector of Works, Class I	500 by 20 to 540	1	540	3	1,620	..	1,080	See Item (a).
(c) Inspectors of Works, Class II	390 by 18 to 480	3	1,364	3	1,035	325	..	Normal increment and 1 temporary for full year due to works programme.
(d) Sanitary Inspectors	372 by 18 to 480	2	1,020	2	980	40	..	Normal increment.
(e) Landie Overseers	480 by 20 to 540 390 by 18 to 480	3	874	2	1,176	..	302	Decrease due to temporary relief required for 2 months only.
(f) Overseers (Asian) Class I	Sh. per mensem 450 by 25 to 550	3	968	3	954	14	..	Normal increment.
(g) " " " " Class II	350 by 25 to 425	1	210	1	210	..	..	Normal increment.
(h) Sub-Overseers (Asian)	250 by 15 to 295	9	1,607	9	1,596	11	..	Normal increment.
(i) Timekeepers (African) Class I	300 by 15 to 330	5	225	5	210	16	..	Normal increments.
(j) " " " " Class III	65 to 90	3	72	1	36	36	..	1 additional post.
(k) Trolley-men and Motor Drivers	20 to 60	3	528	1	261	267	..	Estimated requirements.
(l) Miscellaneous Expenses (see Appendix V)	..	32	9,209	31	8,682	527	..	Estimated requirements.
Add Contribution to Port	..	32	10,995	31	9,482	613	..	
Deduct Port Contribution to cover Leave Allowances	..	..	965	..	837	158	..	
Total A. IB(4)	..	32	11,090	31	10,319	771	..	
	..	..	151	..	169	18	..	
	..	32	10,939	31	10,150	789	..	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>A. IB—DISTRICT STAFF—Contd.</b>	£	No.	£	No.	£	£	£	
(5) <i>Subordinate Supervision of Track.</i>								
(a) Senior Permanent Way Inspector	600	..	..	1	600	..	600	Post abolished.
(b) Permanent Way Inspectors, Class I	500 by 20 to 540	7	4,105	6	3,240	865	..	Promotion from Class II vice Item (a), plus part salary of one previously charged to Port and Harbours.
(c) " " " " Class II	390 by 18 to 480	7	2,878	7	3,230	..	352	Part salary of 1 charged to Port and Harbours.
(d) " " " " Class III	300 by 18 to 372	3	1,086	3	1,080	18	..	Normal increment.
(e) European Sub-Permanent Way Inspectors	180 by 12 to 240	8	1,620	6	1,200	420	..	Normal increments, plus 2 promotions from Item (f) as Non Establishment due to Works programme.
(f) Apprentice Permanent Way Inspectors	48 to 120	5	441	5	423	18	..	Normal increments and provision for 2 extra Apprentices.
(g) Permanent Way Inspectors (Asian) Class I	Sh. per mensem 500 by 25 to 600	1	360	1	345	15	..	Normal increment.
(h) Permanent Way Inspectors (Asian) Class II	400 by 25 to 500	3	783	3	736	47	..	..
(i) Sub-Permanent Way Inspectors (Asian) Class I	310 by 20 to 350	7	1,401	7	1,400	1	..	..
(j) Sub-Permanent Way Inspectors (Asian) Class II	250 by 15 to 295	3	531	3	507	24	..	..
(k) Sub-Permanent Way Inspectors (Asian) Class III	150 by 15 to 240	21	2,287	21	2,222	65	..	..
(l) Learner Sub-Permanent Way Inspectors (Asian)	40 by 10 to 80	8	365	8	282	83	..	Normal increments and subsistence allowance.
(m) Sub-Permanent Way Inspectors (African) Class I	95 to 150	14	1,040	14	1,019	21	..	Normal increments.
(n) Sub-Permanent Way Inspectors (African) Class II	65 to 90	14	684	14	670	14	..	..
(o) Learner Sub-Permanent Way Inspectors (African)	20 to 60	5	194	5	120	14	..	..
(p) Timekeepers (African) Class I	95 to 150	2	117	2	114	3	..	..
(q) " " " " Class II	65 to 90	19	783	19	776	17	..	Normal increment
(r) " " " " Class III	20 to 60	5	180	5	180	..	..	..
(s) Trolley-men	20 to 60	5	2,821	..	2,840	..	19	..
Carried forward	..	132	21,638	130	20,984	654	..	



Railways

ABSTRACT "A" ENGINEERING EXPENSES *Contd.*

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i> ... £	£	No.	£	No.	£	£	£	
A. 1B.—DISTRICT STAFF— <i>Contd.</i>		132	21,638	130	20,984	654		
(5) Subordinate Supervision of Track— <i>Contd.</i>								
(f) Miscellaneous Expenses ( <i>see</i> Appendix V) ...			1,744		2,100		256	Estimated requirements.
Add Contribution to Port ...		132	23,482	130	23,084	398		
			377		294	83		
Deduct Port Contribution to cover Leave Allowances ...		132	23,859	130	23,378	481		
			103		104	1		
Total A. 1B(5) ...		132	23,756	130	23,274	482		
Total A. 1B ...		240	60,233	228	56,807	3,426		
Total A. I ...		270	75,519	257	71,084	4,435		
A. II.—MAINTENANCE AND RENEWALS OF PERMANENT WAY—								
(a) (1) Maintenance Gangs ...			41,258		41,700		442	} Estimated requirements.
(2) Artisans and Mates ...			3,309		3,322		13	
(b) (1) Permanent Way Materials ...			3,771		3,806		35	
(2) Consumable Stores ...			714		726		12	
(3) Track Tools ...			1,741		1,800		59	
(c) Ballasting ...			2,271		2,071		200	
(d) Repairs to Formation ...			3,626		2,842		784	
Total A. II ...			56,690		56,267		423	
A. III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—								
(a) Repairs ...			968		1,365		377	} Estimated requirements.
(b) Painting ...			2,412		2,430		18	
Total A. III ...			3,400		3,795		395	

Railways

ABSTRACT "A" ENGINEERING EXPENSES *Contd.*

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
A. IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—								
(a) Station Buildings and Workshops ...			6,794		5,862		932	} Due to repairs to roofs of buildings on Uganda Extension. Estimated requirements. Normal requirements plus overdue maintenance. Estimated requirements. }rd requirements to bring this head up to standard. } Estimated requirements.
(b) Station Machinery ...			2,433		2,500		67	
(c) Staff Quarters ...			21,188		19,269		1,979	
(d) Water Supply Installations ...			2,327		2,125		202	
(e) Roads and Platforms, Drainage and Fencing ...			3,775		2,170		1,605	
(f) Inland Piers and Docks ...			830		1,142		312	
(g) Sewerage Works ...			1,565		795		710	
(h) Maintenance of Godown Areas ...			645		750		105	
Total A. IV ...			39,497		34,553		4,944	
A. V.—TELEGRAPHS AND TELEPHONES ...			8,300		8,300			Estimated requirements.
A. VI.—MISCELLANEOUS SERVICES—								
(a) Bush Clearing and Health Measures ...			5,053		3,685		1,368	} Estimated requirements.
(b) Tools and Plant ...			3,201		2,250		951	
(c) Fire-fighting Appliances ...			123		115		8	
(d) Conservancy ...			4,129		4,000		120	
(e) Water Supply ...			6,530		5,300		1,130	
(f) Insurance of Motor Vehicles ...			60		50		10	} Increase due to erection of additional staff quarters with consequent housing of additional staff Estimated requirements.
Total A. VI ...			19,187		15,600		3,587	
A. VII.—NEW MINOR WORKS—								
(a) Additions ...			7,400		8,000			} Actual requirements.
(b) Alterations and Improvements ...			600					
(d) Demolitions ...								
Total A. VII ...			8,000		8,000			
A. VIII.—CONTINGENCIES FOR FLOODS AND ACCIDENTS ...			500		500			} Estimated requirements.
A. IX.—PASSAGES ...			3,921		4,004		83	
A. X.—PRINTING AND STATIONERY ...			750		750			
TOTAL ABSTRACT "A" ...		270	215,764	257	202,853		12,911	

Railways

ABSTRACT "B"—LOCOMOTIVE RUNNING EXPENSES

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>I—(a) SUPERINTENDENCE—</b>								
*1 Locomotive Superintendent	950 by 50 to 1,150	1	1,150	1	1,116	24	..	Normal increment.
*2 Dist. Loco. Superintendent, Class I	720 by 30 to 840	1	821	1	791	30	..	"
*3 Dist. Loco. Superintendent, Class II	600 by 30 to 720	1	480	1	720	..	240	3rd salary charged to Harbours C.I.
*4 Asst. Loco. Superintendent	480 by 20 to 600	1	696	1	666	30	..	Normal increment.
5 Loco. Instructors, Class I	560 by 20 to 600	2	1,220	1	630	590	..	*Personal to present holder of one post. Normal increment, and one additional post, see reduction under B. IV (a).
	*600 by 30 to 720							
6 Inspectors, Class I	560 by 20 to 600	2	1,200	2	1,180	20	..	Normal increments.
7 Inspectors, Class II	480 by 20 to 540	5	2,621	5	2,547	73	..	"
8 Inspectors, Class III	390 by 14 to 480	2	879	2	850	29	..	"
9 Salary of Relieving Officers	..	..	295	..	295	..	..	See Abstract C.I.b.
10 Miscellaneous Expenses (see Appendix V)	..	..	1,325	..	1,048	277	..	Estimated requirements.
Contribution towards Abstract "C.I.a"	..	15	10,686	14	9,548	1,138	..	See Abstract C.I.a.
	..		1,115		1,115	..	..	
Deduct Port Contribution	..	15	11,801	14	9,548	2,253	..	
	..		34		240	206	..	
Total I(a)	..	15	11,767	14	9,308	2,459	..	
<b>I—(b) OFFICES—</b>								
1. Contribution towards Abstract C.I (c) joint clerical office of the Running and Maintenance (Rolling Stock) Departments	..	..	5,797	..	5,634	163	..	The personnel of the joint office is detailed under Abstract C.I (c), Items 2 to 18.
2. Miscellaneous Expenses (see Appendix V)	..	..	480	..	405	75	..	Estimated requirements.
Deduct Port Contribution	..	..	6,277	..	6,039	238	..	
	..	..	34	..	..	..	34	
Total I(b)	..	..	6,243	..	6,039	204	..	
Total I	..	15	18,010	14	15,347	2,663	..	

\*Pensionable Post.

Railways

ABSTRACT "B"—LOCOMOTIVE RUNNING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>II—LOCOMOTIVE RUNNING SHED STAFF—</b>								
(a) Senior Foreman	480 by 20 to 600	1	385	1	371	14	..	} Normal increments. 3rd charged to Abstract C. I(b).
(b) Foremen	444 by 18 to 480	7	2,470	7	2,456	14	..	
(c) Artisans, Class I	480 by 20 to 540	2	522	2	510	12	..	} One promotion from Class III. 3rd charged to Abstract C. I(c).
(d) Clerks (Asian) Class II	300 by 18 to 420 Sh. per mensem	1	144	..	..	144	..	
(e) " " Class III	360 by 20 to 400	1	140	2	280	..	140	} Normal increments. 3rd charged to Abstract C. I(c).
(f) " " Class IV	310 by 20 to 350	1	140	2	280	..	140	
(g) " " Class V	250 by 15 to 295	9	947	9	906	41	..	} Changes in holders of posts. 3rd charged to Abstract C. I(c).
(h) " (African) Class III	150 by 15 to 240	3	63	3	72	..	9	
(i) Miscellaneous Expenses (see Appendix V)	..	..	50	..	50	..	..	
Deduct Port Contribution	..	24	4,721	24	4,645	76	..	Note: 3rd of this head is chargeable to Abstract C. I(b) and C. I(c)
	..	..	153	..	..	..	153	
Total II	..	24	4,568	24	4,645	..	77	
<b>III—FUELLING, CLEANING AND CARE OF ENGINES—</b>								
(a) Labour	..	..	6,978	..	5,450	1,528	..	Estimated requirements.
(b) Stores	..	..	1,059	..	674	385	..	
Deduct Port Contribution	..	..	8,037	..	6,124	1,913	..	
	..	..	147	..	..	..	147	
Total III	..	..	7,890	..	6,124	1,766	..	
<b>IV—LOCOMOTIVE RUNNING STAFF—</b>								
(a) Drivers	240 by 18 to 300	45	13,335	47	14,186	..	851	Reduction of two posts and changes in holders of posts.
(b) Firemen, Class I (Passed Firemen)	172 by 12 to 220	23	4,774	23	4,837	..	63	Changes in holders of posts.
(c) Firemen, Class II	100 by 12 to 160	28	2,462	22	3,021	..	559	Reduction of 4 posts and changes in holders of posts.
Carried forward	..	86	20,571	92	22,044	..	1,473	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>	£	No. 86	£ 20,571	No. 92	£ 22,044	£	£ 1,473	
<b>IV—LOCOMOTIVE RUNNING STAFF—Contd.</b>								
	Sh. per mensem							
(d) Drivers, "A" Class, Asian	50 by 15 to 350	19	3,971	19	3,926	45	..	Normal increments.
	35 by 25 to 450							
(e) " " "B" Class, Asian	150 by 15 to 230	14	1,754	14	1,811	..	57	Changes in holders of posts.
(f) " " Special Class, African	160 by 15 to 230	2	276	2	276	..	..	
(g) " " "A" Class, African	90 to 150	..	..	2	..	..	..	
(h) " " "B" Class, African	65 to 80	4	170	2	87	80	..	Increase of 2 posts. Estimated requirements.
(i) Firemen, "A" Class, Asian	100 by 10 to 145	17	1,330	17	1,404	..	74	Changes in holders of posts.
(j) Firemen, "B" Class, Asian	69 by 10 to 90	18	910	18	932	..	22	
(k) " " "A" Class, African	45 to 60	65	2,160	60	2,121	39	..	Additional posts to meet requirements.
(l) Firemen, "B" Class, African	20 to 40	145	2,650	140	2,500	150	..	
(m) " " "C" Class, African	15 to 20	185	2,340	180	2,180	160	..	
Miscellaneous Expenses (see Appendix V)	..	..	35	..	35	..	..	Estimated requirements
Deduct Port Contribution	..	555	36,167	544	37,316	..	1,149	
Total IV	..	555	36,054	544	37,141	..	1,087	
<b>V—RUNNING ALLOWANCES AND OVERTIME—</b>								
(a) Mileage Allowances	..	..	34,863	..	25,436	9,427	..	Estimated requirements.
(b) Stabling Allowances	..	..	567	..	500	67	..	" "
(c) Overtime	..	..	5,341	..	3,600	1,741	..	" "
Deduct Port Contribution	..	..	40,771	..	29,536	11,235	..	
Total V	..	..	119	..	175	56	..	
<b>VI—RUNNING ROOMS—</b>								
(a) Staff	..	..	1,000	..	950	50	..	Estimated requirements.
(b) Stores and Equipment	..	..	3,100	..	958	142	..	" "
Deduct Contribution from Abstract D. IV	..	..	2,100	..	1,908	192	..	
Total VI	..	..	700	..	636	..	64	
Total VI	..	..	1,400	..	1,272	128	..	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>VII—FUEL—</b>								
(a) Coal	..	..	100,752	..	74,132	26,620	..	Estimated requirements.
(b) Wood	..	..	49,761	..	35,406	14,355	..	" "
(c) Oil	..	..	2,133	..	1,107	1,026	..	" "
Deduct Port Contribution	..	..	152,646	..	110,645	42,001	..	
Total VII	..	..	2,296	..	3,475	1,179	..	
<b>VIII—WATER—</b>								
(a) Water Machinery (Staff Wages)	..	..	1,700	..	1,460	240	..	Estimated requirements
(b) Water Machinery (Fuel and Stores)	..	..	7,000	..	6,600	400	..	" "
(c) Purchase of Water	..	..	5,400	..	5,000	400	..	" "
Deduct Port Contribution	..	..	14,100	..	13,060	1,040	..	
Total VIII	..	..	266	..	400	134	..	
<b>IX—RUNNING STORES ETC.—</b>								
(a) Running Stores (other than Fuel and Water)	..	..	13,834	..	12,660	1,174	..	
Deduct Port Contribution	..	..	5,400	..	6,134	..	734	Estimated requirements
(b) Engine Tools and Plant	..	..	514	..	775	261	..	" "
Total IX	..	..	4,886	..	5,359	..	473	Estimated requirements
X—FIRE FIGHTING APPLIANCES AT SHEDS	..	..	1,200	..	950	250	..	" "
XI—PRINTING AND STATIONERY	..	..	6,086	..	5,969	117	..	
XII—PASSAGES	..	..	100	..	175	..	75	
XIII—ADVERTISING	..	..	600	..	475	125	..	Estimated requirements.
XIV—NEW MINOR WORKS	..	..	3,500	..	4,900	..	500	" "
Total ABSTRACT "B"	..	..	20	..	190	..	80	" "
	..	..	150	..	200	..	50	" "
	..	..	594	..	582	..	58,635	" "

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>I—(a) GENERAL SUPERINTENDENCE—</b>								
*1. Chief Mechanical Engineer	1,500	1	1,500	1	1,500	..	..	
*2. Works Superintendent	950 by 50 to 1,150	1	950	1	913	37	..	Change in salary scale.
*3. Assistant Accountant	600 by 30 to 720	1	630	1	600	30	..	Normal increment.
*4. Chief Locomotive Draughtsman	600 by 30 to 720	1	720	1	720	..	..	
5. Miscellaneous Expenses (see Appendix V)			340		255	85	..	Estimated requirements
Deduct Abstract "B" Contribution		4	4,140	4	3,988	152	..	
			1,115		..	..	1,115	
Total I(a)		4	3,025	4	3,988	..	963	
<b>I—(b) SUPERINTENDENCE—</b>								
1. Inspector, Class I	560 by 20 to 600	1	600	1	580	20	..	Normal increment.
2. Inspectors, Class II	480 by 20 to 540	2	1,080	2	1,060	20	..	" "
3. Senior Foremen	480 by 20 to 600	4	2,380	4	2,305	75	..	" "
4. Workshops Foremen Class I	500 by 20 to 540	14	7,111	13	6,702	409	..	One additional post, and part salary of one post charged to B. 1. (a).
5. Workshops Foremen Class II	444 by 18 to 480	8	3,552	..	..	3,552	..	New Grade against reductions under C. IIa, C. IIIa and C. IVa.
6. Proportion of Salaries of Foremen (Abstract "B")			1,427		1,414	13	..	frds charged to Abstract B.II(a) and (b).
7. Proportion of Salaries of Artisans, Class I (Abstract "B")			261		255	6	..	frds charged to Abstract B.II(c).
8. Salaries of Relieving Officers			1,375		..	1,375	..	See Abstracts C. II, C. III and C. IV.
9. Miscellaneous Expenses (see Appendix V)			680		680	..	..	Estimated requirements
Total I(b)		29	18,466	20	12,996	5,470	..	

\*Personal Post.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>I—(c) OFFICE—</b>								
1. Junior Draughtsman, Class II	300 by 18 to 372	1	372	1	354	18	..	Normal increment
2. Office Superintendent	500 by 20 to 600	1	580	1	560	20	..	do.
3. Senior Clerk	500 by 20 to 540	1	540	1	520	20	..	do.
4. Clerks, Class I	420 by 20 to 480	2	900	2	894	6	..	do.
5. " " II	315 by 18 to 405	3	1,080	3	1,080	..	..	
6. " " IV	180 by 15 to 225	1	225	1	210	15	..	do.
7. Junior Clerks	Up to 180	2	294	2	300	..	6	Changes in holders of posts.
8. Shorthand-Typist (Special Grade)	250 by 18 to 340	1	340	1	340	..	..	
9. Shorthand-Typists	144 by 12 to 240 Sh. per messen	5	874	5	909	..	35	Changes in holders of posts.
10. Clerks, (Asian) Special Class	440 upwards	3	1,140	3	1,122	18	..	Normal increments.
11. " " Class I	410 by 20 to 430	4	1,020	4	1,020	..	..	
12. " " II	360 by 20 to 400	2	468	2	424	44	..	Normal increments.
13. " " III	310 by 20 to 350	3	606	2	420	186	..	One promotion from Item 14.
14. " " IV	250 by 15 to 295	19	3,011	20	2,958	53	..	Normal increments
15. " " V	150 by 15 to 240	2	48	..	..	48	..	Training of staff to replace wastage.
16. Learners	95 to 150	6	292	6	336	..	44	Changes in holders of posts.
17. Clerks, (African) Class I	65 to 90	..	..	..	..	..	..	
" " II	20 to 60	..	..	..	..	..	..	
" " III	10 to 30	..	..	..	..	..	..	
18. Office Boys and Messengers		11	176	11	175	1	..	Normal increments. frd charged to Abstract
19. Proportion of Salaries of Shed Clerks			648		629	19	..	B. II. (d), (e) & (f).
20. Miscellaneous Expenses (see Appendix V)			335		292	43	..	Estimated requirements.
Deduct Abstract "B" Contribution		67	12,949	65	12,543	406	..	
			5,797		5,634	..	163	See Abstract B. I.(b) 1.
Total I(c)		67	7,152	65	6,900	243	..	
Total I		100	28,643	89	23,893	4,750	..	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>II—MAINTENANCE OF ENGINES—</b>								
(c) Shop Repairs:								
(1) Chargehands	300 by 18 to 420	11	3,310	22	8,430	..	5,120	Grade previously shown as Artisans Class I. 5 posts included under Items 4 and 5 C I (b). 6 posts now shown under C III a (1) and part salary of three posts charged to C I (b) 8.
(2) Labour	.. .. .	..	19,202	..	10,816	8,386	..	
(3) Materials	.. .. .	..	13,248	..	10,454	2,794	..	
(d) Running Repairs:								Estimated requirements
(1) Labour	.. .. .	..	25,643	..	22,353	3,290	..	
(2) Materials	.. .. .	..	12,560	..	8,517	4,043	..	
Deduct Port Contribution	.. .. .	..	600	22	60,570	12,383	..	
Total II	.. .. .	11	73,353	22	59,820	13,533	..	
<b>III—MAINTENANCE OF COACHING STOCK—</b>								
(a) Shop Repairs:								
(1) Chargehands	300 by 18 to 420	8	2,775	3	1,136	1,639	..	Grade previously shown as Artisans Class I. Three posts included under Item 5 C I (b). Six posts transferred from C II (a) 1 and part salary of one post charged to C I (b) 8. Two previously included under C II (b) 1.
(2) Labour	.. .. .	..	9,900	..	11,636	..	1,646	
(3) Materials	.. .. .	..	14,025	..	12,028	1,997	..	
(d) Running Repairs:								Estimated requirements.
(1) Labour	.. .. .	..	4,491	..	4,636	..	145	
(2) Materials	.. .. .	..	5,959	..	5,689	270	..	
Total III	.. .. .	8	37,240	3	35,125	2,115	..	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>IV—MAINTENANCE OF GOODS STOCK—</b>								
(a) Shop Repairs:								
(1) Chargehands	300 by 18 to 420	2	499	3	1,190	..	691	Grade previously shown as Artisans Class I. One post included under Item 5 C I (b). Part salary of one post charged to C I (b) 8.
(2) Labour	.. .. .	..	13,656	..	13,672	..	16	
(3) Materials	.. .. .	..	20,255	..	20,338	..	83	
(d) Running Repairs:								Estimated requirements.
(1) Labour	.. .. .	..	14,051	..	12,534	1,517	..	
(2) Materials	.. .. .	..	9,516	..	7,298	2,218	..	
Deduct Port Contribution	.. .. .	..	57,977	3	55,032	2,945	..	
Total IV	.. .. .	2	57,477	3	54,532	2,945	..	
<b>V—MAINTENANCE OF MACHINERY, TOOLS, PLANT, PUMPS, ETC.—</b>								
(a) Shop Repairs	.. .. .	..	8,100	..	5,890	2,290	..	Estimated requirements.
(b) Running Repairs	.. .. .	..	2,100	..	1,800	300	..	" "
(c) Fire Fighting Appliances	.. .. .	..	250	..	275	..	25	" "
(d) Repair and internal examination of Stationary Boilers	.. .. .	..	300	..	300	..	..	
(e) Maintenance of Water Pumps and Water Columns	.. .. .	..	600	..	400	200	..	Estimated requirements.
Total V	.. .. .	..	11,430	..	8,665	2,765	..	



**Railways**

**ABSTRACT "C"—MAINTENANCE OF ENGINES AND ROLLING STOCK—Contd.**

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VI—EUROPEAN APPRENTICES' HOSTEL	Expenditure £600 Receipts £600	..	..	..	..	..	..	
VII—AFRICAN APPRENTICES' HOSTEL	..	..	350	..	900	50	..	Estimated requirements
VIII—PRINTING AND STATIONERY	..	..	310	..	375	..	65	Estimated requirements
IX—DRAWING MATERIALS AND INSTRUMENTS	..	..	100	..	50	50	..	..
X—PASSAGES	..	..	3,500	..	4,000	..	500	..
XI—NEW MINOR WORKS AND IMPROVEMENTS								
(a) New Minor Works	..	..	1,441	..	1,662	..	221	..
(b) Alterations and Improvements	..	..	312	..	2,052	..	1,740	..
(c) Experimental work on rolling stock	..	..	400	..	200	200	..	..
Total XI	..	..	2,153	..	3,914	..	1,761	..
TOTAL ABSTRACT "C"	..	..	121 215,156	117	191,274	23,882	..	..

**Railway**

**ABSTRACT "D"—TRAINED EXPENSES**

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—(a) SUPERINTENDENCE—								
*1. Superintendent of the Line	1,500	1	1,500	1	1,500	..	..	
*2. Assistant Superintendent of the Line	1,250	1	1,250	1	1,250	..	..	
*3. Assistant Superintendents, Class I	720 by 30 to 840	2	1,680	2	1,680	..	..	
*4. District Traffic Superintendent, Class I	720 by 30 to 840	1	780	1	750	30	..	Normal increment.
*5. District Traffic Superintendents, Class II	600 by 30 to 720	2	1,380	1	720	660	..	One promotion from Item 6.
*6. Assistant District Traffic Superintendents	480 by 20 to 600 600 by 30 to 720	2	1,275	3	1,850	..	575	Normal increments and one promotion to Item 5
*7. Assistant Traffic Superintendent	480 by 20 to 600 600 by 30 to 720	1	616	1	590	26	..	Normal increment.
8. Traffic Inspectors, Class I	500 by 20 to 540	4	2,140	4	2,060	80	..	..
9. Traffic Inspectors, Class II	390 by 18 to 480	2	960	2	960	..	..	..
10. Traffic Instructor, Class I	560 by 20 to 600	1	580	1	560	20	..	..
11. Traffic Instructor, Class II	420 by 20 to 540	1	540	1	540	..	..	..
12. Chief Train Controller	480 by 20 to 600	1	600	1	600	..	..	..
13. Train Controllers	390 by 18 to 480	3	1,440	3	1,439	1	..	Normal increment.
14. Assistant Controller, Class II	240 by 15 to 300	..	..	..	..	..	..	..
15. Salary of Staff Car Driver	..	1	90	1	90	..	..	..
16. Training School Instructor (African)	Sh. per mensem 190 upwards	1	132 250	1	120 250	12	..	Normal increment.
17. Contribution to Port	..	..	..	..	..	..	..	..
Total I(a)	..	24	15,213	24	14,959	254	..	..
I.—(b) Miscellaneous Expenses (see Appendix V)	..	..	900	..	850	50	..	Estimated requirements.
Total I	..	24	16,113	24	15,809	304	..	..

\* Pensionable Post.

Railways

ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>II.—(a) OFFICES—</b>								
1. Senior Clerk "Special" Grade	540 by 20 to 600	1	560	..	..	560	..	New post due to reorganisation.
2. Senior Clerks	500 by 20 to 540	5	2,615	4	2,122	493	..	Normal increments—1 promotion to Item 1, and 2 promotions from Item 3.
3. Clerks, Class I	420 by 20 to 480	4	1,780	5	2,326	..	346	2 promotions to Item 2. Changes in holders of posts.
4. " " " " II	315 by 18 to 405	3	1,140	3	1,087	53	..	Normal increments.
5. " " " " III	240 by 15 to 300	3	825	3	810	15	..	" " " "
6. " " " " IV	180 by 15 to 225	5	1,045	5	972	73	..	" " " "
7. Shorthand Typist, "Special" Grade	250 by 18 to 340	1	304	1	286	18	..	Normal increment.
8. Shorthand Typists	144 by 12 to 240	4	735	4	749	..	14	Changes in holders of posts.
9. Typist, Class I	195 by 15 to 300	1	250	1	250	..	..	" " " "
10. Telephonist, Class I	192 by 12 to 240	1	216	1	204	12	..	Normal increment.
11. Clerks, (Asian) Special Class	440 upwards	4	1,290	4	1,614	..	324	1 allowed for 3 months only pending retirement of holder, when post will be transferred to Item 12.
12. " " " " Class I	410 by 20 to 430	7	1,782	4	1,032	750	..	Normal increments—1 promotion from Item 13. 1 transferred from D. III(a) 22, and 1 promotion from Item 14 to be covered by abolition of one post from Item 11.
13. " " " " II	360 by 20 to 400	3	697	4	888	..	191	One promotion to Item 12.
14. " " " " III	310 by 20 to 350	7	1,391	7	1,375	16	..	Normal increments—1 promotion to Item 12, and 1 promotion from Item 15.
15. " " " " IV	250 by 15 to 295	18	2,758	18	2,666	92	..	Normal increments—1 promotion to Item 14, and 1 Temporary Clerk to be confirmed.
16. " " " " V	150 by 15 to 240	1	132	1	126	6	..	Normal increment.
17. (African) Special Class	150 upwards	1	132	1	126	6	..	Normal increment.
18. " " " " Class I	95 to 150	8	570	8	556	14	..	Normal increments.
19. " " " " Class II	65 to 90	14	211	14	193	18	..	Normal increments.
20. " " " " Class III	20 to 60	..	..	..	..	..	..	" " " "
21. Messengers and Office Boys	10 to 30	..	..	..	..	..	..	Normal increments.
22. Proportion of amount for Clerical Staff provided for under Abstract E.	..	..	444	..	447	..	3	Actual requirements.
23. Contribution to Port	..	..	600	..	600	..	..	" " " "
Total II(a)	..	90	19,345	87	18,303	1,042	..	..
<b>II.—(b) Miscellaneous Expenses (see Appendix V)</b>								
Deduct	..	..	2,989	..	2,292	697	..	Anticipated requirements.
Total II	..	90	22,334	87	20,595	1,739	..	..
	..	..	187	..	176	..	11	Proportion of salary and allowance of Telephonist chargeable to Abstracts "A." & "E."
Total II	..	90	22,147	87	20,419	1,728	..	..

Railways

ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>III.—(a) STATION AND PIER STAFFS—</b>								
1. Station Masters, Class I	500 by 20 to 540	1	519	1	500	19	..	Normal increment.
2. " " " " II	420 by 20 to 480	2	960	2	960	..	..	" " " "
3. " " " " III	360 by 20 to 400	1	397	1	376	21	..	" " " "
4. Assistant Station Master, Class I	240 by 15 to 300	1	267	1	251	16	..	" " " "
5. Goods Agent, Class I	480 by 20 to 600	1	580	1	560	20	..	" " " "
6. Assistant Goods Agents	300 by 18 to 420	2	840	2	840	..	..	" " " "
7. Junior Clerks	Up to 180	1	178	1	168	10	..	" " " "
8. Weighing Machine Inspector	390 by 18 to 480	1	480	1	480	..	..	" " " "
9. Traffic Apprentices	..	6	417	5	336	81	..	Normal increments and one extra post.
10. Station Masters (Asian) Special Class	Sh. per mensem 470 upwards	6	2,088	6	1,980	108	..	Normal increments.
11. " " " " " " Class I	410 by 20 to 450	8	2,112	7	1,854	258	..	One promotion from Item 12.
12. " " " " " " Class II	360 by 20 to 400	11	2,510	11	2,412	98	..	One promotion to Item 11. Normal increments.
13. " " " " " " Class III	310 by 20 to 350	51	10,635	51	10,651	..	16	One promotion to Item 12, and one from Item 14. Changes in holders of posts.
14. " " " " " " Class IV	250 by 15 to 295	42	6,531	42	6,341	190	..	Normal increments.
15. " " " " " " Class V	210 by 15 to 240	..	..	..	..	..	..	" " " "
16. Assistant Station Masters (Asian)	150 by 15 to 240	118	15,644	115	15,864	..	220	Changes in holders of posts. Three additional temporary posts.
17. Station Masters (African) Class I	190 upwards	..	..	..	..	..	..	" " " "
18. " " " " " " Class II	120 to 180	20	1,975	20	1,975	..	..	" " " "
19. Yard Foremen and Assistants (Asian)	{ 350 by 25 to 450 250 by 15 to 330 150 by 15 to 240 }	15	2,859	14	2,659	200	..	Normal increments and one additional temporary post.
20. Crane Drivers, Fitters and Firemen	..	..	500	..	500	..	..	" " " "
21. Clerks, (Asian) Special Class	440 upwards	3	1,140	3	1,088	54	..	Normal increments.
22. " " " " " " Class I	410 by 20 to 430	5	1,290	6	1,548	..	258	One transferred to D. II (a) 12.
Carried forward	..	295	51,922	290	51,341	581	..	..

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>								
III.—(a) STATION AND PIER STAFFS.—Contd.		No. 295	£ 51,922	No. 290	£ 51,341	£ 581		
23. Clerks (Asian) Class II	Sh. per mensm 360 by 20 to 400	1	240	1	228	12		Normal increments.
24. " " " III	310 by 20 to 350	43	8,946	43	8,898	48		Normal increments.
25. " " " IV	250 by 15 to 295	156	22,975	156	22,653	322		Normal increments.
26. " " " V	150 by 15 to 240	1	96	1	96			
27. Clerks (African) Special Class	150 upwards	1	96	1	96			
28. " " " Class I	95 to 150							
29. " " " II	65 to 90	118	5,017	107	4,403	414		Normal increments and 11 additional posts.
30. " " " III	20 to 60							
31. Signallers (Asian)	150 by 15 to 195	10	1,071	5	450	621		Normal increments and 5 additional posts.
32. " (African) Class I	130 to 180	11	1,144	11	1,116	28		Normal increments.
33. " " " II	90 to 120	48	3,168	48	3,189			Changes in holders of posts.
34. " " " III	50 to 80	113	4,408	110	5,239		21	do do.
35. Telegraph Learners	20 to 40	30	720	30	720			
36. Telephone Operators (African)	50 to 90	3	162	3	162			
37. Ticket Collectors (Asian)	150 by 15 to 240	1	144	1	144			
38. " " (African)	50 to 90	2	108	2	108			
39. Weighing Machine Fitters (Asian)	150 by 15 to 350	5	770	5	722	48		Normal increments.
40. Railway Agents at Karungu and Mohoru Bay	150 by 15 to 230		132		400		268	Kasenyi Agency costs transferred to D. IIIb (2), and agency at Musoma discontinued.
41. Headmen	20 to 60	42	950	42	900	50		Normal increments.
42. Pointsmen	20 to 40	294	4,400	291	4,000	400		Normal increments and extra men to deal with increased traffic.
43. Porters and Lampmen	10 to 30		8,500		8,000	500		Normal increments and extra men to handle heavier traffic.
44. Sweepers	10 to 30	130	1,800	128	1,600	200		Normal increments and 2 additional posts.
45. Watchmen	20 to 50	25	400	23	350	50		do. do.
46. Office Boys and Messengers	10 to 30	50	725	48	650	75		do. do.
47. Overtime			1,000		600	400		Anticipated requirements.
Total III(a)		1,378	118,758	1,345	116,260	2,538		

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—(b) LOADING AND UNLOADING OF VESSELS AND TRUCKS—								
1. Kilindini Harbour			23,200		13,500	9,700		Anticipated requirements.
2. Other Ports and Stations			7,100		3,500	3,600		Anticipated requirements. Kasenyi Agency transferred from D. III(a) 40.
Total III(b)			30,300		17,000	13,300		
III.—(c) MISCELLANEOUS EXPENSES (See Appendix V)			775		650	125		Anticipated requirements.
Total III			1,378	149,873	1,345	133,910	15,963	
IV.—(a) RUNNING STAFF—								
1. Guards (European)	240 by 18 to 300	6	1,800	6	1,788	12		Normal increments.
2. Ticket Examiners (European)	240 by 18 to 300	10	3,000	10	3,000			
3. Guards (Asian)	Sh. per mensm 150 by 15 to 340	77	13,012	71	12,032	980		Normal increments and six additional posts.
4. Guards (African)	50 to 110	12	739	12	676	63		Normal increments.
5. Ticket Examiners (Asian)	120 to 150	2	408	2	408			
	150 by 15 to 340							
Add Contribution to Abstract B. VI for Running Room Staff and Stores		107	18,959	101	17,904	1,055		
			700		636	64		
Total IV(a)		107	19,659	101	18,540	1,119		

Railways

ABSTRACT OF TRAFFIC EXPENSES—Contd

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IV.—(d) MISCELLANEOUS EXPENSES (see Appendix V)			100		100			
IV.—(c) OVERTIME AND TRIP ALLOWANCES			11,400		6,500	4,900		Anticipated requirements.
Total IV		107	31,159	109	25,140	6,019		
V.—CLEANING OF CARRIAGES AND WAGONS—								
(a) Wages			2,250		1,750	500		Anticipated requirements.
(b) Materials			400		360	40		" "
Total V			2,650		2,110	540		
VI.—STATION STORES (FUEL, LIGHTING, WATER ETC.)—								
(a) Fires, Lights, Water and General Stores for Carriages, Stations, Ports, Offices, etc.			4,500		4,260	240		Anticipated requirements.
(b) Wagon Covers, Ropes, etc.			4,168		1,200	2,968		Provision for purchase of 500 new tarpaulins.
(c) Office and Station Fittings and Equipment			696		500	196		Purchase of typewriters and fitting of rubber tyred wheels to 50 hand barrows.
(d) Watch and Clock Repairs			288		324		36	
Total VI			9,652		6,284	3,368		
VII.—CLOTHING			2,000		1,596	404		Anticipated requirements.

38

Railways

ABSTRACT OF TRAFFIC EXPENSES—Contd

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII.—(a) CATERING—								
*1. Assistant Superintendent (Catering)	600 by 30 to 720	1	660	1	630	30		Normal increment.
2. Catering Inspector, Class II	390 by 18 to 480	1	437	1	419	18		Normal increment.
3. Clerk, (Asian) Class I	Sh. per mensem 410 by 20 to 430	1	258	1	258			
4. " " " III	310 by 20 to 350	1	210	1	210			
5. " " " IV	250 by 15 to 295	2	302	2	288	14		Normal increments.
5. " " " V	150 by 15 to 240							
6. Chief Stewards and Cooks, Class II	200 by 15 to 250	5	709	5	700	9		Normal increments.
7. " " " " III	150 by 10 to 200	6	617	6	629		12	Changes in holders of posts.
8. Assistant Stewards and Cooks, Class I	130 by 10 to 140	5	412	5	408	4		Normal increments.
9. " " " " II	110 by 10 to 120	6	425	6	402	24		Normal increments.
10. " " " " III	80 by 10 to 100	12	692	13	714		22	Changes in holders of posts and normal increments.
11. Cooks and Stewards (African) Class I	65 upwards	1	45	1	45			
12. " " " " II	40 to 60	6	204	6	204			
13. Table Boys and Train Boys, Class I	45 upwards	34	393	34	393			
" " " " II	30 to 40							
" " " " III	16 to 28							
14. Catering Assistants "B" (African)	Up to 30	44	436	44	436			
15. Office Boys	10 to 30	3	42	3	42			
16. Travelling and Running Allowances			512		512			
Total VIII(a)		128	6,355	129	6,290	65		

\*Pensionable Post.

39

## Railways

## ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>VIII—CATERING—Contd.</b>	£	No.	£	No.	£	£	£	
VIII—(b) EQUIPMENT AND UNIFORMS—	..	..	580	..	368	214	..	Anticipated requirements.
VIII—(c) STORES, LIQUORS, LICENCES, ETC.—	..	..	6,460	..	5,700	760	..	Anticipated requirements
VIII—(d) LAUNDRY AND DISINFECTOR—								
1. Salaries and Wages .. .. .	..	15	465	15	435	30	..	Allowance made for overtime.
2. Equipment .. .. .	..	..	32	..	32	..	..	
3. Stores, Power, etc. .. .. .	..	..	285	..	250	5	..	Anticipated requirements.
Total VIII(d) .. .. .	..	15	752	15	717	35	..	
VIII—(e) MINERAL WATER FACTORY—								
1. Salaries and Wages .. .. .	..	7	295	7	295	..	..	
2. Equipment .. .. .	..	..	40	..	40	..	..	
3. Stores, etc. .. .. .	..	..	220	..	200	20	..	Anticipated requirements.
Total VIII(e) .. .. .	..	7	555	7	535	20	..	
VIII—(f) ICE FACTORY—								
1. Salaries and Wages .. .. .	..	2	105	2	105	..	..	
2. Equipment .. .. .	..	..	10	..	10	..	..	
3. Stores, Power, etc. .. .. .	..	..	180	..	180	..	..	
Total VIII(f) .. .. .	..	2	295	2	295	..	..	

## Railways

## ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>VIII—CATERING—Contd.</b>	£	No.	£	No.	£	£	£	
VIII—(g) BEDDING ACCOUNT—								
1. Wages and Travelling Allowance .. .. .	..	30	500	28	500	..	..	
2. Equipment and Uniforms .. .. .	..	..	419	..	419	..	..	
Total VIII(g) .. .. .	..	30	919	28	919	..	..	
VIII—(h) PRINTING AND STATIONERY—	..	..	180	..	180	..	..	
Total VIII .. .. .	..	182	16,096	181	15,002	1,094	..	
IX—(a) CLAIMS INVESTIGATION AND COMPEN- SATION .. .. .	..	..	300	..	200	100	..	Anticipated requirements.
(b) COMMISSION ON SALE OF PASSENGER TICKETS .. .. .	..	..	750	..	600	150	..	
(c) CLAIMS FOR DAMAGE TO PROPERTY .. .. .	..	..	100	..	100	..	..	
Total IX .. .. .	..	..	1,150	..	900	250	..	
X—PRINTING AND STATIONERY—	..	..	5,500	..	5,395	105	..	Anticipated requirements.
XI—PASSAGES—	..	..	5,600	..	4,000	1,600	..	Estimated requirements.
XII—ADVERTISING—	..	..	500	..	500	..	..	
TOTAL ABSTRACT "D" .. .. .	..	1,781	262,440	1,738	231,065	31,375	..	



Railways

ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII—CATERING—Contd.								
VIII—(b) EQUIPMENT AND UNIFORMS—			580		366	214		Anticipated requirements.
VIII—(c) STORES, LIQUORS, LICENCES, ETC—			6,460		5,700	760		Anticipated requirements.
VIII—(d) LAUNDRY AND DISINFECTOR—								
1. Salaries and Wages .. .. .		15	465	15	435	30		Allowance made for overtime.
2. Equipment .. .. .			32		32			
3. Stores, Power, etc. .. .. .			255		250	5		Anticipated requirements.
Total VIII(d) .. .. .		15	752	15	717	35		
VIII—(e) MINERAL WATER FACTORY—								
1. Salaries and Wages .. .. .		7	295	7	295			
2. Equipment .. .. .			40		40			
3. Stores, etc. .. .. .			220		200	20		Anticipated requirements.
Total VIII(e) .. .. .		7	555	7	535	20		
VIII—(f) ICE FACTORY—								
1. Salaries and Wages .. .. .		2	105	2	105			
2. Equipment .. .. .			10		10			
3. Stores, Power, etc. .. .. .			180		180			
Total VIII(f) .. .. .		2	295	2	295			

Railways

ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII—CATERING—Contd.	£							
VIII—(g) BEDDING ACCOUNT—								
1. Wages and Travelling Allowance ..		30	500	28	500			
2. Equipment and Uniforms .. .. .			419		419			
Total VIII(g) .. .. .		30	919	28	919			
VIII—(h) PRINTING AND STATIONERY—			180		180			
Total VIII .. .. .		182	16,096	181	15,002	1,094		
IX—(a) CLAIMS INVESTIGATION AND COMPENSATION .. .. .			300		200	100		Anticipated requirements.
(b) COMMISSION ON SALE OF PASSENGER TICKETS .. .. .			750		600	150		
(c) CLAIMS FOR DAMAGE TO PROPERTY .. .. .			100		100			
Total IX .. .. .			1,150		900	250		
X—PRINTING AND STATIONERY—			5,500		5,395	105		Anticipated requirements.
XI—PASSAGES—			5,600		4,000	1,600		Estimated requirements.
XII—ADVERTISING—			500		500			
TOTAL ABSTRACT "D" .. .. .		1,781	262,440	1,738	231,065	31,375		

Railways

ABSTRACT "D"—TRAFFIC EXPENSES

MILEAGE	ESTIMATE, 1937	ESTIMATE, 1936	Increase	Decrease	Increase %	Decrease %
Traffic Train Mileage . . . . .	2,672,200	1,897,000	775,200	..	40.86	..
Engineering, Fuel & Water Trains, etc.	555,000	550,000	5,000	..	.91	..
Total Train Mileage . . . . .	3,227,200	2,447,000	780,200	..	31.88	..
Miscellaneous Mileage . . . . .	655,000	615,000	40,000	..	6.50	..
Total Engine Mileage . . . . .	3,882,200	3,062,000	820,200	..	26.79	..
Freight Ton Miles . . . . .	482,000,000	316,700,000	165,300,000	..	52.19	..

Railways

ABSTRACT "E"—GENERAL CHARGES

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>I.—ADMINISTRATION—</b>								
(a) 1. His Excellency the High Commissioner for Transport . . . . .	£	No.	£	No.	£	£	£	Payable to H. E. the Governor, Kenya.—See paras. 3 and 4 of Secretary of State's Kenya Despatch No. 651 of 16-3-1925 and Transport Despatch No. 153 of 24-12-1930.
2. Contribution towards housing of His Excellency the High Commissioner for Transport . . . . .	..	..	1,000	..	1,000	..	..	
3. Personal Staff of His Excellency the High Commissioner for Transport . . . . .	..	..	1,000	..	1,000	..	..	
4. Expenses of Railway Secretariat . . . . .	..	..	250	..	250	..	..	
5. Miscellaneous Expenses—His Excellency the High Commissioner and Staff (see Appendix V) . . . . .	..	..	75	..	75	..	..	
Total I(a) . . . . .	..	..	2,325	..	3,145	..	820	
<b>(b) Expenses of Railway Secretariat—</b>								
*1. Secretary to East African Governors' Conference and to High Commissioner for Transport . . . . .	1,250	1	1,250	..	..	1,250	..	Transferred from (a).
2. Passages . . . . .	..	..	200	..	..	200	..	
3. Proportion of Secretariat Expenses . . . . .	..	..	1,519	..	..	1,519	..	
4. Miscellaneous Expenses (see Appendix V) . . . . .	..	..	1,259	..	..	1,259	..	
Total II(b) . . . . .	..	1	4,228	..	..	4,228	..	
Deduct Contribution by East African Governments . . . . .	..	..	3,410	..	..	..	3,410	
Total II(b) . . . . .	..	1	818	..	..	818	..	
<b>(c) Expenses of Railway Advisory Council</b>								
(d) Consulting Engineers' Fees and Crown Agents' Commission . . . . .	..	..	350	..	300	50	..	Includes allowance to Secretary previously charged to E. II(b).
.. . . . .	..	..	300	..	300	..	..	
Deduct Contribution by Port . . . . .	..	..	394	..	374	48	..	
Total I . . . . .	..	1	3,300	..	3,351	48	..	

\*Pensionable Post.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>II.—(a) MANAGEMENT</b>								
*1. General Manager	2,500	1	2,500	1	2,500			
*2. Chief Assistant to General Manager	1,250	1	1,250	1	1,250			
*3. Legal Adviser	950 by 50 to 1,150	1	1,150	1	1,150			
*4. Administrative Assistant	720 by 30 to 840	1	840	1	840			
5. Private Secretary to General Manager and Secretary to the Railway Advisory Council	420 by 20 to 480	1	480	1	480			
Total II(a)		5	6,220	5	6,220			
<b>II.—(b) OFFICE—</b>								
1. Senior Clerk, Special Grade	540 by 20 to 600	1	565	1	560	5		Normal increment
2. Senior Clerks	500 by 20 to 540	2	1,080	2	1,080			
3. Clerk, Class I	420 by 20 to 480	1	472	1	454	18		Normal increment.
4. " " II	315 by 18 to 405	1	360	1	342	18		Normal increment.
5. " " IV	180 by 15 to 225	1	225	1	214	11		Normal increment.
6. Junior Clerks	Up to 180	3	461	3	420	41		Normal increments
7. Shorthand-Typists, Special Grade	250 by 18 to 340	2	572	2	554	18		Normal increment.
8. Shorthand-Typists	144 by 12 to 240	4	936	4	924	12		Normal increments.
9. Proportion of Telephonists' Salaries and Allowances			63		59	4		Provided under Abstract "D".
10. Clerk (Asian) Special Class	Sh per mensem 440 upwards	1	360	1	360			
11. Clerks (Asian) Class IV	250 by 15 to 295	3	532	3	524	8		Normal increment
12. Office Boys and Messengers	10 to 30	13	210	13	203	7		Normal increments.
13. Miscellaneous Expenses (see Appendix V)			700		650	50		Estimated requirements.
14. Expenses incurred on account of Distinguished Visitors			100		100			Estimated requirements.
15. Local Publicity Advertising					350		350	Transferred to E. IX(c).
Deduct		32	6,636	32	6,794		158	Proportion of salaries of Despatchers and Messengers chargeable to Absts. "A" and "D"
			665		665		190	
Total II(b)		32	5,971	32	6,229		258	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>II.—(c) PASSAGES</b>								
			750		336	414		Estimated requirements.
<b>II.—(d) PRINTING AND STATIONERY</b>								
			800		800			" "
Total II (a) (b) (c) and (d)		37	13,741	37	13,585	156		
Deduct Contribution by Port			2,061		2,045		16	
Total II		37	11,680	37	11,540	140		
<b>III.—(a) ACCOUNTS—</b>								
*1. Chief Accountant	1,350	1	1,350	1	1,350			
*2. Assistant Chief Accountant	950 by 50 to 1,100	1	1,100	1	1,100			
*3. Senior Assistant Accountants	720 by 30 to 840	3	2,520	3	2,520			
*4. Assistant Accountants	480 by 20 to 600	2	1,141	2	1,051	90		Normal increments and changes in holders of posts.
5. Miscellaneous Expenses (see Appendix V)	600 by 30 to 720		300		100	200		Anticipated requirements.
Total III(a)		7	6,411	7	6,121	290		
<b>(b) GENERAL OFFICES—</b>								
1. Travelling Inspectors of Accounts	360 by 18 to 480	3	1,600	3	1,620		20	Changes in holders of posts.
2. Stock Verifiers	480 by 20 to 540							
3. Clerks, Class I	360 by 18 to 480	2	1,080	2	1,080			
4. " " II	480 by 20 to 540	4	1,880	4	1,920		40	Changes in holders of posts.
5. " " III	420 by 20 to 480	3	1,098	3	1,161		63	
6. " " IV	315 by 18 to 405	1	245	1	240	5		Normal increment.
7. Junior Clerk	240 by 15 to 300	1	225	2	410		185	
8. Shorthand-Typists	Up to 180	2	168	1	90	78		See reduction in item 6.
	144 by 12 to 240	4	870	4	832	38		Normal increments.
Carried forward		20	7,166	20	7,353		187	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>		20	7,166	20	7,353	..	187	
<b>III.—ACCOUNTS—(Contd.)—</b>								
<i>(b) GENERAL OFFICES—(Contd.)</i>								
9. Proportion of Telephonists' Salaries and Allowances	Sh. per mensem 440 upwards	..	63	..	60	3	..	Anticipated requirements.
10. Clerks, (Asian) Special Class	410 by 20 to 430	6	2,417	6	2,280	37	..	Normal increments.
11. " " Class I	410 by 20 to 430	17	4,386	17	4,386	..	..	
12. " " " II	360 by 20 to 400	6	1,404	6	1,368	36	..	Normal increments.
13. " " " III	310 by 20 to 350	16	3,300	16	3,180	120	..	Normal increments.
14. " " " IV	250 by 15 to 295	41	6,745	42	6,485	260	..	" "
14. " " " V	150 by 15 to 240							
15. Clerks, (African) Class I	95 to 150	8	300	3	220	80	..	Normal increments and Training of African Clerical Staff.
" " " II	65 to 90							
" " " III	20 to 60							
16. Messengers	10 to 30	11	180	11	180	..	..	
17. Miscellaneous Expenses (see Appendix V)		..	1,210	..	1,225	..	15	Anticipated requirements.
18. Deduct amount debited to Provident Fund		125	27,171	121	26,837	334	..	
19. Deduct Contribution from Port..		..	500	..	780	280	..	
		..	1,000	..	1,000	..	..	
Total III(b)		125	25,671	121	25,057	614	..	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>III.—ACCOUNTS—(Contd.)—</b>								
<i>(c) MECHANICAL ACCOUNTING—</i>								
1. Clerk, Class I	420 by 20 to 480	1	480	1	540	..	..	Personal to present holder.
2. " " IV	Personal Allowance 180 by 15 to 225	1	60					
3. Junior Clerk	Up to 180	1	210	..	..	210	..	See reduction item 3.
4. Clerks, (Asian) Class III	Sh. per mensem 310 by 20 to 350	1	210	1	210	..	..	
5. " " " IV	250 by 15 to 295	11	1,770	11	1,650	120	..	Normal increments and changes in holders of posts.
5. " " " V	150 by 15 to 240	..	..	..	..	..	..	
6. Messengers	10 to 30	1	18	1	20	..	2	
7. Miscellaneous Expenses (see Appendix V)		..	50	..	30	20	..	Anticipated requirements.
8. Machine—		..	..	..	..	..	..	
(a) Hire Charges		..	1,512	..	858	654	..	Estimated requirements.
(b) Cards, etc.		..	400	..	350	50	..	
(c) Running Expenses, etc.		..	378	..	338	40	..	
9. Deduct contribution from other Departments		15	5,088	15	4,164	924	..	
		..	2,282	..	1,871	..	411	
TOTAL III(c)		15	2,806	15	2,293	513	..	
<i>(d) CASH AND PAY OFFICE—</i>								
1. Cashiers, Class I	Sh. per mensem 410 by 30 to 600	7	2,274	7	2,184	90	..	Normal increments.
2. " " " II	310 by 20 to 400	2	456	2	432	24	..	" "
3. " " " III	150 by 15 to 295	3	493	3	466	27	..	" "
4. Cash Counters, (Asians)	50 by 5 to 90	2	138	2	132	6	..	" "
	90 by 10 to 120							
5. Clerk (African) Class II	65 to 90	1	54	1	54	..	..	" "
6. Messengers	10 to 30	5	94	5	90	4	..	Normal increments
7. Miscellaneous Expenses (see Appendix V)		..	130	..	130	..	..	
TOTAL III(d)		20	3,639	20	3,488	151	..	

DETAILS	Scale	EST. MATE. 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>III.—ACCOUNTS.—Contd.</b>								
(e) PRINTING AND STATIONERY			500	500				Anticipated requirements
(f) PASSAGES			1,900	1,800	100			
Total III		167	40,927	163	39,259	1,668		
<b>IV.—COLONIAL AUDIT</b>								
Fixed contribution			4,125	4,125				Part cost debited to Provident Fund Working Account.
Deduct Contribution from Post			150	150			120	
Deduct Contribution from Provident Fund			120				120	
Total IV			3,855	3,975			120	
<b>V.—(a) STORES DEPARTMENT</b>								
*1. Stores Superintendent	L100	1	1,100	1,000	100			Improved scale.
*2. Assistant Stores Superintendent	720 by 30 to 840 { 480 by 20 to 600 }	1	816	786	30			Normal increment.
*3. District Stores Superintendent	{ 600 by 30 to 720 }	1	678	648	30			" "
4. Miscellaneous Expenses (see A4 pendix V)			42	92			50	See reduction under E.V. b (ii)
Total V(a)		3	2,636	3	2,526	110		
<b>(b) OFFICES AND STORES—</b>								
1. Stores Accountant	500 by 20 to 600	1	552	532	20			Normal increment.
2. Senior Clerk	500 by 20 to 540	1	540	540				
3. Clerks, Class I	420 by 20 to 480	2	912	872	40			Normal increments.
4. " " III	240 by 15 to 300 Sh. per mensem	2	498	453	45			" "
5. Clerks (Asian) Special Class	440 upwards	2	600	600				
6. " " Class I	410 by 20 to 430	2	516	516				
7. " " III	310 by 20 to 350	13	2,658	2,530	108			Normal increments.
8. " " IV	250 by 15 to 295	9	1,484	1,431	353			Normal increments and two promotions.
9. " " V	150 by 15 to 240	4	551	604		253		" "
10. " African I	95 to 150							
" " II	65 to 90	4	201	228		27		See Item 22 on page 47.
" " III	20 to 60							
Carried forward		40	8,512	42	8,226	286		

\*Pensionable Post.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>Brought forward</b>								
		40	8,512	42	8,226	286		
<b>V.—(b) OFFICES AND STORES—Contd.</b>								
11. Storekeepers, Class I	490 by 20 to 540	3	1,582	1,620		38		See E. V. (a) (4)
12. " " II	420 by 20 to 480	3	1,400	1,360	40			Normal increments.
13. " " III	315 by 18 to 405	1	405	405				
14. Apprentices	48 to 120	3	248	155	93			Normal increments and one additional appointment.
<b>15. Storemen, (Asian), Special Class</b>								
	Sh. per mensem							
16. " " Class I	440 upwards	1	300	300				
17. " " III	410 by 20 to 430	2	516	516				
18. " " IV	310 by 20 to 350	5	1,483	1,014	24			Normal increments.
19. " " V	250 by 15 to 295	3	483	318	165			Normal increments and one promotion.
20. Learners, Asian	150 by 15 to 240	3	126	257		131		Normal increments.
21. Temporary Staff		2	84	48	36			
22. Storemen (African) Class III	20 to 60	3	400	400				See reduction under Item 10 on page 46. One additional post.
23. Messengers			54		54			
24. Motor and Crane Drivers	10 to 30	9	125	125				
25. Headmen	20 to 60	2	54	96		42		Changes in holders of posts.
26. Stores Porters and Labourers	90 to 60	5	100	100				
27. Casual Labour	10 to 20, 10 to 30	150	1,800	1,800				Estimated requirements.
28. Tools, Plant and Stores			100	100				" "
29. Insurance			350	450		100		" "
			175	200		25		" "
Carried forward		233	17,652	231	17,490	362		



## Railways

## ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>	£	233	17,852	231	17,490	362	..	
V.—(b) OFFICES AND STORES—Contd.								
30. Printing and Stationery .. .. .	..	..	500	..	400	100	..	Estimated requirements.
31. Passages .. .. .	..	..	900	..	900	..	..	" "
32. Miscellaneous Expenses (see Appendix V)	..	..	950	..	1,050	..	100	" "
Total V(b) .. .. .	..	233	20,202	231	19,840	362	..	
Total V(a) and (b) .. .. .	..	236	22,838	234	22,366	472	..	
Deduct contribution from Port .. .. .	..	..	1,370	..	1,350	..	20	
TOTAL V .. .. .	..	236	21,468	234	21,016	452	..	
VI.—WATCH AND WARD—								
(a) Railway Police .. .. .	..	..	5,542	..	5,426	116	..	Anticipated requirements.
(b) Railway Watchmen .. .. .	..	..	2,550	..	2,150	400	..	" "
Total VI .. .. .	..	..	8,092	..	7,576	516	..	
VII.—POSTAL, TELEPHONE AND TELEGRAPH SERVICES .. .. .	..	..	2,300	..	2,300	..	..	
VIII.—UPKEEP OF HEADQUARTERS OFFICES—								
(a) Salary of Caretaker .. .. .	..	1	200	1	200	..	..	
(b) Wages of Cleaners .. .. .	..	24	345	24	345	..	..	
(c) Stores .. .. .	..	..	75	..	75	..	..	
(d) Electricity, Maintenance of Lifts, Water and Conservancy .. .. .	..	..	600	..	600	..	..	
Total VIII .. .. .	..	25	1,220	25	1,220	..	..	

## Railways

## ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IX.—PUBLICITY—	£	No.	£	No.	£	£	£	
(A) London Office and Overseas Advertising:								
1. Contribution to Central Office .. .. .	..	..	832	..	832	..	..	
2. Railway Section—								
(1) (a) Salary of London Representative .. .. .	..	1	600	1	600	..	..	
(b) Clerical Assistant .. .. .	..	..	156	..	132	24	..	Normal increment.
(c) Travelling and Subsistence .. .. .	..	..	25	..	25	..	..	
(d) Rent, Lighting, Heating, Stationery etc. .. .. .	..	..	336	..	336	..	..	
(e) Advertising .. .. .	..	..	1,000	..	1,000	..	..	Anticipated requirements. Includes contribution by Tanganyika Railways
(2) Special East African Exhibit .. .. .	..	..	256	..	..	250	..	Special accommodation for publicity purposes.
Total IX(A) .. .. .	..	1	3,199	1	2,925	274	..	
(B) Empire Exhibition (1936-37), Johannesburg, South Africa .. .. .	..	..	560	..	5,000	..	4,440	Anticipated requirements.
(C) Local Publicity Advertising .. .. .	..	..	500	..	..	500	..	Anticipated requirements. (Transferred from E. II. (b), Item (15).)
Total IX .. .. .	..	1	4,259	1	7,925	..	3,666	
X.—FURNITURE AND EQUIPMENT FOR STAFF QUARTERS, ETC. .. .. .	..	..	1,000	..	1,000	..	..	
XI.—MEDICAL SERVICES PER CAPITA PAYMENTS TO GOVERNMENTS OF KENYA AND UGANDA, ETC. .. .. .	..	..	..	..	7,000	..	7,000	Transferred to Abstract H. XIV.
TOTAL ABSTRACT "E" .. .. .	..	467	35,200	460	106,162	..	7,962	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>I.—(a) GENERAL SUPERINTENDENCE—</b>								
*1. Senior Marine Officer .. .. .	1,000	1	1,000	1	1,000	..	..	
*2. Senior Marine Engineer .. . .	720 by 30 to 840	1	840	1	840	..	..	
*3. Engineer-in-Charge, Lake Kioga	720 by 30 to 840	1	785	1	755	30	..	Normal increment.
Total I(a) .. .. .	..	3	2,625	3	2,595	30	..	
<b>(b) HEAD OFFICE STAFF—</b>								
1. Clerks, (Asian) Special Class ..	Sh. per mensem 440 upwards	1	372	1	354	18	..	Normal increment.
2. " " " Class I .. .. .	410 by 20 to 430	3	774	3	774	..	..	
3. " " " III .. .. .	310 by 20 to 350	2	420	2	408	12	..	Normal increments.
4. " " " IV .. .. .	250 by 15 to 295	7	1,011	7	967	44	..	" "
5. " " " V .. .. .	150 by 15 to 240	..	..	..	..	..	..	" "
6. " (African) Class I .. .. .	35 to 150	4	283	4	273	10	..	" "
" " " II .. .. .	65 to 90	..	..	..	..	..	..	" "
" " " III .. .. .	20 to 60	..	..	..	..	..	..	" "
7. Office Boys and Messengers ..	10 to 30	4	72	4	72	..	..	
Total I(b) .. .. .	..	21	2,932	21	2,848	84	..	
<b>(c) Miscellaneous Expenses (see Appendix V)</b>								
..	..	..	240	..	160	80	..	Estimated requirements.
Total I .. .. .	..	24	5,797	24	5,603	194	..	
<b>II.—SUBORDINATE SUPERINTENDENCE—</b>								
Foreman .. .. .	£ 444 by 18 to 480 480 by 20 to 540	1	540	1	540	..	..	
Foreman temporary for 6 months	..	..	180	..	..	180	..	Relief for Foreman for six months.
Total II .. .. .	..	1	720	1	540	180	..	

\*Pensionable Post.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>III.—RUNNING EXPENSES—</b>								
<b>(a) Superintendence :</b>								
*1. Commanders .. .. .	720 by 30 to 840	3	2,520	3	2,490	30	..	Normal increments.
*2. First Officers .. .. .	600 by 30 to 720	2	1,440	2	1,440	..	..	
*3. Second Officers .. .. .	390 by 18 to 480 480 by 20 to 600	4	2,312	4	2,272	40	..	Normal increments.
*4. First Engineers .. .. .	600 by 30 to 720	4	2,762	4	2,644	58	..	" "
*5. Second Engineers .. .. .	390 by 18 to 480 480 by 20 to 600	10	5,409	10	5,277	132	..	" "
6. Allowances to Engineers-in-Charge of Vessels .. .. .	50	..	220	..	220	..	..	
Total III(a) .. .. .	..	23	14,603	23	14,343	260	..	
<b>(b) 7. Tug Masters (Asian) .. .. .</b>								
..	Sh. per mensem 250 by 15 to 330 350 by 25 to 500	3	621	3	592	29	..	Normal increments.
8. Tug Mates (Asian) .. .. .	150 by 15 to 250	5	632	4	510	122	..	Normal increments and 1 additional appointment.
9. Tug Masters and Pilots (African) ..	50 to 90 95 to 150	13	691	13	704	..	13	Retirement of Senior Pilot.
10. Tug Mates (African) .. .. .	45 to 60	3	108	3	108	..	..	
11. Third Engineers (Asian) .. .. .	150 by 15 to 300 320 by 25 to 450	7	1,684	9	2,113	..	429	Retirement of Senior Staff.
12. Engine Room Assistants (Asian) ..	200 by 15 to 350	6	785	3	385	400	..	See reduction in Item 11. 1 additional appointment for new Motor Tug.
13. " " " (African) .. .. .	45 to 90	11	738	11	710	28	..	Normal increments.
14. Steamer Clerks, (Asian) Special Class ..	440 Upwards	1	300	1	282	18	..	" "
15. " " " Class III .. .. .	310 by 20 to 350	2	420	2	420	..	..	" "
16. " " " IV .. .. .	250 by 15 to 295	8	1,379	8	1,361	18	..	" "
17. " " " V .. .. .	150 by 15 to 240	..	..	..	..	..	..	" "
18. Clerks, (African) Class I .. .. .	95 to 150	..	..	..	..	..	..	" "
" " " II .. .. .	65 to 90	3	138	2	99	39	..	Normal increments and 1 additional appointment for training.
" " " III .. .. .	20 to 60	..	..	..	..	..	..	
Carried forward .. .. .	..	62	7,496	59	7,284	212	..	

\*Pensionable Post.

Railways

ABSTRACT "F"—STEAMER SERVICES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION	
		No.	£	No.	£				
<i>Brought forward</i> ..	£	No. 62	£ 7,496	No. 59	£ 7,284	£ 212	£		
III.—RUNNING EXPENSES—(contd.)									
(b)—(contd.)									
19. Wireless Operators (African) Class II ..	Sh. per mensem 90 to 120	5	185	2	76	109	..	Additional appointments on "Usoga", "Grant" and "Speke". Normal increments and additional Lightermen on Lake Albert for new lighters.	
20. Deck, Engine Room Crews, etc. ..	50 to 80								6,650
Total III(b) ..	..	6	14,331	61	13,862	469	..		
(c) Miscellaneous Expenses (see Appendix V)	..	..	190	..	190	..	..		
Total III ..	..	90	29,124	84	28,395	729	..		
IV.—MAINTENANCE—									
(a) Vessels .. .. .	..	..	7,815	..	6,900	915	..		Estimated requirements.
(b) Machinery in Shops .. .. .	..	..	550	..	550	..	..		
(c) Tools and Plant for Workshops .. .. .	..	..	113	..	113	..	..		
(d) Training of African Apprentices .. .. .	..	..	240	..	240	..	..		
(e) Disinfecting Ships .. .. .	..	..	90	..	90	..	..		
Total IV ..	..	..	8,808	..	7,893	915	..		
V.—GENERAL STORES— Ropes, Tarpaulins, Clothing, etc. ..	..	..	1,230	..	1,030	200	..	Estimated requirements.	
VI.—FUEL—									
(a) Fuel .. .. .	..	..	15,500	..	10,598	4,902	..	Estimated requirements.	
(b) Labour .. .. .	..								
VII.—RUNNING STORES— Oil, Tallow, etc. .. .. .	..	..	825	..	725	100	..	Estimated requirements.	
VIII.—NEW MINOR WORKS .. .. .	..	..	750	..	705	45	..	Estimated requirements.	

Railways

ABSTRACT "F"—STEAMER SERVICES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IX.—MAINTENANCE OF CHANNELS—								
(a) Maintenance .. .. .	..	..	100	..	470	..	370	Dredging Kagera Bar not estimated for.
(b) Upkeep of Lights, Lakes Victoria and Albert .. .. .	..	..	120	..	120	..	..	
(c) Survey .. .. .	..	..	80	..	80	..	..	
Total IX ..	..	..	300	..	670	..	370	
X.—CATERING—								
(a) Salaries and Wages, etc. .. .. .	}	..	4,900	..	4,804	96	..	Estimated requirements.
(b) Equipment .. .. .								
(c) Stores, Liquors and Licences .. .. .								
XI.—PRINTING AND STATIONERY .. .. .	..	..	195	..	195	..	..	
XII.—PASSAGES .. .. .	..	..	2,000	..	1,600	400	..	Anticipated requirements.
TOTAL ABSTRACT "F" ..	..	115	70,149	109	62,758	7,391	..	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>I.—SUPERINTENDENCE—</b>								
(a) Motor Transport Officer	600 by 30 to 720	1	720	1	720	..	..	
(b) Miscellaneous Expenses (see Appendix V)		..	25	..	25	..	..	
Total I		1	745	1	745	..	..	
<b>II.—OFFICE—</b>								
(a) Clerk (Asian) Class III	Sh. per mensem 310 by 20 to 350	1	210	1	198	12	..	Normal increment.
(b) .. (African) Class I	95 to 150	1	75	1	69	6	..	" "
(c) " " " III	65 to 30	1	54	1	54	..	..	" "
(d) " " " III	20 to 60	1	41	1	41	..	..	" "
(e) Office Boy	10 to 30	1	18	1	18	..	..	" "
(f) Miscellaneous Expenses (see Appendix V)		..	15	..	15	..	..	
Total II		5	413	5	395	18	..	
<b>III.—STATION STAFF—</b>								
(a) Clerk (African) Class I	Sh. per mensem 95 to 150	1	69	1	63	6	..	Normal increment.
(b) Labour		..	68	..	60	8	..	" "
(c) Miscellaneous Expenses (see Appendix V)		..	74	..	71	3	..	Anticipated requirements.
Total III		1	211	1	194	17	..	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>IV.—RUNNING EXPENSES—</b>								
(a) Drivers and Van Boys	Sh. per mensem 90 to 150 : 50 to 80 35 to 45 : 20 to 30	48	1,660	48	1,536	124	..	Normal increments.
(b) Stores		..	3,700	..	3,700	..	..	
(c) Licences and Insurance for Motor Vehicles		..	850	..	800	50	..	Estimated requirements.
(d) Clothing		..	105	..	80	25	..	" "
(e) Overtime		..	60	..	60	..	..	" "
(f) Miscellaneous Expenses (see Appendix V)		..	132	..	108	24	..	" "
Total IV		48	6,507	48	6,284	223	..	
<b>V.—MAINTENANCE OF CARS—</b>								
(a) 1. Mechanics	£ 360 by 18 to 480	3	1,440	3	1,440	..	..	
2. Mechanics (African)	Sh. per mensem 90 to 150	5	390	5	385	5	..	Normal increments.
3. Labour (African)		..	400	..	400	..	..	
4. Overtime		..	40	..	40	..	..	
5. Miscellaneous Expenses (see Appendix V)		..	68	..	68	..	..	
Total G. V(a)		8	2,338	8	2,333	5	..	
V.—(b) Stores and Material		..	1,150	..	1,150	..	..	
Total G. V		8	3,488	8	3,483	5	..	
<b>VI.—PASSAGES</b>								
		..	210	..	210	..	..	
<b>VII.—NEW MINOR WORKS</b>								
		..	250	..	205	45	..	Anticipated requirements.
Total ABSTRACT "G"		63	11,824	63	11,516	308	..	

## Railways

## ABSTRACT "H"—MISCELLANEOUS EXPENDITURE

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—Provident Fund and Gratuities from Revenue Account	£	..	34,000	..	27,500	6,500	..	Anticipated requirements
II.—Expense of Indian Agency	..	..	900	..	1,000	..	100	" "
III.—Legal Expenses	..	..	50	..	50	..	..	" "
IV.—Exchange and Brokerage	..	..	5,000	..	5,000	..	..	" "
V.—Pensions, Gratuities and Compensation	..	..	17,900	..	17,200	700	..	For details, see Appendix IV.
VI.—Suggestions Scheme and Training Scheme	..	..	150	..	150	..	..	" "
VII.—Municipal Rates	..	..	6,883	..	6,919	..	36	Anticipated requirements
VIII.—Management Expenses of Loans	..	..	1,480	..	1,400	..	..	" "
IX.—Subscriptions to Research Societies and Committees	..	..	50	..	50	..	..	" "
X.—Investigations in connection with Standardisation of Railways in Africa	..	..	500	..	500	..	..	" "
XI.—Loss on Stores	..	..	150	..	150	..	..	" "
XII.—Investigation in connection with proposed Superannuation Fund	..	..	400	..	400	..	..	" "
XIII.—Grants to Railway Clubs and Institutes	..	..	250	..	250	..	..	" "
XIV.—Medical Services per capita Payments to Governments of Kenya and Uganda, etc.	..	..	7,000	..	7,000	..	..	Previously shown under E. XI.
<b>TOTAL ABSTRACT "H"</b>	..	..	<b>74,633</b>	..	<b>60,569</b>	<b>14,064</b>	..	

HARBOURS ESTIMATES  
1937



DETAILS	Scale	ESTIMATE 1937		ESTIMATE 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>IA.—HEADQUARTERS STAFF—</b>	£	No.	£	No.	£	£	£	
(1) Administrative and Engineering ..	..	..	185	..	185	..	..	
(2) Technical Office .. .. .	..	..	609	..	609	..	..	
(3) Clerical Office .. .. .	..	..	154	..	154	..	..	
Total IA .. .. .	..	..	948	..	948	..	..	
<b>IB.—DISTRICT STAFF—</b>								
(1) <i>Administrative and Engineering—</i>								
(a) Senior Assistant Engineer .. ..	720 by 30 to 840	1	753	1	810	..	57	Change in holder of post.
(b) Trolley-men and Chainmen .. ..	..	..	57	..	57	..	..	
	..	1	810	1	867	..	57	
(c) Miscellaneous Expenses ( <i>see Appendix V</i> ) .. .. .	..	..	125	..	125	..	..	
	..	1	935	1	992	..	57	
Deduct Contribution from Railway ..	..	..	439	..	417	..	22	
	..	1	496	1	575	..	79	
Add Port Contribution to cover Leave Allowances .. .. .	..	..	93	..	114	..	21	
Total IB(1) .. .. .	..	1	592	1	689	..	100	
(2) <i>Technical Office—</i>								
(a) Surveyor (Asian) Class II .. ..	Shs. per mensem 350 by 25 to 500	1	210	1	240	..	30	Change in holder of post.
(b) Chainmen .. .. .	..	..	41	..	40	1	..	Normal increment.
	..	1	251	1	280	..	29	
(c) Miscellaneous Expenses ( <i>See Appendix V</i> ) .. .. .	..	..	42	..	30	12	..	Estimated requirements.
	..	1	293	1	310	..	17	
Deduct Contribution from Railway ..	..	..	138	..	130	..	8	
	..	1	155	1	180	..	25	
Add Port Contribution to cover Leave Allowances .. .. .	..	..	12	..	20	..	8	
Total IB(2) .. .. .	..	1	167	1	200	..	33	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>1B.—DISTRICT STAFF—Contd.</b>								
<b>(3) Clerical Office—</b>								
(a) Clerk, Class I .. .. .	420 by 20 to 480	1	329	1	480	..	480	} Change in holder of post.
(b) Clerk, Class II .. .. .	315 by 18 to 405 Shs. per mensem	1	..	..	..	..	329	
(c) Clerk (Asian) Class I .. .. .	410 by 20 to 430	1	258	1	258	..	..	} Post transferred from A.I.B(3) Normal increment.
(d) Clerk (Asian) Class II .. .. .	360 by 20 to 400	1	240	..	..	..	240	
(e) Clerk (Asian) Class III .. .. .	310 by 20 to 350	1	210	1	198	..	12	} 1 post transferred to A.I.B(3). Change in holder of post.
(f) Clerks (Asian) Class IV .. .. .	250 by 15 to 295	1	168	2	327	..	159	
(g) Clerks (Asian) Class V .. .. .	150 by 15 to 240	2	252	2	290	..	..	} Normal increment.
(h) Clerk (African) Class II .. .. .	65 to 90	1	42	1	39	..	3	
(i) Messengers and Office Boys .. .. .	..	..	59	..	59	..	..	..
(j) Miscellaneous Expenses (see Appendix V) .. .. .	..	8	1,558	8	1,621	..	..	63
.. .. .	..	..	46	..	60	..	..	14
Deduct Contribution from Railway .. .. .	..	8	1,604	8	1,681	..	..	77
.. .. .	..	..	754	..	706	..	..	48
Add Port Contribution to cover Leave Allowances .. .. .	..	8	850	8	975	..	..	125
.. .. .	..	..	104	..	131	..	..	27
Total 1B(3) .. .. .	..	8	954	8	1,106	..	..	152
<b>(4) Subordinate Supervision of Works—</b>								
(a) Senior Inspector of Works .. .. .	£ 600 Shs. per mensem	1	600	1	600	..	..	} Normal increment.
(b) Overseer (Asian) Class II .. .. .	350 by 25 to 425	1	240	1	225	15	..	
(c) Sub-Overseer (Asian) .. .. .	250 by 15 to 295 300 by 15 to 330	1	198	1	150	48	..	} Change in holder of post.
(d) Landie Overseer .. .. .	£ 390 by 18 to 480	1	480	1	480	..	..	
Carried forward .. .. .	..	4	1,518	4	1,455	63	..	..

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
Brought forward .. .. .	£	4	1,518	4	1,455	63	..	..
<b>1B.—DISTRICT STAFF—Contd.</b>								
<b>(4) Subordinate Supervision of Works—Contd.</b>								
(e) Timekeeper (African) Class I .. .. .	Shs. per mensem 95 to 150	1	90	1	87	3	..	Normal increment.
(f) Timekeeper (African) Class II .. .. .	85 to 90	1	42	1	39	3	..	" "
(g) Timekeeper (African) Class III .. .. .	20 to 20	1	36	..	..	36	..	Additional post.
(h) Messengers and Office Boys .. .. .	10 to 30	..	29	..	29	..	..	..
(i) Motor Drivers, Trolley-men and Chainmen .. .. .	..	..	143	..	143	..	..	..
(j) Miscellaneous Expenses (see Appendix V) .. .. .	..	7	1,858	6	1,753	105	..	..
.. .. .	..	..	203	..	255	..	..	52
Deduct Contribution from Railway .. .. .	..	7	2,061	6	2,008	53	..	..
.. .. .	..	..	995	..	837	..	..	158
Add Port Contribution to cover Leave Allowances .. .. .	..	7	1,066	6	1,171	..	..	105
.. .. .	..	..	151	..	169	..	..	18
Total 1B(4) .. .. .	..	7	1,217	6	1,340	..	..	123

## Harbours

## ABSTRACT "A"—PORT ENGINEERING EXPENSES—Contd.

DETAILS	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
	No.	£	No.	£			
II.—DISTRICT STAFF—Contd.							
(b) Subordinate Supervision of Track—							
(a) Permanent Way Inspector, Class I .. 500 by 20 to 540	1	500	1	540	..	40	Change in holder of post.
(b) Apprentice Permanent Way Inspector .. 48 to 120 Shs. per month	2	240	1	118	122	..	1 additional for training.
(c) Sub-Permanent Way Inspector, Asian Class III .. 150 by 15 to 240	1	140	1	103	37	..	Change in holder of post.
(d) Learner Sub-Permanent Way Inspector (Asian) .. 40 by 16 to 80	2	99	..	..	99	..	Additional for training.
(e) Learner Sub-Permanent Way Inspector (African) .. 20 to 60	1	26	..	..	36	..	" " " "
(f) Timekeeper (African) Class II .. 65 to 90	1	53	1	39	14	..	Change in holder of post.
(g) Trolley-men and Chainmen .. ..	..	135	..	128	7	..	Normal increments.
(h) Miscellaneous Expenses (see Appendix V) .. ..	8	1,283	4	928	275	..	
	..	12	..	20	..	8	
Deduct Contribution from Railway ..	8	1,215	4	948	267	..	
	..	377	..	294	..	83	
Add Port Contribution to cover Leave Allowances .. ..	8	838	4	654	184	..	
	..	103	..	104	..	1	
Total II(b) .. ..	8	941	4	758	183	..	
Total IA .. ..	..	943	..	948	..	..	
Total IB .. ..	..	25	20	4,093	..	225	
Total I .. ..	..	25	20	5,041	..	225	

## Harbours

## ABSTRACT "A"—PORT ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—MAINTENANCE AND MINOR RENEWALS OF PERMANENT WAY—								
(a) 1. Maintenance Gangs .. ..	..	..	1,035	..	1,072	..	37	} Estimated requirements.
2. Artisans and Mates .. ..	..	..	290	..	276	23	..	
(b) 1. Permanent Way materials .. ..	..	..	578	..	461	117	..	
2. Consumable stores .. ..	..	..	35	..	30	5	..	
3. Track tools .. ..	..	..	27	..	25	2	..	
(c) Ballasting .. ..	..	..	200	..	120	80	..	
(d) Repairs to formation .. ..	..	..	50	..	50	..	..	
Total II .. ..	..	..	2,224	..	2,034	190	..	
III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—								
(a) Repairs .. ..	..	..	25	..	35	..	..	} Estimated requirements.
(b) Painting .. ..	..	..	40	..	..	40	..	
Total III .. ..	..	..	75	..	35	40	..	
IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—								
(a) Station buildings and workshops .. ..	..	..	2,900	..	2,980	..	180	} Estimated requirements
(b) Station machinery .. ..	..	..	340	..	380	..	40	
(c) Staff quarters .. ..	..	..	2,400	..	2,165	235	..	
(d) Water installations .. ..	..	..	100	..	265	..	85	
(e) Roads and Platforms .. ..	..	..	750	..	745	5	..	
(f) Piers and Docks .. ..	..	..	1,200	..	1,215	..	15	
(g) Sewerage works .. ..	..	..	80	..	80	..	..	
Total IV .. ..	..	..	7,750	..	7,830	..	80	

## Harbours

## ABSTRACT "A"—PORT ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
V.—TELEGRAPHS AND TELEPHONES—	£	No.	£	No.	£	£	£	
VI.—MISCELLANEOUS SERVICES—								
(a) Bush Clearing			360		355	5		} Estimated requirements.
(b) Tools and Plant			300		400		100	
(c) Fire Fighting Appliances			30		122		92	
(d) Conservancy			1,000		1,073		73	
(e) Water Supply			2,120		1,824	296		
(f) Insurance of Vehicles			4		4			Increase due to erection of additional staff quarters with consequent housing of additional staff.
Total VI			3,814		3,778	36	6	Estimated requirements.
VII.—NEW MINOR WORKS—								
(a) Additions			305					} Estimated requirements.
(b) Alterations and Improvements			545		1,200		100	
(c) Demolitions			250					
Total VII			1,100		1,200		100	
VIII.—CONTINGENCIES FOR FLOODS AND ACCIDENTS								
IX.—PASSAGES			250		256	4		Estimated requirements.
X.—PRINTING AND STATIONERY			40		45		5	Estimated requirements.
TOTAL ABSTRACT "A"			25 28,079	20	20,219		140	

## Harbours

## ABSTRACT "B"—MARINE WORKING

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—SALARIES AND WAGES—	£	No.	£	No.	£	£	£	
(a) 1. *Senior Pilot	{ 480 by 20 to 600 600 by 30 to 720	1	600	1	690		210	} Part salary charged to Abstract E. III. (a) (3). Improved scale.
2. *Pilots	{ 480 by 20 to 600 600 by 30 to 720	3	2,103	3	1,742	361		
3. Temporary Non-pensionable Allowance	25 to 45				225		225	Abolished.
4. Miscellaneous Expenses (see Appendix V)	360 by 18 to 480	1	600	1	480			
Total I(a)		5	3,163	5	3,283		120	Anticipated requirements.
(b) 1. Dhow Inspector (Asian)	Shs. per mensem 150 by 15 to 300	1	162	1	162			} 1 Post transferred to Abstract B. VI. (c). Change in holder of post. Normal increment. Paid to Government (Lamu) Anticipated requirements to provide for increased shipping.
2. Mooring Foreman (Asian)	150 by 15 to 250	1	150	1	150			
3. Signal Staff (Asian and African)		8	333	8	333			
4. Mooring Gang (African)	25 to 45	23	618	24	644		26	
5. Clerk, Asian, Class IV	{ 250 by 15 to 295 150 by 15 to 240	1	150	1	104	46		
6. Clerk, Asian, Class V		1	15	1	14	1		
7. Messengers			60		60			
8. Dhow Registration			332		175	157		
9. Overtime								
Total I(b)		35	1,829	36	1,642	178		
Total I		40	4,993	41	4,925	58		
II.—(a) COAST AND HARBOUR LIGHTING (Direct expenditure)	Shs. per mensem							} Includes proportion transferred from Abstract B.V. Normal increment.
(b) Engine Room Assistant (Asian)	200 by 15 to 350	1	750 156		768 147		9	
Total II.		1	906	1	915		9	
III.—SHIPS' SURVEYING FEES, SIGNAL EQUIPMENT, MOORING BUOYS, SIGNAL FLAGS AND CHARTS ETC.			550		485	65		Anticipated requirements to provide for computing Tide Gauge records.

\*Pensionable Post

## Harbours

## ABSTRACT "B"—MARINE WORKING—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IV.—WATER SUPPLIES TO SHIPS	..	..	..	..	6,000	..	6,000	Transferred to Abstract D. IV. (h).
V.—STEAM TUGS—								
(a) Tug Masters	390 by 18 to 480	2	892	2	856	36	..	Normal increments.
(b) Tug Engineers	390 by 18 to 480	2	924	2	906	18	..	"
(c) Mates (Asian)	150 by 15 to 250	1	150	2	295	..	145	Change in holder of post.
(d) Coxwain (African)	50 to 90	1	45	..	..	..	45	New appointment to replace 1 Asian Mate.
(e) Engine Room Assistants (Asian)	200 by 15 to 350	3	498	3	471	27	..	Normal increments.
(f) Crews (African)	..	..	736	..	738	..	2	..
(g) Running Stores and Shipping Tugs	..	..	1,925	..	1,700	225	..	Increase due to anticipated additional use of Tugs, etc
(h) Overtime	..	..	600	..	452	148	..	Increased shipping
(i) Miscellaneous Expenses (See Appendix W)	..	..	405	..	468	..	63	Anticipated requirements
Deduct contribution to Coast Lighting	..	9	6,175	9	5,886	289	..	..
Total V	..	9	6,035	9	5,746	289	..	Proportion chargeable to Abstract B.II (a).
VI.—LAUNCHES AND BOATS, MOMBASA—								
(a) Coxwains (Asian)	Shs. per mensem 250 by 15 to 330	1	156	1	198	..	42	Change of designation and holder.
(b) Engine Room Assistant (Asian)	200 by 15 to 350	1	149	1	140	9	..	Normal Increment.
(c) Motor Boat Coxwains (African)	50 to 80: 90 to 150	7	306	6	276	30	..	Change of designation and 1 additional post for new launch "Kaskazi".
(d) Crews (African)	..	..	643	..	597	46	..	Normal increments.
(e) Running Stores	..	..	820	..	730	100	..	Anticipated requirements.
(f) Overtime	..	..	180	..	100	80	..	Increased Shipping.
Total VI	..	9	2,254	8	2,031	223	..	..

## Harbours

## ABSTRACT "B"—MARINE WORKING—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VII.—LAUNCHES AND BOAT, LAMU—								
(a) 1. Engine Room Assistant (Asian)	Shs. per mensem 200 by 15 to 350	1	186	1	177	9	..	Normal increment.
2. Crews (African)	..	..	162	..	221	..	59	Changes in holders of posts
3. Running Stores	..	..	150	..	150	..	..	..
4. Materials	..	..	30	..	30	..	..	..
5. Miscellaneous Expenses (see Appendix V)	..	..	94	..	42	52	..	Anticipated requirements.
Deduct contribution by Government	..	1	622	1	620	2	..	..
Total VII (a)	..	1	311	1	320	..	9	..
(b) Cattle loading facilities at Lamu	..	..	66	..	66	..	..	..
Total VII	..	1	377	1	386	..	9	..
VIII.—PASSAGES	..	..	440	..	487	..	47	Anticipated requirements.
TOTAL ABSTRACT "B"	..	60	15,545	60	20,075	..	5,430	..



DETAILS	Scale		ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
	£	No.	£	No.	£	£			
<b>I.—SUPERVISION AND MAINTENANCE.—</b>									
(a) District Locomotive Superintendent (1/3rd salary) .. .. .	600 by 30 to 720	..	240	..	240	..	..	..	£ charged to B. I. (2) (3) Railway.
(b) Workshop Foreman Class I .. .. .	500 by 20 to 540	1	500	..	..	500	..	..	One promotion from Item (c).
(c) Mechanic .. .. .	360 by 18 to 480	..	..	1	473	..	473	..	One promotion to Item (b).
(d) Artisan, Class I .. .. .	300 by 18 to 420	1	345	1	327	18	..	..	Normal increment.
(e) Clerk (European) Class II (1/3 salary)	315 by 18 to 405	1	135	1	135	..	..	..	..
(f) Clerk (African) Class II .. .. .	Shs. 65 to 90	1	39	..	..	39	..	..	Promotion from Clerk Class III
(g) Salary of Relieving Officer .. .. .	..	..	..	1	36	..	..	36	See Item (f).
(h) Miscellaneous Expenses (see Appendix V)	..	..	72	..	72	..	..	..	..
<b>Total I</b> .. .. .	..	4	1,369	4	1,283	86	..	..	..
<b>II.—MAINTENANCE OF EQUIPMENT ASHORE.—</b>									
<i>(a) Electrical Maintenance</i>									
1. Labour .. .. .	..	..	1,512	..	1,192	320	..	..	Estimated requirements.
2. Material .. .. .	..	..	383	..	280	103	..	..	" "
<i>(b) Other Maintenance</i>									
1. Labour .. .. .	..	..	1,902	..	1,187	315	..	..	" "
2. Material .. .. .	..	..	766	..	560	206	..	..	" "
<i>(c) Weighing Machine Maintenance</i>									
1. Labour .. .. .	..	..	199	..	186	13	..	..	One fourth charged to Abstract "D."
2. Material .. .. .	..	..	19	..	19	..	..	..	" "
<i>(d) Lubrication of Cranes</i>									
1. Labour .. .. .	..	..	80	..	..	80	..	..	Estimated requirements.
2. Material .. .. .	..	..	120	..	..	120	..	..	" "
<b>Deduct Abstract "D" Contribution</b> .. .. .	..	..	4,581	..	3,424	1,157	..	..	..
.. .. .	..	..	50	..	46	..	4	..	..
<b>Total II</b> .. .. .	..	..	4,531	..	3,378	1,153	..	..	..
<b>III.—MAINTENANCE OF EQUIPMENT AFLOAT.—</b>									
(a) Labour .. .. .	..	..	1,000	..	652	348	..	..	Estimated requirements.
(b) Materials .. .. .	..	..	600	..	986	..	386	..	" "
<b>Total III</b> .. .. .	..	..	1,600	..	1,638	..	38	..	..

DETAILS	Scale		ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
	£	No.	£	No.	£	£			
<b>IV.—WORKSHOPS AND SLIPWAY MACHINERY.—</b>									
(a) Tools and Plant .. .. .	..	..	85	..	24	61	..	..	Estimated requirements.
(b) Running Stores .. .. .	..	..	50	..	50	..	..	..	" "
(c) Power .. .. .	..	..	100	..	100	..	..	..	" "
<b>Total IV</b> .. .. .	..	..	235	..	174	61	..	..	..
<b>V.—MAINTENANCE OF LOCOMOTIVES AND PORT TRUCKS.—</b>									
(a) Locomotives .. .. .	..	..	600	..	750	..	150	..	Estimated requirements.
(b) Port Trucks .. .. .	..	..	500	..	500	..	..	..	" "
<b>Total V</b> .. .. .	..	..	1,100	..	1,250	..	150	..	..
<b>VI.—NEW MINOR WORKS</b> .. .. .									
.. .. .	..	..	38	..	..	38	..	..	Estimated requirements.
<b>VII.—PASSAGES</b> .. .. .									
.. .. .	..	..	258	..	258	..	..	..	Estimated requirements.
<b>TOTAL ABSTRACT "C"</b> .. .. .	..	4	9,431	4	7,061	1,150	..	..	..

## Harbours

## ABSTRACT "D"—SHORE WORKING AND LIGHTERAGE

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>I.—YARD WORKING—</b>								
(a) Yard Master	480 by 20 to 600	1	580	1	560	20		Normal increment.
(b) Harbour Foreman	300 by 18 to 420 Sh. per mensem	4	1,489	4	1,452	37		Change in designation, normal increments.
(c) Clerk, Class IV (Asian)	250 by 15 to 295	1	180	1	180			
(d) Clerk, Class III (African)	20 to 60	1	36	1	36			
(e) Jemadars (African)	20 to 60	7	224	4	169		55	To provide for working Magadi and Shimanzi High Level.
(f) Pointsmen	20 to 40	18	388	12	271	117		To provide for working Magadi and Shimanzi High Level and normal increments.
(g) Flagmen	20 to 50	3	63	3	59	4		Normal increments.
(h) Overtime			200		180	20		Anticipated requirements.
(i) Miscellaneous Expenses (see Appendix V)			132		160		28	" "
(j) Add contribution to Railway for proportion of Clerical Expenses			223		228		5	Half cost of three clerks.
<b>Total I</b>		<b>35</b>	<b>3,515</b>	<b>26</b>	<b>3,295</b>	<b>220</b>		
<b>II.—LANDING AND SHIPPING CARGO—</b>								
(a) Harbour Foreman	300 by 18 to 420 Sh. per mensem	1	420	1	420			Change in designation.
(b) Clerk, Class III (Asian)	310 by 20 to 350	1	210	1	210			
(c) Clerk, Class IV (Asian)	250 by 15 to 295	7	1,002	5	723	279		Additional staff to provide for increased tonnages and normal increments.
(d) Clerk, Class V (Asian)	150 by 15 to 240	1	90	1	90			
(e) Clerk, Class I (African)	95 to 150	1	90	1	90			
(f) Messengers	10 to 30	9	86	9	86			Normal increments.
(g) Porters	10 to 30	19	378	19	371	7		
(h) Overtime			122		122			Increased staff.
(i) Clothing			60		50	10		Anticipated requirements.
(j) Miscellaneous Expenses (see Appendix V)			5		50		45	
<b>Total II</b>		<b>38</b>	<b>2,373</b>	<b>36</b>	<b>2,122</b>	<b>251</b>		

70

## Harbours

## ABSTRACT "D"—SHORE WORKING AND LIGHTERAGE.—Contd.

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>III.—CRANE WORKING—</b>								
(a) Crane Drivers (African)	Sh. per mensem 50 to 100	49	2,378	40	2,044	334		Additional staff to provide for increased tonnages and normal increments.
(b) Firemen (African)	25 to 45	4	63	3	47	16		Additional staff to provide for re-opening old stacking ground and normal increments.
(c) Cable Boys	25 to 45	8	130	8	129	1		
(d) Running Stores			480		200	280		£120 transferred to Abstract C. II (d) 2. To provide for 2 additional Steam Cranes and Electric Quay Crane adapters.
(e) Overtime			400		170	230		Increase due to increased tonnages.
(f) Electrical Power			3,300		3,200	100		" " " "
<b>Total III</b>		<b>61</b>	<b>6,751</b>	<b>51</b>	<b>5,700</b>	<b>961</b>		
<b>IV.—MISCELLANEOUS CHARGES—</b>								
(a) Locomotive Power, Fuel, etc.			5,655		5,000	655		Increase in Engine turns to meet anticipated requirements.
(b) Wagon Hire			1,300		750	550		To meet anticipated requirements
(c) Claims			100		100			
(d) Telephones to Ships			75		75			
(e) Tarpaulins, etc.			950		400	490		To provide 100 Tarpaulins for general port use.
(f) Lighting			2,300		1,500	800		Additional lights and extra night working.
(g) Running Stores for Fire Fighting Appliances and Weighing Machines			345		160	185		To provide 4—10 cwt Weighing Machines and 42 Foamite Fire Extinguishers.
(h) Water to ships			6,000		6,000			Transferred from Abstract B. IV.
(i) Passages			16,725		8,045	8,680		
			245		340		95	Anticipated requirements.
<b>Total IV</b>			<b>16,970</b>		<b>8,385</b>	<b>8,585</b>		
<b>TOTAL ABSTRACT "D"</b>		<b>134</b>	<b>29,609</b>	<b>113</b>	<b>19,592</b>	<b>10,017</b>		

71

131

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—EXPENSES OF ADMINISTRATION AND MANAGEMENT .. .. .	£		2,455		2,439	16	..	
II.—EXPENSES OF HARBOUR ADVISORY BOARD .. .. .	..		400		390	10	..	Normal increment to Secretary (one-third of Secretary's salary debited to this item).
III.—(a) SUPERINTENDENCE								
1. Port Manager and District Traffic Suptd.	1,000	1	1,000	1	1,000	..	..	
2. Port Captain	840 by 40 to 920	1	920	1	920	..	..	
3. Miscellaneous Expenses (see Appendix V)	..		484		454	250	..	To provide acting allowances for Acting Port Manager and Acting Port Captain.
Deduct contribution from Railway .. .. .	..		250		250	..	..	
Total III (a) .. .. .	..	2	2,324	2	2,074	250	..	
(b) OFFICE.								
1. Office Superintendent .. .. .	500 by 20 to 600	1	600	1	600	..	..	
2. Clerks, Class I .. .. .	420 by 20 to 480	2	773	2	760	13	..	Normal increments
3. Shorthand Typist .. .. .	144 by 12 to 240	1	175	1	163	12	..	" "
4. Clerks, Class I (Asian)	Sh. per mensem 410 by 20 to 430	2	516	2	516	..	..	" "
5. Clerks, Class II (Asian)	360 by 20 to 400	2	468	2	456	12	..	" "
6. Clerks, Class III (Asian)	310 by 20 to 350	4	840	4	792	48	..	" "
7. Clerks, Class IV (Asian)	250 by 15 to 295	19	2,669	12	2,045	624	..	Provision for increased work and normal increments.
8. Clerks, Class V (Asian)	150 by 15 to 240	..	..	..	..	..	..	" "
9. Port Apprentices (European) .. .. .	48 to 120 Sh. per mensem	2	96	..	..	96	..	" "
10. Telephone Operators (African) .. .. .	50 to 90	2	108	2	108	..	..	" "
11. Messengers .. .. .	10 to 30	..	148	..	148	..	..	" "
12. Miscellaneous Expenses (see Appendix V)	..	..	676	..	773	..	97	Anticipated requirements.
Deduct contribution from Railway .. .. .	..	35	7,069	26	6,361	708	..	
Total III (b) .. .. .	..	..	600	..	600	..	..	
Total III .. .. .	..	35	6,469	26	5,761	708	..	
Total III .. .. .	..	37	8,543	28	7,585	958	..	

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IV.—(a) Accounts .. .. .	£		1,000		1,000	..	..	
(b) Audit .. .. .	..		150		150	..	..	
Total IV .. .. .	..		1,150		1,150	..	..	
V.—STORES EXPENSES—	..		1,370		1,350	20	..	
VI.—TELEPHONES AND TELEGRAMS—	..		355		355	..	..	
VII.—WATCH AND WARD—								
(a) Port Police .. .. .	..		2,279		2,048	231	..	To provide additional police.
(b) Port Watchmen .. .. .	..		33		33	..	..	" "
Total VII .. .. .	..		2,312		2,081	231	..	" "
VIII.—FURNITURE AND EQUIPMENT FOR STAFF QUARTERS—	..		50		50	..	..	
IX.—PASSAGES—	..		289		409	..	120	Anticipated requirements.
TOTAL ABSTRACT "E" .. .. .	..	37	16,924	28	15,809	1,115	..	

I. Provident Fund and Gratuities from Revenue Account .. .. .	..		2,000		1,400	600	..	Anticipated requirements.
II. Medical Services .. .. .	..		450		400	50	..	" "
III. Pensions and Gratuities .. .. .	..		600		570	30	..	" "
IV. Legal Expenses .. .. .	..		25		25	..	..	" "
V. Municipal Rates .. .. .	..		4,367		4,025	342	..	To provide for rating of Magadi property.
VI. Management Expenses of Loans .. .. .	..		583		503	80	..	" "
VII. Loss on Stores .. .. .	..		10		..	10	..	To provide for loss on Stores specially stocked for Harbour purposes.
TOTAL ABSTRACT "F" .. .. .	..		7,985		6,923	1,062	..	

Harbours

ABSTRACT "G"—PAYMENTS TO SHORE HANDLING AND LIGHTERAGE CONTRACTORS.

DETAILS	Scale	ESTIMATE 1937		ESTIMATE 1936		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—Imports—	£							
(a) Direct			30,937		23,009	7,928		Increases due to increased tonnage.
(b) Lightered			813		301	512		
Total I			31,750		23,310	8,440		
II.—Exports—								
(a) Direct			30,938		21,820	9,118		
(b) Lightered			687		197	490		
(c) Soda			1,425			1,425		
Total II			33,050		22,017	11,033		
III.—Overtime			9,000		6,000	3,000		
IV.—Payments for Clerical Work			500		500			
V.—Miscellaneous Services			2,655		2,000	655		
TOTAL ABSTRACT "G"			76,955		53,827	23,128		

ABSTRACT "J"—RENEWALS

CONTRIBUTION TO RENEWALS FUND		£
Railways		325,342
Motor		1,825
Marine		24,784
Harbours		27,885
TOTAL		£ 379,836

ABSTRACT "K"—BETTERMENT

CONTRIBUTION TO BETTERMENT FUNDS		£
Railways		286,588
Marine		
Harbours		11,587
TOTAL		£ 298,169

ABSTRACT "L"—ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED

RAILWAYS, ROAD AND LAKE MARINE SERVICES

HEAD OF EXPENDITURE	ESTIMATED TOTAL COST OF WORKS ALREADY SANCTIONED BUT NOT COMPLETED, AND PROPOSED NEW WORKS						ESTIMATED AMOUNT REQUIRED DURING 1937 IN RESPECT OF WORKS ALREADY SANCTIONED						ESTIMATED EXPENDITURE OF NEW WORKS DURING THE YEAR 1937																								
	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during the year																	
I. Permanent Way	1,670	150,376	24,914	179,144	—	—	365,194	1,489	4,403	7,098	39,650	—	42,865	—	28,723	27,994	25,299	—	—	91,866	105,900																
II. Station Buildings, Machinery and Equipment	30,807	37,705	12,412	12,092	1,009	4,220	88,355	26,710	2,776	1,480	1,062	50	3,020	37,022	22,743	4,384	11,027	890	—	42,432	—																
III. Staff Quarters	17,781	28,377	5,900	31,448	290	—	54,776	11,657	8,226	1,454	8,282	—	29,625	1,760	20,113	4,426	19,968	120	—	66,287	—																
IV. Workshops Machinery and Equipment	17,828	37,730	2,165	23,146	223	—	81,092	12,564	1,760	1,300	5,249	156	—	21,034	35,884	985	17,807	67	—	54,713	—																
V. Inland Jetties and Piers	—	22,390	—	32,615	—	—	300	36,365	—	5,666	—	—	—	15,965	—	28,815	—	—	—	44,770	—																
VI. Telegraphs	540	3,320	1,640	10,062	55	—	17,920	300	2,700	700	—	—	—	3,120	840	6,015	—	—	—	10,970	—																
VII. Rolling Stock	24,927	27,381	3,660	376,741	—	—	1,888	353,617	24,927	17,040	2,310	207,348	—	439	252,234	—	1,050	4,901	48	1,440	74,690																
VIII. Road Motor Equipment	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—																
IX. Lake Marine Services	—	40,691	470	12,018	—	—	53,179	—	25,611	30	4,230	—	—	29,891	862	1,788	—	—	—	2,660	—																
X. Sundry Renewals and Betterments	—	1,770	2,116	2,060	—	—	6,945	—	450	250	750	—	—	1,450	1,350	1,690	2,310	—	—	5,320	—																
XI. Unforeseen Works	—	7,800	—	7,800	—	—	15,000	—	—	—	—	—	—	—	7,500	—	7,500	—	—	15,000	—																
TOTAL	125,443	369,750	63,276	608,829	1,577	6,418	1,132,293	77,564	67,975	17,004	256,891	208	3,469	423,709	1,750	157,312	43,509	126,550	1,051	1,440	330,681	199,776															
Additional amount required for Works already Sanctioned																			77,564	67,975	17,004	256,891	208	3,469	423,709												
TOTAL FOR YEAR																			193,007	437,725	80,280	865,720	1,785	9,887	1,556,002												

Subject to re-apportionment in accordance with regulations governing allocations of actual expenditure as between Capital Account and Renewals and Betterment Accounts.

ABSTRACT "M"—ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED

HARBOURS

HEAD OF EXPENDITURE	ESTIMATED TOTAL COST OF WORKS ALREADY SANCTIONED BUT NOT COMPLETED, AND PROPOSED NEW WORKS						ESTIMATED AMOUNT REQUIRED DURING 1937 IN RESPECT OF WORKS ALREADY SANCTIONED					ESTIMATED EXPENDITURE OF NEW WORKS DURING THE YEAR 1937										
	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Total	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Total	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Total					
I. Permanent Way	—	£ 550	—	£ 2,707	—	£ 3,257	—	£ 550	—	—	£ 550	—	—	—	£ 2,707	—	£ 2,707					
II. Marine Craft and Harbour Improvements	—	7,013	945	2,750	172	10,880	—	500	—	—	500	—	6,403	255	2,750	172	9,580					
III. Marine Craft	—	600	—	—	—	600	—	—	—	—	—	—	600	—	—	—	600					
IV. Plant	10,000	—	—	—	—	10,000	10,000	—	—	—	10,000	—	—	—	—	—	—					
V. Navigational Lighting	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
VI. Improvements to Buildings, etc.	—	1,705	—	—	—	1,705	—	400	—	—	400	—	1,305	—	—	—	1,305					
VII. Sundry Renewals and Betterments	—	2,964	350	—	—	3,314	—	2,964	—	—	2,964	—	—	—	350	—	350					
VIII. Unforeseen Works	—	2,500	2,500	—	—	5,000	—	—	—	—	—	—	2,500	2,500	—	—	5,000					
TOTAL	10,000	15,332	3,795	5,457	172	34,756	10,000	4,414	—	—	14,414	—	10,808	3,105	6,457	172	19,543					
Additional amount required for Works already Sanctioned												10,000	4,414	—	—	—	14,414					
TOTAL FOR YEAR												10,000	15,222	3,105	6,457	172	33,256					

\*Subject to re-apportionment in accordance with regulations governing allocations of actual expenditure as between Capital Account and Renewals and Betterment Accounts.

APPENDIX I—Statement showing the Approximate position of Renewals and Betterment Funds and Capital and Reserve Accounts

	Railways (including Motor Services and Marine)			Harbours			Reserve Accounts				Total of all Funds
	Renewals	Betterment	Capital Account	Renewals	Betterment	Capital Account	Depreciation of Investments	Widows' and Orphans' Pension Scheme	Pensions	General	
Estimated Balance, 31-12-1936	£ 1,659,078	£ 161,194	£ 714,789	£ 192,884	£ 41,529	£ 35,842	£ 15,000	£ 48,000	£ ..	£ 590,470	£ 3,458,786
Contributions, 1937	351,951	286,582	34,837	27,885	11,587	..	5,000	6,600	16,000	..	740,442
Total	£ 2,011,029	£ 447,776	£ 749,626	£ 220,769	£ 53,116	£ 35,842	£ 20,000	£ 54,600	£ 16,000	£ 590,470	£ 4,199,228
Withdrawals, 1937—											
(a) As per Abstracts L & M	382,441	61,173	304,601	5,457	3,105	25,222	..	..	..	..	781,999
(b) of Assets from Service	21,228	..	..	..	..	..	..	..	..	..	21,228
Total	£ 403,669	£ 61,173	£ 304,601	£ 5,457	£ 3,105	£ 25,222	..	..	..	..	£ 803,227
Estimated Balance, 31-12-1937	£ 1,607,360	£ 386,603	£ 445,025	£ 215,312	£ 50,011	£ 10,620	£ 20,000	£ 54,600	£ 16,000	£ 590,470	£ 3,396,001

APPENDIX II—Interest and Sinking Fund Charges, 1937

(RAILWAYS, MARINE AND MOTOR SERVICES)

YEAR OF LOAN, ETC.,	UGANDA PROTECTORATE.	KENYA COLONY AND PROTECTORATE.	£	£
(1) 1932 .. .. Loan of £2,000,000	.. .. ..	.. .. ..	887,421	..
	.. .. ..	.. .. ..	44,371	} 53,245
	.. .. ..	.. .. ..	8,874	
(2) 1921 .. .. Loan of £5,000,000	.. .. ..	.. .. ..	2,837,641	..
	.. .. ..	.. .. ..	170,283	} 196,635
	.. .. ..	.. .. ..	23,377	
(3) 1927 .. .. Loan of £5,000,000	.. .. ..	.. .. ..	4,431,236	..
	.. .. ..	.. .. ..	221,562	} 265,874
	.. .. ..	.. .. ..	44,312	
(4) 1928 .. .. Loan of £3,500,000	.. .. ..	.. .. ..	2,135,978	..
	.. .. ..	.. .. ..	96,119	} 117,479
	.. .. ..	.. .. ..	21,350	
(5) 1930 .. .. Loan of £3,400,000	.. .. ..	.. .. ..	320,117	..
	.. .. ..	.. .. ..	14,405	} 17,606
	.. .. ..	.. .. ..	3,201	
Less Interest on Unspent Balances of £3,500,000 (1924) Loan	.. .. ..	.. .. ..	£ 13	..
.. .. .. " " " " " £3,500,000 (1928) Loan	.. .. ..	.. .. ..	£ 650	..
.. .. .. " " " " " £3,400,000 (1930) Loan	.. .. ..	.. .. ..	£ 314	..
.. .. .. " " " " " £2,000,000 (1932) Uganda Loan	.. .. ..	.. .. ..	£ 128	..
.. Reimbursements from Kenya Government in respect of Branch Lines Guarantees	.. .. ..	.. .. ..	..	1,105
.. .. .. " Kenya Government in respect of Stamp Duty Reserve Fund	.. .. ..	.. .. ..	£ 707	21,354
.. .. .. " Harbours in respect of Stamp Duty Reserve Fund	.. .. ..	.. .. ..	£ 93	800
.. .. .. " Uganda Government in respect of Telegraph Lines: £2,000,000 (1932) Uganda Loan	.. .. ..	.. .. ..	£ 271	..
.. .. .. " £5,000,000 (1927) Kenya Loan	.. .. ..	.. .. ..	£ 157	428
			GRAND TOTAL	629,152



**APPENDIX III—Interest and Sinking Fund Charges, 1937**  
(HARBOURS)

YEAR OF LOAN, ETC.		KENYA COLONY AND PROTECTORATE.		£	£
(1)	1921	Loan of £5,000,000		1,407,745	
			Interest 6% ..	84,465	98,542
			Sinking Fund 1% ..	14,077	
(2)	1927	Loan of £5,000,000		568,764	
			Interest 5% ..	28,438	34,126
			Sinking Fund 1% ..	5,688	
(3)	1928	Loan of £3,500,000		704,353	
			Interest 4½% ..	31,696	38,749
			Sinking Fund 1% ..	7,044	
(4)	1930	Loan of £3,400,000		845,974	
			Interest 4½% ..	31,069	46,529
			Sinking Fund 1% ..	8,460	
		Payment to Railways in respect of Stamp Duty Reserve Fund			93
		<b>GRAND TOTAL</b>			<b>218,930</b>

**APPENDIX IV—Pensions Gratuities and Compensation, 1937**  
(RAILWAYS)

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension	PAYABLE BY										
				Colony of Kenya		Uganda Protectorate	Kenya and Uganda Railways and Harbours							
				£	s	d	£	s	d					
Mr. B. Eastwood, C.M.G.	27-10-1918	General Manager	1,005	11	3	944	1	3	61	10	0*			
" J. H. Penruddock	1-11-1911	Assistant Locomotive Superintendent	217	18	4	188	15	0	..	29	3	0*		
" A. F. Church	22-10-1919	Chief Engineer	660	2	9	595	19	5	..	64	3	4*		
" B. L. Brenner	9-7-1919	District Locomotive Superintendent	426	5	0	378	2	6	..	48	2	6*		
" C. S. Hunter	1-6-1919	District Engineer	500	0	0	458	19	9	..	41	0	3*		
" J. W. Sweeney	31-12-1920	Assistant Traffic Manager	417	7	6	390	10	11	..	26	16	7*		
Mr. L. G. P. Vereker, R.N.R.	1-3-1921	Commander, Uganda Railway Marine	207	0	0	207	0	0	..	..	..	..		
Mr. A. W. Reid	3-11-1921	Chief Storekeeper	552	0	0	500	0	0	..	52	0	0		
" E. H. Biffin	28-4-1921	District Station Master	65	19	9	61	6	5	..	4	13	4		
" R. Grant	14-9-1921	Superintending Engineer, Marine	385	0	0	385	0	0	..	..	..	..		
" W. M. Griess	3-11-1921	District Engineer	573	3	4	507	5	0	..	65	18	4		
" S. Couper	2-1-1922	General Manager	1,170	0	0	889	16	8	..	280	3	4		
" E. G. Wilson, C.B.E.	2-2-1922	Traffic Manager	762	13	4	605	15	0	..	156	18	4		
Comdr. C. C. Garrett, R.N.R.	26-3-1922	Superintendent, Busoga Railway Marine	286	11	8	81	3	4	122	16	3	8		
Mr. R. Lane	8-8-1922	Assistant Traffic Manager	176	0	0	160	0	0	..	76	0	0		
" T. A. Whitaker	7-12-1922	Chief Mechanical Engineer	291	1	1	..	..	..	..	291	1	1 (I)		
" J. W. Heaton	20-12-1922	Assistant Chief Accountant	7	6	8	7	6	8	..	..	..	..		
" W. McGregor Ross	3-4-1922	Assistant Engineer	884	0	0	869	6	8	..	14	13	4		
" P. C. Ford	4-1-1924	Works Manager	264	13	4	171	0	0	..	93	13	4		
" C. Bennett	9-6-1924	Chief Engineer, Lake Steamers	331	17	6	141	11	8	69	5	0	121	0	
Mr. W. J. McJannet	28-4-1924	Commander, Lake Steamers	346	0	0	162	10	0	71	16	8	111	13	4
Mr. G. W. Bruce, R.D., R.N.R.	1-6-1924	District Engineer	251	6	9	110	0	0	..	141	6	9		
Comdr. R. Ma. Reynolds, R.N.R. (Retd.)	11-2-1926	Marine Superintendent	413	0	0	241	10	0	..	171	10	0		
Mr. G. F. W. Hartnell	23-2-1926	Locomotive Superintendent	347	8	4	187	16	8	..	159	11	8		
" Robert Hill	7-10-1927	Chief Superintendent	154	8	1	83	2	11	..	111	5	2		
" S. C. Grant Davis	12-1-1928	District Engineer	529	10	9	289	15	3	..	269	15	6		
Lt. Comdr. E. C. Bosanquet, R.N. (Retd.)	28-10-1927	Commander, Lake Steamers	384	3	9	139	7	6	20	13	7	224	2	8
Mr. R. Mercet	27-4-1928	Chief Engineer, Lake Steamers	188	3	1	52	0	5	..	136	2	8		
" C. M. Bunbury, I.S.O.	29-5-1928	Assistant Chief Engineer	608	13	10	242	11	3	50	9	11	315	12	3
Lt. Comdr. C. B. Blencowe, R.N.R.	2-12-1928	Commander, Lake Steamers	396	5	4	183	13	10	..	214	11	6		
Mr. S. N. Faulkner, O.B.E.	9-4-1930	Deputy Chief Accountant	614	5	11	241	4	2	..	373	1	9		
" R. A. Lawson	2-10-1930	District Traffic Superintendent Class II	280	19	4	49	14	7	33	9	8	197	15	1
" G. W. Ingleby	31-1-1931	Chief Engineer, Lake Steamers	276	10	2	129	19	7	..	215	18	7		
Mr. G. Bullock	29-7-1931	Assistant Superintendent Class I	315	11	3	80	13	7	..	234	17	8		
" F. Baker	22-5-1931	Senior Assistant Accountant	302	3	6	64	0	9	..	238	2	9		
" J. S. Halliwell	29-6-1931	Locomotive Superintendent	394	6	6	108	8	0	..	285	18	6		
" A. F. Marsh	15-9-1931	Commander, Lake Steamers	305	17	6	83	2	2	..	242	15	4		
" S. H. Carter	1-7-1931	Chief Engineer, Lake Steamers	284	15	4	..	..	..	124	9	2	160	6	2
Captain T. F. Linnell	19-9-1931	District Engineer	523	0	0	159	13	4	..	363	6	8		
Mr. A. E. Lucas	1-2-1931	..	51	6	8	..	..	..	..	51	6	8		
Mr. W. N. Low	9-4-1931	Surveyor	405	0	0	399	18	9	..	5	1	3		
		Carried forward	16,577	15	6	10,352	3	5	493	0	8	5,732	11	5

\* Temporary Bonus added to Pension vide Colonial Office Despatch, Kenya 343 of 12-5-1928.

(1) Includes £198/14/5 per annum, a special additional allowance vide Colonial Office despatch, Kenya 2920 of 27-3-1925.

**APPENDIX IV—Pensions Gratuities and Compensation, 1937—(Contd.)**  
(RAILWAYS)

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension	PAYABLE BY											
				Colony of Kenya			Uganda Protectorate		Kenya and Uganda Railways and Harbours						
			£	s.	d.	£	s.	d.	£	s.	d.				
<i>Brought forward</i>			10,577	15	6	10,352	3	5	491	0	6	5,302	11	5	
Mr. H. E. Goodship, C.B.E.	13.11.1931	Dy. General Manager, & Chief Accountant	905	0	0	294	4	7				556	5	8 (2)	
" F. Jaxrett	13.11.1931	Revenue Accountant	352	2	0	79	17	2				272	4	10	
" B. M. Carter, M.B.E.	13.11.1931	Stores Superintendent	577	19	10	116	11	4				461	8	6	
" A. B. Cannon	13.11.1931	Assistant Superintendent (Headquarters)	344	4	10	77	9	9				266	18	1	
" J. Anderson	19.11.1931	Chief Engineer, Lake Steamers	291	1	10	84	13	4				206	8	6	
" R. D. W. Crockett	21.1.1932	Catering Manager	402	18	0	128	16	10				277	1	2	
Captain A. W. Newitt	7.2.1932	Commander, Lake Steamers	207	11	3	107	12	5				100	9	3 (3)	
Mr. W. E. Woods	18.2.1932	Chief Engineer, Lake Steamers	394	17	6	107	4	6	7	14	0	446	13	6	
Comdr. F. M. Jenkins, M.B.E.	27.2.1932	Marine Superintendent	677	1	3	222	19	5	20	15	9	245	12	0 (4)	
Mr. T. Nelson	11.4.1932	Chief Marine Engineer & Works Manager	429	16	10	106	0	11	16	9	0	307	6	11	
" H. A. Swan	4.5.1932	Commander, Lake Steamers	602	17	6	109	0	4				335	6	5	
W. A. Andrews	18.9.1932	Works Manager	465	7	10	130	1	5				241	4	0 (5)	
Lt. Comdr. F. R. Hensted R.D., R.N.R.	4.10.1932	Senior Quantity Surveyor	145	16	3	78	17	11				66	16	4	
Mr. F. C. Brindle	19.10.1932	Assistant Port Captain	277	8	3	64	2	10				96	0	4 (6)	
Lt. Comdr. F. C. Greenwood, R.D., R.N.R.	19.10.1932	Assistant Port Captain	434	10	6	83	16	3				317	16	5 (7)	
Mr. H. W. Gauld	19.12.1932	District Traffic Superintendent, Class I	565	9	5	170	4	6				395	4	11	
" C. F. Ellis	1.1.1933	London Representative	413	5	4	42	11	4	80	5	4	296	8	8	
" W. A. McClelland	20.1.1933	Engineer-in-Charge, Steamer Services	374	5	5	107	10	1				266	15	4	
" S. Tooull	5.9.1933	District Engineer	436	8	5	98	10	7				332	18	9	
" R. L. Briars	22.10.1933	Works Manager	371	15	10	78	17	1				297	17	0	
" A. J. Thompson	10.11.1933	Assistant Stores Superintendent	384	0	0	72	17	8	29	4	9	281	17	7	
" A. Beacham	31.8.1934	District Locomotive Superintendent	303	15	0	54	16	11	17	1	10	247	18	7	
" R. McFarlane	15.11.1934	Engineer in charge, Marine Service	320	12	10	38	0	2				265	10	10	
" Hugh Din	11.10.1921	Artizan	1	2	10							1	2	1	
" Guy Hodgson (Provincial Auditor)	22.10.1932				2									2	
" R. H. Crofton (Exchequer and Audit Department)	22.1.1934				2									2	
" S. F. Deck	21.5.1934	Superintendent of Native Labour	1,035	0	0	918	3	1				116	16	11	
" W. Welch	19.3.1935	Stores Superintendent	596	11	3	107	13	2				488	18	1	
" A. E. R. Mayne, O.B.E.	28.3.1935	Chief Accountant	606	8	11	76	13	8				529	15	3	
" W. F. D. Allison	8.2.1936	Assistant Locomotive Superintendent	76	0	0	53	0	0				(Approx.)	22	0	
Compensation			25,104	2	2	14,057	13	9	672	19	7	13,666	10	9	
Gratuities on account of Cumulated Pensions												600	0	0	
Add for New Pensions												2,000	0	0	
												1,083	9	3	
												<b>TOTAL</b>	<b>17,380</b>	<b>0</b>	<b>0</b>

(2) £54/9/9 p.a. payable by Sierra Leone Government Railways.  
 (3) £79/10/1 p.a. see Port and Harbours.  
 (4) £79/4/7 p.a. see Port and Harbours and £137/19/3 p.a. payable by Government of the Malay States.

(5) £262/13/0 p.a. payable by Nigerian Government.  
 (6) £29/18/0 p.a. see Port and Harbours and £87/6/1 p.a. payable by Government of Federated Malay States.  
 (7) £35/17/4 p.a. see Port and Harbours.

**APPENDIX IV—Pensions Gratuities and Compensation, 1937—(Contd.)**  
(RAILWAYS)

**WIDOWS' AND ORPHANS' PENSION SCHEME**

NAME OF PENSIONER	Date from which payable	Post occupied by the Deceased Officer	Total Pension	PAYABLE BY										
				Colony of Kenya			Uganda Protectorate		Kenya and Uganda Railways and Harbours					
			£	s.	d.	£	s.	d.	£	s.	d.			
Children of Mr. D. G. Cormack	13-10-1927	Section Engineer	117	17	8	75	9	1				42	8	7
Mrs. J. Dinning	14-10-1927	Artizan, 1st Class	62	9	8							62	9	8
" E. F. Cochrane	15-6-1932	Land Surveyor	226	10	6							226	10	6
" V. K. Russon	12-2-1933	Clerk, Class I	28	13	10							28	13	10
" G. D. Hoile	16-11-1934	Driver	65	2	10							65	2	10
			£499	14	6	75	9	1				424	5	5
Widows' & Orphans' Pensions which may be granted during 1937												55	14	7
Cost of Administering Widows' and Orphans' Pension Scheme												70	0	0
Total Widows' and Orphans' Pension Scheme												550	0	0
Total Pensions												17,380	0	0
<b>TOTAL RAILWAYS</b>												<b>17,900</b>	<b>0</b>	<b>0</b>

**APPENDIX IV—Pensions Gratuities and Compensation, 1937—Contd.**  
(HARBOURS)

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension	PAYABLE BY		
				Colony of Kenya	Uganda Protectorate	Kenya and Uganda Railways and Harbours
Mr. M. Lopes	7-2-1928	Clerk	£ 83 0 7	£ 63 0 0	£ ..	£ 15 0 7
" S. A. Wajudin	16-9-1928	Engineer, S.L. "Mvita"	43 4 9	34 0 0	..	14 4 9
" A. M. D'Souza	5-3-1929	Clerk	80 8 0	72 0 0	..	8 8 0
" A. P. D'Souza	30-4-1929	"	124 14 9	113 8 0	..	11 6 9
" Abdul Gaffoor	5-9-1929	Engineer, S.L. "Rasini"	64 8 0	56 0 0	..	8 8 0
" Shaik Alamed Sk. Esmail	15-8-1930	Crane Driver	68 4 0	58 18 0	..	9 6 0
" J. Furado	24-12-1932	Clerk, Class I	78 12 10	40 0 0	..	38 12 10
Capt. A. N. Newitt	..	Commander, Lake Steamers	..	..	..	79 10 1
Mr. T. Neilson	..	Divisional Superintendent	..	..	..	29 4 7
Lt. Comdr. F. C. Greenwood R.D. R.N.R.	..	Assistant Port Captain	..	..	..	29 18 0
Mr. H. W. Gauld	..	District Traffic Superintendent Class I.	..	..	..	35 17 4
Compensation	..	..	..	..	..	279 16 11
Gratuities on account of commuted pensions	..	..	..	..	..	80 0 0
Add. for New Pensions	..	..	..	..	..	160 0 0
TOTAL HARBOURS	..	..	..	..	..	80 3 1
TOTAL RAILWAYS	..	..	..	..	..	600 0 0
GRAND TOTAL	..	..	..	..	..	17,900 0 0
						18,500 0 0

**APPENDIX V—Summary of "Miscellaneous Expenses"**

ABSTRACT HEAD	Office Expenses	Travelling Allowances	House Allowances	Relieving and Acting Allowances	Motor Allowances	Mechanical Accounting	Contingencies	TOTAL
<b>RAILWAYS.</b>								
A I A (1) (f)	..	36	..	120	10	..	3	169
A I A (2) (f)	70	50	300	40	50	..	80	590
A I A (3) (f)	90	15	300	..	10	..	10	425
A I B (1) (f)	36	302	..	27	220	..	362	947
A I B (2) (f)	202	149	..	..	..	..	15	366
A I B (3) (f)	56	31	144	..	30	..	17	278
A I B (4) (f)	27	350	50	..	449	..	10	886
A I B (5) (f)	191	1,588	27	38	..	..	..	1,844
B I (a) (10)	50	605	306	274	40	..	50	1,325
B I (b) (2)	50	..	235	..	..	145	50	480
B II (a)	..	20	..	..	..	..	20	50
B IV	..	25	..	..	..	..	10	35
C I (a) (5)	15	40	115	150	..	..	20	340
C I (b) (9)	..	160	450	..	50	..	20	680
C I (c) (20)	50	235	..	..	..	..	50	335
D I (b)	150	100	..	250	100	..	300	900
D II (b)	150	25	600	..	50	2,124	40	2,989
D III (c)	..	125	200	400	..	..	50	775
D IV (b)	..	..	100	..	..	..	..	100
E I (a) (5)	..	75	..	..	..	..	60	75
E I (b) (4)	650	194	355	..	..	..	25	1,259
E II (a) (13)	75	60	400	85	55	..	..	700
E III (a) (9)	..	10	210	80	..	..	..	300
E III (b) (17)	80	330	650	..	..	..	150	1,210
E III (c) (7)	..	6	1	43	..	..	..	50
E III (d) (7)	20	110	..	..	..	..	..	130
E V (a) (4)	..	..	..	42	..	..	..	42
E V (b) (32)	200	100	300	..	45	100	205	950
F I (c)	35	100	..	45	30	..	30	240
F III (c)	..	70	..	30	..	..	..	90
G I (b)	15	10	..	..	..	..	..	25
G II (f)	..	..	15	..	..	..	..	15
G III (c)	25	15	9	..	..	..	25	74
G IV (f)	..	..	132	..	..	..	..	132
G V (a) (5)	..	6	42	..	..	..	20	68
£	2,253	4,937	4,983	1,581	1,139	2,269	1,712	18,974
<b>PORT AND HARBOURS.</b>								
A I B (1) (c)	40	..	..	..	65	..	20	125
A I B (2) (c)	20	..	..	..	12	..	10	42
A I B (3) (f)	19	..	..	..	12	..	15	46
A I B (4) (f)	6	..	..	..	177	..	20	203
A I B (5) (A)	2	..	..	..	..	..	10	12
B I (a) 4	..	..	..	..	62	..	38	100
B V (c)	..	..	..	357	48	..	..	405
B VII (a) 5	..	6	36	52	..	..	..	94
C I (a)	11	..	..	..	11	..	50	72
D I (c)	102	..	..	18	12	..	..	132
D II (f)	..	..	..	..	..	..	5	5
E III (a) 3	605	25	..	271	108	..	..	404
E III (b) 12	..	..	..	..	3	36	..	676
£	805	31	36	698	510	36	200	2,316

APPENDIX IV—Pensions Gratuities and Compensation, 1937—Contd.  
(HARBOURS)

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension		Colony of Kenya	Uganda Protectorate	Kenya and Uganda Railways and Harbours
			£	s. d.			
Mr. M. Lopes	7-2-1928	Clerk	83	0 7	68	0 0	15 0 7
" S. A. Wajudin	16-9-1928	Engineer, S.L. "Mvita"	48	4 9	34	0 0	14 4 9
" A. M. D'Souza	5-3-1929	Clerk	80	8 0	72	0 0	8 8 0
" A. P. D'Souza	30-4-1929	"	124	14 9	113	8 0	11 6 9
" Akhni Gaffoor	5-9-1929	Engineer, S.L. "Rasini"	64	8 0	56	0 0	8 8 0
" Shaik Ahmed Sh. Esmail	15-8-1930	Crane Driver	68	4 0	58	18 0	9 6 0
" J. Furtado	24-12-1932	Clerk, Class I	78	12 10	40	0 0	38 12 10
Capt. A. N. Newitt	"	Commander, Lake Steamers	"	"	"	"	79 10 1
Mr. T. Neilson	"	Divisional Superintendent	"	"	"	"	29 4 7
Lt. Comdr. F. C. Greenwood R.D. R.N.R.	"	Assistant Port Captain	"	"	"	"	29 18 0
Mr. H. W. Gauld	"	District Traffic Superintendent Class I.	"	"	"	"	35 17 4
Compensation	"	"	"	"	"	"	279 16 11
Gratuities on account of commuted pensions	"	"	"	"	"	"	80 0 0
Add. for New Pensions	"	"	"	"	"	"	160 0 0
TOTAL HARBOURS	"	"	"	"	"	"	80 3 1
TOTAL RAILWAYS	"	"	"	"	"	"	600 0 0
GRAND TOTAL	"	"	"	"	"	"	17,900 0 0
							18,500 0 0

APPENDIX V—Summary of "Miscellaneous Expenses"

ABSTRACT HEAD	Office Expenses	Travelling Allowances	House Allowances	Relieving and Acting Allowances	Motor Allowances	Mechanical Accounting	Contingencies	TOTAL
	£	£	£	£	£	£	£	£
RAILWAYS.								
A I A (1) (d)		36		120	10		3	169
A I A (2) (r)	70	50	300	40	50		80	590
A I A (3) (r)	90	15	300		10		10	425
A I B (1) (g)	36	302		27	220		362	947
A I B (2) (r)	202	149					15	366
A I B (3) (r)	56	31	144		30		17	278
A I B (4) (l)	27	380	50		449		10	886
A I B (5) (f)	191	1,588	27	38				1,844
B I (a) (10)	50	605	306	274	40		50	1,325
B I (b) (2)	50		235			145	50	480
B II (r)	10	20					20	50
B IV		28					10	35
C I (a) (5)	15	40	115	150			20	340
C I (b) (9)		160	450		50		20	680
C I (c) (20)	50	235					50	335
D I (b)	150	100		250	100		300	900
D II (b)	150	25	600		50	2,124	40	2,989
D III (r)		125	200	400			50	775
D IV (b)			100					100
E I (a) (5)		75						75
E I (b) (4)	650	194	355				60	1,259
E II (b) (13)	75	60	400	85	55		25	700
E III (a) (8)		10	210	80				300
E III (b) (17)	80	330	650				150	1,210
E III (c) (7)	6		43					50
E III (d) (7)	20	110						130
E V (a) (4)				42				42
E V (b) (32)	200	100	300		45	100	205	950
F I (r)	35	100		45	30		30	240
F III (r)		70		30			90	190
G I (b)	15	10						25
G II (f)			15					15
G III (g)	25	15	9				25	74
G IV (r)			132					132
G V (a) (6)		6	42				20	68
£	2,253	4,937	4,983	1,581	1,139	2,269	1,712	18,974
PORT AND HARBOURS.								
A I B (1) (e)	40				65		20	125
A I B (2) (c)	20				12		10	42
A I B (3) (f)	19						15	46
A I B (4) (f)	6				177		20	203
A I B (5) (A)	2						10	12
B I (a) 4					62		38	100
B V (b)				357	48			405
B VII (a) 5		6	36	52				94
C I (r)	11				11		50	72
D I (b)	102			18	12			132
D II (f)							5	5
E III (a) 3		25		271	108			404
E III (b) 12	605				3	36	32	676
£	805	31	36	698	510	36	200	2,316



**APPENDIX VI—Statement of Wasting Assets**  
(RAILWAY SERVICES)

DETAILS OF ASSETS	Estimated Renewal cost as at 31st Dec., 1936	Annual Contribution
	£	£
<b>ENGINEERING DEPARTMENT.—</b>		
Bridges .. .. .	971,359	
Fencing .. .. .	21,744	
Telegraph .. .. .	178,438	
Permanent Way .. .. .	4,585,588	
Buildings .. .. .	2,346,721	
Station Machinery .. .. .	45,550	
Water Supplies .. .. .	276,045	
Plant .. .. .	38,282	
Lake and River Piers .. .. .	94,875	
<b>MECHANICAL DEPARTMENT.—</b>		
Locomotives .. .. .	1,209,000	
Coaching Stock (Passenger Carrying) .. .. .	510,600	
Coaching Stock (Other Vehicles) .. .. .	273,537	
Goods Stock .. .. .	2,225,574	
Machinery .. .. .	230,859	
<b>TRANSPORTATION DEPARTMENT.—</b>		
Decauville Wagons & Fixed Weighing Machine .. .. .	4,343	
<b>ACCOUNTS DEPARTMENT.—</b>		
Mechanical Accounting Machines .. .. .	1,180	
<b>TOTAL</b>	<b>13,013,695</b>	<b>325,342</b>

(Contribution as shown in statement above is calculated at 2½ per cent of Estimated Renewal cost. Annual contribution on life basis, £365,801)

**APPENDIX VII—Statement of Wasting Assets**  
(LAKE MARINE SECTION)

Details of Assets	Estimated Renewal cost as at 31st December, 1936	Annual Contribution
	£	£
Ships, Tugs, Launches, Boats, Plant, Machinery, etc. ..	604,913	24,690
Aga Beacons .. .. .	4,521	94
	609,434	24,784

Annual Contribution as calculated on Estimated Renewal cost and lives in accordance with 1935 Renewals Committee Report.

**APPENDIX VIII—Statement of Wasting Assets**  
(MOTOR TRANSPORT SECTION)

Details of Assets	Estimated Renewal cost as at 31st December, 1936	Annual Contribution
	£	£
Lorries, Passenger Bus, Trailer, Staff Car and Machinery ..	17,211	1,825

Annual Contribution as calculated on Estimated Renewal cost and lives in accordance with 1935 Renewals Committee Report.

**APPENDIX IX—Statement of Wasting Assets**  
(HARBOURS)

Details of Assets	Estimated Renewal cost as at 31st Dec., 1936	Annual Contribution
	£	£
<b>ENGINEERING DEPARTMENT.—</b>		
Bridges .. .. .	7,362	70
Fencing .. .. .	2,076	71
Permanent Way .. .. .	100,004	5,243
Building .. .. .	434,433	7,341
Port Operating Machinery .. .. .	30,661	1,093
Water Supplies .. .. .	2,386	121
Plant .. .. .	17,460	636
Wharves, Jetties and Landing Pontoons .. .. .	51,401	1,477
<b>MECHANICAL DEPARTMENT.—</b>		
Workshop Machinery, Electric Equipment, Tugs, Launches, Boats, etc. .. .. .	244,140	11,306
<b>PORT DEPARTMENT.—</b>		
Lighthouse, Aga Lights .. .. .	9,665	522
<b>TOTAL</b> .. .. .	<b>899,588</b>	<b>27,885</b>

Annual Contribution as calculated on Estimated Renewal cost and lives in accordance with 1935 Renewals Committee Report.