

1930

Kenya

No. 16345

SUBJECT

C0533/403

K. G. R. Estimates, 1931.

Previous

See 17155/31. (new posts,
grades etc.)

17309/31. (supplementary
acts.)

Subsequent

18 October 2

H. G. J. Moore 169
The 12 copies of d.d. 1. Estimates for year 1931, which will be submitted to legislative Council at next meeting; Estimates contain memo on main features by A. H. Hargreaves but no special memo forwarded for reasons stated; enclosed copy minutes of Railway Council meeting at which Estimates were discussed.

Copy Ests. to Mr. Richardson
Mr. Allen
Mr. Eastwood
with ff.
Harris to Library

or a letter.

(You asked me to prepare a short note)

X
10a

(Barrow)
19.10.30

I think they have been ill advised in assuming approval of the depreciation proposals & whether the railway provision for renewals at 2% only. Genl Hammond is critical & I fear the Treasury will be sticky. What from this point we can await the further opinion promised: but I have not seen any report of these Ests having it been considered. Legislat & perhaps it would be well to issue a caveat as regards renewals - especially as Genl Rhodes went away.

Washed to
proposal ~~may~~ be accepted.

Parliament off the

St. Allen

17/11/30

acct

18.11.30

stroke

19 Nov. '30.

2 Jo H.C. tel. No. 17

2 further copies of Estimates for 1931 received
under cover of an chamber 3pm from 464
the date: taken and sent to

20 December
Liaison Estimate raised by Kenya and Uganda
legislative houses without amendment, request
affairs to be conveyed by telegraph.

Re Dep. will be received
Monday - 22 Dec. - or at
least it shall be.

await its receipt

St. Allen
22.12.30.

Interimary issues: herewith

St. Allen

23/11/30

4 H.C. J. Issue 190
Enclose copy General Managers' speech introducing the
Estimates, submit comments on various items of
Revenue and Expenditure.

6 December 3

LA

Attached is a memorandum which I prepared
in advance of the receipt of No. 4. The figures
still hold good as the Draft Estimates passed with-
out alteration. It is, however, now possible to
get a better view of the general position.

1930. Broadly, they estimated for renewals
at the rate of 2½ per cent; for putting £50,000
(or £106,594, if renewals at the rate of 2 per cent
were approved) to reserve, and to have a balance of
£163,178 for railway betterment.

~~In spite of all economies~~ The gross revenue
in 1930 was expected to be down by about £350,000,
and as a result it appears that, ^{in spite of economies} there will be nothing
for betterment, and they may have ^{had} to dip into
the Reserve Account, which even apart from any such
raid would only amount to £100,000 at the end of 1930.
This recourse to reserve, if necessary, will apparently
be due mainly, if not entirely, to the reduction of
maize rates at the cost of £26,950.

* In the case
Kendall on 13/11/30

1931. They provide for 2½ per cent for
renewals, and £60,132 (equivalent to ½ per cent
renewal rate) for reserve. The surplus on the
Railways balances the deficit on the Harbours, and
there is nothing for betterment. If 2½ per cent
renewals rate is finally adopted they will have to
allocate the £60,132 referred to above to renewals
instead of reserve, with the result that there will
be no contribution in 1931 to the Reserve Account,
which on this basis will at the end of 1931 have to
its credit ^{not} £266,726, as shown on page 114 of the

Estimates

Estimates, but only £100,000 less any amount taken to balance accounts in 1930.

Earnings.

The estimated gross earnings for 1930 were £2,647,150 - this reduced by £350,000 gives a revised figure of £2,298,150. The earnings for 1931 are put at £2,582,396 - an increase of nearly £300,000 on the revised results for 1930.

No 4
See 6 Nov 4
The position is discussed in paras. 2 to 5 of the despatch, and is further referred to on pages 7, 9, 10, and 11 of the General Manager's speech, in which he ^{also} refers to the steps taken to secure economies, and expresses himself as reasonably optimistic as regards this year.

See
As regards outward traffic, there would seem no reason for pessimism, but the Estimates are based on the assumption (see para. 2 of the despatch) that "retarded imports will result in increased upward traffic," also on the hope of a general revival of trade. Sir John Campbell (recently consulted) advised that the general opinion appears to be that it is difficult to believe that the present depression can long continue, but there was then no evidence of any improvement, or indeed that the bottom of the trough had actually been reached.

It is therefore doubtful whether the estimates of earnings sufficiently discount the ^{likely} ~~possibility~~ ^{of} trade depression, but they may be agreed to with a note of caution.

Expenditure.

Working expenses ^{are} only £15,000 in ~~case of~~ 1930, but will be increased by £60,000 by which the renewals provision is short, on the basis

of the 2½ per cent rate.

As already pointed out they are economising where this can be done without undue loss of efficiency, and there seems no reason for regarding the average working cost per ton mile as unsatisfactory.

Renewals and Reserve.

I have already touched on this matter, which now awaits final settlement by the Treasury.

Betterments.

See 6 Nov 4
The Estimates allocate (p.113) £242,745 for expenditure from the Betterment Fund, with a note that expenditure on this account is entirely contingent on funds being available. It is not clear what the position of the fund at the end of 1930 actually was, but the probability ~~is~~ ^{is} pointed ~~out~~ ^{out} of its having been brought to a very low level, with the result, as the General Manager points out (p.9 of his speech) that they will not be able to carry out many essential works, and in many cases where the postponement of the work is not possible will have to have recourse to Loan moneys. He points out that this position is not satisfactory, but in the present circumstances no alternative is available.

Harbours.

Gharke's
The estimated loss in 1931 is £50,529 against £39,505 in 1930; but this is more than accounted for by ^{an} increase in Loan Charges from £187,474 to ~~£22,280~~ ^{£203,900}

Turning to details :-

High Commissioner's despatch - (No. 4 in the file)
Paragraph 5. Maize.

A decision has recently been taken with regard to assistance to the maize industry, but the proposals submitted to the Secretary of State do not include any suggestions for reduced railway rates.

A brief reference may be made to this in the reply.

Para. 6 Magada Soda

We are still awaiting the observations of the O.A.G. of Kenya on the despatch sent to him on the 16th October last. A reference to this might also be made in the reply and the despatch sent to the O.A.G. on the relevant papers asking when his observations might be expected.

Paras. 8 and 9.

Road Competition.

This point was dealt with in the Annual Report of the General Manager for 1929, and was referred to in the minutes dealing with that Report on 16188/30, though no comment on this point was made in the reply. The discussion on this matter at the Governors' Conference will be found as No. 2 on X.16063/30. It was dealt with at the recent Colonial Office Conference, at which it was resolved :-

"The Conference notes that questions of road and rail competition are such that it is impossible to lay down any general principles for dealing with them, but draws the attention of Governments concerned to the information collected by the Committee".

This resolution is not referred to in the despatch, but mention of it may be made in the reply saying that the Secretary of State will await with interest the result of the enquiry which is going to be made into the matter.

Para. 10. Appointments.

The promised despatches as to new appointments and alterations in grades, have not yet been received, but they are referred to in the enclosure to No. 1 (see in particular P.11).

General Manager's Speech.

There are one or two points of interest to which attention might be drawn :-

Page 11. Congo Extension.

The field work and surveys have now been completed, and it is hoped that all information, with the report of the Economic Committee, will shortly be available. Mr. Freston should see.

Natives. There are some remarks on page 15 as to native development.

There is one further point. The question of the appointment of a Labour Inspector is referred to on pages 8 and 9 of the enclosure to No. 1, from which it appears that the question was to be brought up at a later date, but in the meanwhile a memorandum was to be prepared setting out the case in full. There is nothing about this in the later despatch, and as the question was raised in connexion with the supervision of native labour employed by railway contractors, further information must be asked for with special reference to the bad report on the Manyaki Extension for the June Quarter, see No. 2 of 16267/30 and minutes on that paper.

In No. 3 the High Commissioner asked for approval of the Estimates by telegram, and I think general approval might now be telegraphed as in dft.h.w. subject to the reservation in respect of the provision for "general and reserve" - the papers then being circulated for a confirming despatch to be drafted for conson. referring to those two points, and also to the various points mentioned at // above, and the point as to the note against the provision for the High Commissioner's allowance to which I have referred in the "details" attached to the accompanying memorandum.

It will also be necessary to refer to the discrepancies, as compared with the Colony Estimates in the matter of loan charges - I have dealt with these in the attached memo. and more fully in the note attached to the memo.

Flag A 4A
Flag C 4B

JN Keen

16/1/34

I agree that we should not wait any longer before taking up the Labour Inspection point. The doubt whether the responsibility rests on the C.P.C. or the R.M.P. should keep labourers alive.

W.C.S. 16/1/34

5 To Mr. Lel. No. 2 (Canned) - 17/1/31

6 To Mr. Lel. No. 16 (C. Lel. No. 4²). - 12 FEB 1931
(No H. Further Revised.)

To Treas. 6/16
(which c. Est. in 124⁸, 546)

13 FEB 1931

8 H. L. J. Byrne 31st March 31
Enclosed schedule showing financial position for 1931 and comments on items of revenue and expenditure.

Paragraphs 2 to 10.

1930. When the 1931 Estimates were sent home the short fall of revenue for 1930 was put at £300,000 to £350,000, but the actual figure proved to be £432,921. Savings to the extent of £70,778 were made, with the result that they have had to forgo any contribution to the Betterment Fund and the Reserve Account, and have had to draw on the latter to the extent of £83,210, reducing it to £16,790 only.

1931. The Estimates provided nothing for the Betterment Fund, the surplus on the Railways being exactly equivalent to the deficit on the Harbours. They have now reduced the estimate of revenue by £189,396 and the expenditure by £229,753, and they hope after providing the full 2½% for renewals to have £50,000 as a contribution to the Reserve Account which will bring it up to £66,790.

There are two ^{Further} comments.

One is that they are getting further away from instead of nearer to the reserve of £600,000 which was to be aimed at by the end of 1934. The second is that if revenue ^{can} as in 1930, ^{can} show a loss of £432,921 ^{in one year} the minimum figure of £600,000 for the reserve which ^{was} based on two bad years it is certainly not excessive.

Paragraph 12. They propose to return to the charge on the question of the provision for renewals and trust that in the meantime no final decision may be given, ~~consider~~ the recent settlement ^{is a} ~~was~~ intended as a definite.

decision until 1933. I wonder if they fail to realise fully the ^{tenacity of the} Treasury claim on this case and the fact that if it had not been for ^{claim} this ^{was} the 2% might have been agreed to, and that ^{even} the Treasury ^{has not} ^{yet} ^{objected} on its merits. I cannot at the moment imagine what further arguments they will advance but we can only wait and see.

Paragraphs 17 to 21. These paragraphs relating to native labour have been registered separately, and we can await a despatch from the Governor of Kenya.

Paragraph 22. I see no reason to criticise the explanations as regards Loan provision, and we may hope in future to be spared the very tiresome comparisons which have been necessary in the past.

I think the Treasury should have a copy of this despatch. It hardly seems necessary to make any comment in forwarding it, although the paragraphs relating to renewals will cause them to open their eyes.

Send duplicate of the despatch to the Treasury for info. L.F. with reference to No.7.

A.H.C.
5/5/31

i. Colaba, X Rd. meet
see it that this is not
overlooked - if nothing comes
from Mr. Kenna is 2 weeks
circulate.

all Parkers
10-11-31

I see no prospect
of the decision
being carried.
L.H.
11/5/31

I agree. I am glad to see that the question of road competition is being gone into. It is difficult to justify heavy road expenditure, and a system of taxation which apparently allows the road motors to "pick out the eyes" of the traffic, and leave to the railways--which must be maintained for obvious reasons--comparatively unremunerative traffic as their main source of revenue. Sooner or later--and the sooner the better--practically all the Colonies with important railway systems will have to face this most urgent question.

The 11-5-31.

Action as proposed, & then find
out from G.D. how this works of
road & rail stands. I think, but
have not verified, that it came up
at last year's Conference.

W.D. 11.5.31
etc

J. So. Treas. (w/c 8) - 13/13 13 MAY 1931

See +
reference to
Kenna. to
G.D. meet
the Kenya paper
the subject
16063/30 Kya

The question of road and rail competition in the Colonies was considered at last year's Colonial Office Conference and the following Resolution

10

Treasury /
submit comments on financial position

18 May

The Skevington point will not
not be incorporated in the despatch to the
High Comm^r on 8. Before taking action,
wait for general point referred to in Sec. C.
Bottleby's minutes reading.

Bottleby's minutes 1/6

There is no need to
defer action on this for the General point,
which is irrelevant.

Mr. Skevington's letter
seemed to suggest that the local people never
realised the necessity for reducing expenditure
until they had the final figures for 1930 before
them. Whereas the Secretary of State's despatch
of the 12th February, a copy of which was sent
to the Treasury, opens with a note of satisfac-
tion as regards the working results of the year
1930, ^{that} early steps were taken to secure all
possible economies ~~and~~ consistent with efficiency.
Further, in paragraph 3 of the despatch in No. 8,
to which Mr. Skevington refers, the Governor
mentions savings in 1930 to the amount of
279,788 as a result of special efforts. On the
other hand, the Treasury were not furnished with
a copy of the High Commissioner's despatch of
the 6th December, 1930, or the enclosures; if
they had ^{been} they would have seen from page 4 of the
General Manger's speech that as early as May,
when coming on leave, he left instructions with

the

(6)

X I assume they have
not read their file
whereas. J.P.P.

(4)

the Acting General Manager and the Heads of Department
that every possible saving was to be made during the
remainder of the year, and adds that this appeal was
responded to in a very thorough way, every possible
source of economy without any great sacrifice of
efficiency having been explored. As regards Mr.
Skevington's second point, paragraph 3 of the Secretary
of State's despatch of the 12th February contained a
warning and pointed out that the revenue estimate for
1931 appeared optimistic, especially in so far as it
was based on the expectation of a general revival of
trade, and added that until there are definite and
unmistakeable signs of such a revival, and clear
evidence that retarded imports will lead to increased
inward traffic, it will clearly be prudent to keep
expenditure within the narrowest possible limits, on
the assumption that the revenue figures for 1931 are
likely to approximate to rather than to show much
expansion over those for 1930.

Draft despatch for review.

6/6/31

6.6.31

at once

18 B.R. (Genl.)
as to Sec 8
Bottleby's
no. of 2/5

11. To Treas. (10ans) - info encl. to h. - s.o. - 9 JUN 1931

I have spoken to the Secretary
the point also be made in about
three weeks time. J.P.P. 5/6/31

When the point is to read &
not: comparison & read. (2)
separate things. It is a point
subject that be brought up
with this paper. An Order

with the Quetta, & it will
probably be better now to
~~write~~ have any comments
to be given or to treat file
(Quetta)

12.7.31

action as
in last min

The C.O. print Miscellaneous
No 422
is now available. Copy filed
on 17228/31. Temp. No 17.

Mr. Eastwood

Papers brought forward in accordance
with your instructions of 14/11

Conference R 297. 9/11/31

Mr. Frazer

? This can now be put by - but
perhaps Mr. Allen will wish to see (6)

A.H.S.

7.11.31

Mr. Allen
20/11

Mr. Allen
to Mr. Allen
20/11

Mr. Allen
20/11

DESTROYED UNDER STATUTE

with the Quota, & it will
probably be better now to
~~make~~ have any comments
to Langdon or to that file.

(Gardner)
12.7.31

Action as
in last min

The C.O. print "Miscellaneous"
No 422
is now available. Copy filed
on 17228/31. Kenya No 17.

No Estimate
Papers brought forward in accordance
with your minutes of 14/7/31.
Copies R 297. 9/11/31

Mr. Frayser.

? This can now be put by - but
perhaps Mr. Allen will wish to see it.

A.H.C.

7.11.31

Mr. Allen
9/11

Mr. Allen
10/11/31

Mr. Allen
10/11

DESTROYED UNDER STATUTE

d. b.

12/16 3/24
Kenya

10
11

Mr. J. W. Allen b/l
Mr. Tolson
Mr. [unclear]

1. R.
R 8-JUN
D 8 4

Mr. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Sir G. Grindle.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

~~Dear Sir~~

9th June '31

Dear Shevington:

I am sorry not to have

replied sooner to

your letter of the

DRAFT. Chris:

v. minute

18th May (S. 2452 3/4).

It was to appear to

his Kenya Regard a Bless

Herbert Adams to have

can under the impression

that they did not realise

the necessity for economy

in the final stages

for 430 were available

I enclose a copy of the

General Manager's report

which is the basis of

the Nov 430, from which

F. Shevington Esq, MBE.

Sheehy
(Share in file)

You will see (page 4) that
 he appreciated the position
 by in his last before
 proceeding on leave in many
 left instructions that every
 possible done was to be
 made during the remainder
 of the year. It was with
 his knowledge that the
 report in his last of the
 12th Feb last (copy 1) (6)
 which accompanied the
 Co. letter of 20 Feb (7)
 notes with satisfaction that
 any steps were taken to
 secure in 1930 all possible
 economic investment with
 efficiency.

We feel sure that
 the position is being watched
 very carefully locally: ~~but~~ we have taken a line clearly
 enough in that
 direction in para 3
 of the draft of the 12 Feb.

- O. O.
- Mr.
- Mr.
- Mr.
- Mr. Tomlinson.
- Sir C. Ballowley.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Permt. U.S. of S.
- Party, U.S. of S.
- Secretary of State.

DRAFT.

~~to the effect of No 57 of the~~
~~Billboard which is 1930~~
~~to say to me that we~~
 we will ~~also~~ not fail to impress
 the need for economy
 wherever
 there is occasion
 as occasion arises,
 but knowing that
 Sir Joseph Byrne
 (in both his
 capacities - i.e.
 Gov. of Kenya &
 H.C. for Transport)
 is really doing all
 he can, we do not
 want to worry him
 with more admonition
 - from here just now
 at the moment.

Yrs sincerely,

(Signed) A. G. O. PARKINSON.

1012



TREASURY CHAMBERS,
WHITEHALL, S.W.1.

In reply
* please quote Regd. No.
S.24543/4.

.18th May, 1931.

RECEIVED
19 MAY 1931
COL. OFFICE

Dear Parkinson,

NO 8
MC 9

We have read with interest Sir Joseph Byrne's despatch dated 31st March, 1931, (enclosed with Colonial Office communication 16345/30 of 13th May, 1931), on the subject of the Estimates of the Kenya and Uganda Railways and Harbour for 1931.

The problem of reducing expenditure in the light of the downward revision of the estimate of revenue for 1931 appears to have been tackled with commendable thoroughness, but it seems to us that the trend of traffic receipts since last summer should have indicated before the final figures for 1930 were available the necessity for a drastic reduction of expenditure.

The poor result for 1930 has made the financial position of the Railways more difficult than it was, and

you

A.C.C. Parkinson, Esq., C.M.G., O.B.E.,
Colonial Office.

Enc. - C 100 1851 S.O.

16345/30



138

HIGH COMMISSIONER FOR TRANSPORT.

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

No. 54

RECEIVED
27 APR 1931
COL. OFFICE

3/27 March 1931.

My Lord,

NO 6

I have the honour to acknowledge the receipt of your despatch TRANSPORT KENYA-UGANDA No.16 of the 12th February, 1931, dealing with the question of the Estimates of Revenue and Expenditure for the Kenya and Uganda Railways and Harbours for the year 1931.

2. Details of the actual working results for the year 1930 are now available and I enclose, for Your Lordship's information, a schedule showing the financial position for the year. It will be noted that the short-fall in revenue for the year totalled £432,921 and that as a result of special efforts to bring about reduced expenditure a saving of £79,778 was effected on the estimates of expenditure. This amount combined with certain miscellaneous items, which shew a balance of receipts of £56,755, bring about a net reduction below the approved estimate for 1930 of £296,388. It was not accordingly possible to make any contribution to the Betterment Fund nor to the Reserve Account, and, in addition, in order to meet the deficit the Reserve Account, which contained a balance of £100,000, was drawn upon to the extent of £28,210.

3. The General Manager, after reviewing the financial position early this year when the final figures for 1930 were available, considered it necessary to revise the,....

Copy Trans. 13/13 13 MAY 1931

THE RIGHT HONOURABLE
LORD PASSFIELD,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

the estimates of revenue for 1931 and also to make drastic reductions in expenditure. He discussed the matter with me and as I entirely concurred with his views I arranged for the whole question to be put before the Railway Council at a meeting held on the 24th and 25th of February.

4. The Council in the first place examined the revenue estimate for 1931 which, as Your Lordship is aware, was prepared about the middle of last year, and they considered that, as a result of the continued depression, the revenue estimate was too high. They accordingly reduced it by the sum of £169,396, bringing it down to a figure of £2,400,000.

5. The Council then examined in detail proposals put before them by the General Manager for reductions in the expenditure estimates and recommended an extensive reduction in services and maintenance, both on open line and in the workshops, by which means they calculated that a saving on the expenditure estimates for the Administration for the current year of £229,753 would be brought about.

6. I have again discussed the whole question with the General Manager and have now endorsed the recommendations of the Council, and hope that as a result the financial position of the Railway will be to some extent re-established by the end of this year.

7. In so far as this year's revenue is concerned, I invite Your Lordship's attention to the fact that the available returns of revenue up to date give grounds for hope that the revised estimates of revenue now being worked to will be realised. Actual earnings from the 1st January, 1931, to the 7th March, 1931, show an increase of £11,000 above the amount which would be necessary on a pro rata basis to realise the total annual revenue which

is.....

is now being budgetted for as a result of the meeting held on 24th February. Although at this time of year the actual earnings usually exceed the estimate, in the present year for various reasons it is expected that the movement of traffic, particularly import traffic, will be spread more uniformly over the whole year; the present revenue position may therefore be considered to be reasonably satisfactory, especially when it is remembered that the coffee crop is greater and yielding higher prices than anticipated, while the heavy cotton crop in Uganda is moving later than usual.

6. The extensive reductions which are now being brought into effect as a result of the recommendations of the Council, which I have approved, will involve a serious curtailment of services and also of the expenditure originally arranged for maintenance. In the circumstances, however, the General Manager held the view, in which the Railway Council concurred, that no less measures would be of real value at the present time. With these views I am in entire agreement.

7. The revisions in the estimates will result in the estimated sum of £10,112, already included in the Estimates for 1931, as a contribution to the Reserve Account, which stood at £16,793 at the end of 1930, being increased by a further sum of approximately £10,000, thus re-estimating the Reserve Account at a figure of something over £100,000 by the end of 1931, unless the rate for renewals has to be increased to 2½%, when a sum of approximately £10,000 will have to be transferred from the Reserve Account to the Renewals Fund (See para. 12 below)

10. No contribution to the Betterment Fund is contemplated during the present year and though it is recognised.....

16

recognised that the fact that there is no contribution to this fund for a second year in succession is unsatisfactory, yet in the present circumstances in which we are the victim not so much of local circumstances as of world-wide depression such a position cannot be avoided. It is not possible to give an exact estimate of the balance in the Betterment Fund at the end of 1931, but this will in any case be a very small amount.

11. AS regards the remarks in paragraph 4 of Your Lordship's despatch dealing with expenditure shown under Abstract L of the Estimates, I invite attention to the footnote on page 113 which explains that that Betterment allocation of £242,745 would only be authorised if funds were available. As funds are not available, expenditure under this Abstract, other than on works sanctioned prior to the 1st of January, 1931, will be practically eliminated during the present year and only such works as are absolutely necessary, and to which the Administration is already committed, will be carried out against this vote.

No. 14 on 16250/30

12. I note from Your Lordship's despatch No. 15 of the 5th February, 1931, that it is proposed that a rate of 2½% for railway renewals should be adopted provisionally, subject to certain conditions, for the period 1931 to 1933. I hope shortly to forward a despatch on this question to Your Lordship, and trust that pending its receipt a final decision on the matter may not be given, but in the meantime the 2½% is being worked to in the current year's accounts, and the proposed transfer to the Reserve Account of £56,594 from the provision made for renewals in the 1930 Estimates has not been carried out.

13. In my capacity of Governor of Kenya I have already forwarded a despatch to Your Lordship dealing with the leases of the Magadi Soda Company.

No. 4 on 1592/29

14. I regret that the note called for in paragraph 3 (ii) of Your Lordship's despatch No.7 of the 8th January 1930 was, through an oversight, not included in the Estimates. Arrangements are being made to see that this note, expanded by a reference to despatch No.153 of the 24th December 1930 is included in the Estimates for 1932.

No. 4 on 16357/30

15. The question of road competition with the Railway was again discussed by the Railway Advisory Council at their meeting on February 24th in connection with their examination of the present financial position and the following minute was passed :-

"In considering the present serious financial position, Council wished again to record their view that the question of Road Motor Competition was a vital one to the Administration in connection with economy proposals and their hope that the Report of the Committee which was dealing with this question might be made available at the earliest possible moment."

A copy of this minute has been forwarded to the Governments of Kenya and Uganda. A committee of the former Government is now examining the whole matter, and it is hoped that legislation dealing with this question will be presented to the Legislative Council, Kenya, during the next Session. The Government of Uganda has stated that it appreciates the necessity of protecting the Railway from unfair competition but proposes to await the Report of the Committee appointed by the Kenya Government before giving any expression of detailed views in the matter. The Government of Uganda hopes it will be possible to adopt in Uganda any measures which may be introduced by the Kenya Government as a result of the enquiries now being carried out by the Committee examining the matter.

No. 1 on 17155/31

16. A list of changes in designation and alteration in ~~the~~ of salary has been forwarded to Your Lordship in my despatch No.46 of the 16th of March, 1931.

17. With regard to the question of the supervision of native labour referred to in paragraph 7 of Your Lordship's despatch supervision of native labour employed by the Railway on open line is a different question to that of the supervision of native labour employed on railway construction works. The question of the supervision of native labour employed on open line was discussed again by the Railway Advisory Council at the meeting held at Eutebbe on the 15th December 1930 and I subjoin, for Your Lordship's information, a copy of the Resolution then passed :-

"AGREED that this Council is of opinion that it is the duty of Government and not of the Railway Administration to provide for labour inspection and that the request of the Kenya Government to the Railway Administration to accept financial responsibility be not acceded to."

The High Commissioner has approved of this resolution and forwarded it to the Government of Kenya.

18. On the question of native labour employed on Railway Construction, there has been no complaint as regards the system in force. As Your Lordship is aware, arrangements are made for a Medical Officer specially to supervise all such construction work. Further, the Administration, in consultation with the Director of Medical and Sanitary Services, provides suitable hospitals with sub-assistant surgeons and native dressers to deal with such sickness as may be expected. These arrangements are closely inspected and reported upon monthly by the Medical Officer in charge, and periodically by the Principal Labour Inspector and also on occasion by the Railway Medical Officer. I am of opinion that these arrangements are entirely satisfactory and adequate.

19. In connection with the Nanyuki Extension, reports were received early in 1930 that the accommodation provided for native labour was not altogether adequate; this matter was immediately dealt with and the later reports received

from.....

*Extract of
paras. 17-21
referred to
17/12/30 Kya-
Rly Construction
Staff*

from the Medical Officer in charge of this Construction indicated that conditions were entirely satisfactory. The fact that there was a high rate of sickness and a high death rate, while influenced to a certain extent early in the year by the unsatisfactory conditions referred to were dependent mainly on the fact that a particularly raw type of native from the Embu and Meru Reserves was recruited for this work, and that an influenza outbreak occurred at this time. It will be remembered that shortly before this period a state of famine existed in these Reserves which was followed by an exceptionally heavy rainy season and there is no doubt that much of the labour coming out to work on the Railway was during the first two or three months of their contract, badly nourished and suffering from the effects of previous food deficiency, and thus not able to withstand easily the influenza and adverse weather conditions. It may, however, be noted that, in spite of these adverse conditions, the death rate of this Construction was lower than the average death rate reported for the town of Nairobi.

In connection with the conditions prevailing on the Nanyuki railway construction, I attach extracts from a report dated the 15th of February, 1930, by Dr Fisher, the Principal Labour Inspector, who has had experience of every railway construction in the country since 1921.

20. Conditions on the Yala extension were entirely different. The Kavirondo native, due largely to the fact that he has for many years been accustomed to work on railway construction, is in a far better physical condition when he comes to work than the natives who were employed on the Nanyuki extension. On the Yala extension the labour was practically all Kavirondo; they were working close to their homes in their own Reserve under conditions to which they were well accustomed, and there was no outbreak of influenza.

The.....

copy up
11/2/31

The same system of medical supervision and the provision of hospitals and medical services was in force on both extensions.

21. I am forwarding a copy of the four preceding paragraphs to the Governor of Kenya so that he may forward any further report to Your Lordship on this question which he may consider necessary.

22. With regard to the question of the comparison between the provision made in the Transport and Colony Estimates in respect of Loan Charges and of Interest on Advances pending the issue of Loans, the following explanations are offered :-

Loan of £5,000,000 (1927) - Interest.

The amount of £2,450 is shown in the Colony's estimates on page 18, Item X 910 and is accounted in our estimate as a reduction of "Advances Pending Raising of Loans."

Sinking Fund.

The difference of £22,917 arises through the difference between the Colony's accounting system and that of the Railway Administration, the former being on a purely cash basis. Only one payment will be made by the Colony during the year (£25,000 on the 15th July, 1931), and this is all that will be accounted for by the Colony.

The amount of £25,000, however, will have been provided from the Transport Revenue of the preceding six months, i.e. we shall set aside funds at the rate of £4,166.13.4 per month from 15th January, 1931, to meet the payment of £25,000 on 15th July, 1931, and shall have set aside a further £22,917 by the end of the year to meet the next payment on 15th January, 1932.

In 1932 the Colony's figures and ours will agree since the Colony will budget for two receipts of £25,000 and the Railway Administration will provide for twelve monthly

contributions...

contributions from Revenue of £4,166.13.4.

Loan of £5,500,000 (1928) - Interest.

The explanation is the same as in the case of Interest on the Loan of £5,000,000 (1927). The difference appears under Item X (II) of the Colony's Estimates and in the Estimates of the Railway Administration is accounted as a reduction of "Advances Pending Raising of Loans".

Sinking Fund.

The same explanation as that for Sinking Fund Loan of £5,000,000 (1927). At the end of the present year the Railway Administration will have set aside £4,733 from Revenue towards the payment to be made on the 1st May, 1932.

Interest on Advances.

The Colony provided for the total amount sanctioned for Transport Advances pending raising of Loans as follows:-

1. Completion of Berths 3 & 4 at Kilindini	75,458
2. Port Improvements	99,542
3. Berth No. 5 at Kilindini	554,881
4. Oil Quay at Kilindini	65,000
5. Thomson's Falls Branch	200,000
6. Naro-Moru-Narogalla Extension	65,000
7. Yala-Butere Extension	50,000
8. Rolling Stock	38,000
	<hr/>
	£1,132,881

3 1/2% - 239,650

In addition to the foregoing, provision was made by the Railway Administration for Interest on Advances for further services for which approval had been sought but not yet obtained, and also allowances had been made for unspent balances, as follows :-

As per Estimates of Colony of Kenya 239,650

Further Advances Sought.

Main Line Improvements	100,000
Rolling Stock	300,000
Completion of authorised Port Works	38,010
Further Port Improvements	75,000
	<hr/>
	513,010

3 1/2% - 17,900

£ 530,910

Less.

Brought forward..... £58,025

Less.

Interest on unspent balances of Colony's Loans (vide Colony's Estimates) £ 3,675

Interest on unspent balance of Advances: Say £70,000 @ 3½% 2,450 6,125

£ 51,900

Add.

Contingencies to cover Interest on Expenses of issue of contemplated Loan (1930) etc.etc. 3,236

As per Transport Estimates £ 55,136

Loan of £3,400,000 (1930)

This Loan was floated after Estimates had been prepared. Since, however, the rate of interest is 4½% and that on Advances was estimated at 3½%, there will be an excess instead of a saving on this item.

23. In connection with this question, it is hoped to arrange in future so that the provisions in the two Estimates can be related and the reasons for any difference fully explained. Negotiations in this connection are now being undertaken with the Treasurer of the Colony.

I have the honour to be,

My Lord,

Your Lordship's most obedient, humble servant,

HIGH COMMISSIONER.

RAILWAYS AND HARBOURS WORKING RESULTS 1950.

23

	Estimate £.	Actual £.	Increase £.	Decrease £.
<u>Revenue.</u>				
Passengers.	310,000	287,779	-	22,221
Parcels and Luggage.	55,000	53,569	-	1,431
Live Stock.	14,000	22,315	8,315	-
Goods.	2,198,400	1,785,518	-	412,882
Telegraphs.	1,750	1,781	31	-
Miscellaneous.	68,000	63,457	-	4,543
Total Revenue.	2,647,150	2,214,229	-	432,921
<u>Expenditure.</u>				
Abstract A.	248,145	227,050	-	21,095
• B.	679,912	671,046	-	8,866
• C.	260,831	229,111	-	31,720
• D.	131,433	123,219	-	8,214
• E.	110,665	101,735	-	8,930
• F.	17,511	16,283	-	1,228
• G.	72,505	72,208	-301	-
Total ordinary Working Expenditure.	1,521,002	1,441,635	-	79,367
Depreciation.	308,239	308,239	-	-
Total Expenditure.	1,829,241	1,749,874	-	79,367
Balance Net Earnings.	817,908	464,355	-	353,553
Total.	2,647,150	2,214,229	-	432,921
<u>Net Revenue Account.</u>				
Balance from Revenue Account.	817,908	464,355	-	353,553
Miscellaneous receipts.	25,000	40,563	15,563	-
Total.	842,908	504,918	-	337,990
<u>Deduct.</u>				
Interest charges.	540,614	485,255	-	55,359
Loan Redemption charges.	39,521	40,664	1,143	-
Write off of obsolete Stores Stock.	5,000	946	-	4,054

Interest charges.	540,614	485,238	-	55,376
Loan Redemption charges.	39,521	40,664	1,143	-
Write off of obsolete Stores Stock.	5,000	946	-	5,946
Write off of Dead Assets.	5,000	190	-	4,810
Grain Refunds.	-	35,000	35,000	-
Loss on Land Account.	-	2,453	2,453	-
Transferred to Reserve Account.	50,000	-	-	50,000
Loss on Harbours.	39,505	25,848	-	13,657
Transfer from Stores Fund.	-	442,347	-	442,347
Transfer to Capital account - Working Capital-Stores.	-	442,347	442,347	-
	-	-	-	-
Balance transferred to Betterment Fund(Railway).	165,178	-	-	165,178
Total	842,818	588,447	-	254,571
Deficit.	-	85,210	85,210	-
Add: Betterment Estimate, but no contribution.	-	-	165,178	-
Add: Reserve Account Estimate, but no contribution.	-	-	50,000	-
			<u>296,388</u>	
				Less than Estimate.

H. R. ...

CHIEF ACCOUNTANT.
16.2.1931.

The hospital contained over 40 patients at the time of my visit. It is in charge of Mr Beant Ram Sharma, who has a number of years' experience of railway construction hospitals and always runs them in an exemplary way. The hospital arrangements were excellent and I have no criticism to offer.

Dr Gallagher of Nanyuki pays a weekly visit to the hospital and inspects the camps monthly. He also attends on occasion when specially sent for. I had the pleasure and advantage of his presence and opinion during my inspection.

Since 29th October, 1929, there had been 183 admissions from Mr Basso's labourers: 74 of these cases have been pneumonia and practically all the rest have been of influenza of a respiratory type. Since August 1929, the railway labourers have had 54 admissions of which 15 were pneumonia and 29 were influenza.

Mr Sharma informed me that most of the labourers on admission have a temperature of 101, that they complain of general pain, with a slight dry cough and sometimes vomiting. After some days a number of them develop pneumonia usually of the lobular type. 14 cases of lobar pneumonia and 60 of lobular had been noted.

Dr Gallagher informed me that he checked Mr Sharma's diagnoses of pneumonia on his visits and is satisfied of their correctness. I am satisfied that the sick are sent into hospital early and not detained unduly in the camps.

It is a matter for congratulation to all concerned that only three deaths among all labourers on the

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Dr Gallagher informed me that he checked Mr Sharma's diagnoses of pneumonia on his visits and is satisfied of their correctness. I am satisfied that the sick are sent into hospital early and not detained unduly in the camps.

It is a matter for congratulation to all concerned that only three deaths among all labourers on the

Construction had occurred in a total of 237 admissions in which is included 89 cases of pneumonia.

After careful investigation, I have formed the considered opinion that influenza and pneumonia so prevalent on the Construction are due to :-

- (i) The presence of an epidemic among the Europeans and Natives of the district.
- (ii) The fact that the district is colder than the Meru district - where the most numerous sufferers come from.
- (iii) Exceptionally heavy rains.
- (iv) Possible lowered resistance through conditions in the Meru Reserve.

I do not think that the epidemic is preventable and I do not expect it to cause a high death rate unless its virulence becomes unexpectedly increased.

Steps are being taken to recruit Kikuyu, who seem less susceptible, rather than Meru in the future. All that I recommend is that the situation continue to be carefully watched as it now being done, and that no further action be taken unless the epidemic assumes a more serious character."

626

12 FEB 1931

Mr. Allen 4/2 11/17
Mr. Tallin 12.2.31

A:16345/30 Kenya.

Mr. ~~Toulson~~
Mr. ~~Bottomley~~

Sir C. Bottomley 12.2.31

Sir J. Shuckburgh.

Sir G. Grindle.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

*Case 6 (last sentence) and
by ho-1 on 14/5/31
Amal ho-8
S1.*

Downing Street,

12 February, 1931.

for person:

DRAFT

I have the honour to confirm my

(6)

telegram no.2 of the 17th of January in

which I approved generally of the Estimates

of Revenue and Expenditure of the Kenya and

Uganda Railways and Harbours for the year

1931, subject to any amendment that might

be necessary in the light of the decision ^{to be taken}

^{See} referred to in paragraph 5 below as to

the provision to be made in the accounts

for Renewals and Reserve.

2. As regards the work results of the

year 1930, I note with satisfaction that

early steps were taken to secure all possible

economies consistent with efficiency, and

that, owing to the efforts of the Port

Manager and his staff, the estimated loss

on the working of the Harbours has been

KENYA-UGANDA

TRANSPORT

NO. 16

High Commissioner.

Copy to Sec. B 16 23 24 Feb. 31

Note 4 B.

** Copy of Estimates to Treasury, together with copies of (2) (1) and this draft LP. (It would not seem necessary to send the lengthy despatches from the High Commissioner).*

24/2 a 1677/30

reduced. It appears, however, that as a result of the heavy short-fall of revenue there will be no contribution to the Betterment Fund or to the Reserve Fund in 1930, as contemplated by the Estimates, and that it may, even be necessary to draw on the latter fund to balance the accounts of the year.

3. A short-fall of revenue in the neighbourhood of £350,000, as compared with the original estimate for 1930, would reduce the revenue for that year to approximately £2,500,000. In the circumstances, a revenue estimate ^{for 1931} of £2,5⁹1,396 (or nearly £300,000 in excess of the revised figure for 1930) would ~~appear~~ appear optimistic, especially in so far as it is based on the expectation of a general revival of trade; and, until there are definite and unmistakable signs of such a revival, and clear evidence that retarded imports will lead to increased ~~new~~ ^{inward} traffic, it would clearly be prudent to

keep expenditure within the narrowest possible limits, on the assumption that the revenue figures for 1931 are likely to approximate to, rather than to show much expansion over, those for 1930.

4. I note that owing to increased loan and renewals charges, the loss on the Harbours ^{in 1931} is estimated at the increased figure of £50,529, and that as this loss exactly balances the surplus shown in the Railway Net Revenue Account, it is anticipated that for the second year in succession, there will be no contribution to the Rly. Betterment Fund. This position is clearly unsatisfactory, but I agree that there is no alternative in present circumstances. Abstract L estimates for ^{an} expenditure of £242,745 on betterment, contingent on funds being available. The estimated balance of the Fund at the ^{in Appendix 2} 31st December, 1930, ~~which~~ is shown as ^{only} £107,310, and I shall be glad to be

informed

keep expenditure within the narrowest possible limits, on the assumption that the revenue figures for 1931 are likely to approximate to, rather than to show much expansion over, those for 1930.

4. I note that owing to increased loan and renewals charges, the loss on the Harbours ^{in '31} is estimated at the increased figure of £50,520, and that as this loss exactly balances the surplus shown in the Railway Net Revenue Account, it is anticipated that for the second year in succession, there will be no contribution to the Ry. Betterment Fund. This position is clearly unsatisfactory, but I agree that there is no alternative in present circumstances. Abstract L estimates for ^{an} ~~the~~ expenditure of £242,745 on betterment, contingent on funds being available. The estimated balance of the Fund at the 31st December, 1930, ^{in Appendix I} ~~is shown as~~ ^{only} £107,310, and I shall be glad to be

informed what policy it is proposed to follow
 in this matter in the current year, having regard
 to the statement of the General Manager as recorded
 on page 9 of his speech on the estimates in the Kenya
 Legislative Council, that as a result of the depletion
 of the Betterment Fund, it will not be possible to
 carry out many essential works that are desirable to
 meet requirements, and that in other cases, where
 postponement is not possible, it will be necessary
 to utilize loan proceeds during interest and sinking
 fund charges.

In my report of the 5th Dec. I have
 proposed to transfer a sum of £100,000 from the
 provision to be made for the Reserve.
 I will not be able to do this when I call for
 the amount of the Reserve. I will communicate
 with you again in regard to the transfer of the
 £100,000 from the Reserve to the Betterment Fund.
 For the period of the year I will communicate
 with you again in regard to the transfer of the
 £100,000 from the Reserve to the Betterment Fund.
 are finally approved.

NOTE 2
 16250/31)

NOTE 3

proposed transfer to the Reserve Fund
 of £256,594 from the provision made for
 Renewals in the 1930 Estimates ^{would} ~~will~~
 therefore not be possible, and the
 contribution of £260,132 to the Reserve
 Fund shown in the Estimates for 1931
^{would} ~~will~~ have to be transferred to
 Renewals in order to make up the rate
 of two and a half per cent. Appendix
 I to the Estimates shows a sum of
 £266,726 to the credit of the Reserve
 Fund at the 31st December, 1931, but in
 the circumstances, ^(referred to) ~~this will~~ ^{be reduced}
 to £100,000, less any drawings which
 may have been necessary to balance ^{the}
 accounts for 1930.

deduction - the
 estimated contribution
 of £50,000 in 1930

6. Turning to the details of your
 No. 190 of the 6 Dec. 1930 -
 despatch -

Paragraph 5. The question of further
 assistance towards the maize industry
 has already been dealt with in
 correspondence with you in your
 capacity

capacity as the Officer Administering
the Government of Kenya.

Paragraph 6. I am still awaiting the
reply to my Kenya despatch No. 131 of the
16th October, 1930, regarding the stipu-
lations as to minimum production and
despatch in the leases of the Magadi Soda
Company.

Paragraph 7. I note that the alteration
of the titles (and presumably the des-
criptions) of the Funds referred to in
Appendix I will be embodied in future
Estimates. I ^{may} also point out that the
Estimates do not include the note as directed
in paragraph 3 (ii) of my despatch No. 7 of

the 8th January, 1930, as to the High
Commissioner's allowance of £1,000

D.I.(a)(1). It will ^{now} be necessary for
this note to be expanded by including a
reference to my despatch No. 153 of the 24th
December, 1930.

Paragraphs 8 and 9. I shall await with

(No. 37 on 15978/30).

*in case
[Reminder recently
sent in view of
letter from his tally
in favour]*

(No. 4 on 15920/29).

(No. 4 on 16357/30).

interest

29
interest the results of the enquiry
into the question of road competition.
You are no doubt aware that this matter
was considered at the recent Colonial
Office Conference, at which it was
resolved:-

"The Conference notes that questions of
road and rail competition are such that
it is impossible to lay down any
general principles for dealing with
them, but draws the attention of the
Governments concerned to the information
collected by the Committee".

Paragraph 10. I am still awaiting the
list of new posts and alterations in
existing grades.

7. There is a further point
relating to the ^{super} provision of native
labour employed on ^{railway} ~~native~~ construction
works, to which I attach much importance,
especially in view of the further
extensions which are contemplated. The
question of the provision to be made

for

for this purpose was discussed at the
meeting of the Railway Advisory Council,
the minutes of which accompanied your
despatch No. 169 of the 18th October, 1930,
and recalled that it was agreed to recom-
mend that ^{as} there was no unanimity on
this question, it should be brought up at
a later date, and that meanwhile, a
memorandum should be prepared setting
out the case in full. In this connection,
I may say that the unsatisfactory report
on the native labour employed on the Manyuki
Extension for the quarter ending the 30th
June, 1930, which accompanied the note from
the Colonial Secretary of Kenya of the
27th November, 1930 (LS & D. 3/2) caused me
considerable concern; but ~~that~~ I postponed
comment on the matter as it seemed
~~probable~~ that some reference would be made
to the general question in your further
despatch relating to the Estimates. That

despatch

(1)

(2 on 16267/30).

(3 on 16267/30).

despatch does not, however, deal with the
matter, and I ^{have} therefore to enquire
whether it has again been brought up as
proposed, and if so, with what result. I
note that the final report on the Manyuki
Extension, enclosed in the note from the
Colonial Secretary of the 24th December,
1930, (LS & D. 2/1/2) showed a substantial
improvement in the sickness and death
rates, though they were still high as compared
with those shown in the return in respect
of the Yala Extension. I shall, therefore,
be glad to be informed whether there were
any special causes making for higher
sickness and death rates in the case of the
Manyuki Extension, and how these rates were
divided between direct and contract labour.
I am sending a copy of this paragraph to you
in your capacity as Officer Administering
the Government of Kenya, and I leave it to
you to decide whether it would be more

convenient

convenient for you to reply in that capacity,

or as High Commissioner for Transport.

8. I enclose a note comparing the

provision made in the Transport and Colony

Estimates in respect of loan charges and

of interest on advances pending the issue

of loans; and I shall be glad to receive

your observations on the discrepancies to

which it refers. *It would be convenient if in*

future years the provisions could be

I have, etc.

related to the reasons for any

differences explained.

Thaveng

C. O.

X. 16345/3D/Kenya.

51
31

Mr. Allen. 16/1

Mr.

Mr.

X Sir G. Bottomley. 16/1/30

Sir J. Shuckburgh.

Sir G. Grindle.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.



11.0 am
7/1/31

XEA

Your draft 6 Dec No 190

No. 2 ----- Your telegram

No. 36. Estimates approved

generally subject to final

decision as to provision for

renewals and reserve, which I

hope will not be much longer

delayed.

Case: v. minute

DRAFT. TELEGRAM.

HIGH COMMISSIONER,

NAIROBI.

Copy to Secy. 15/10/30

Reconcilate

4 A 32

MEMORANDUM

RAILWAYS MARINE ETC.

	<u>1930</u> £	<u>1931</u> £
Earnings	2,647,150	2,589,396
Miscellaneous Receipts	25,000	20,000
Ordinary Expenditure	1,521,063	1,598,412
Depreciation	308,259	247,312
Loan charges	580,135	648,225
(Interest) Reserve Fund	50,000	60,132
Sundries	10,000	5,000
Balance to Combined Net Rev.Acct.	202,683	50,529

HARBOURS

Earnings	429,920	432,122
Ordinary Expenditure	265,346	255,036
Depreciation	16,600	24,425
Loan charges	187,474	233,190
Deficit to combined Net.Rev.Acct.	39,505	50,529
Balance to Railway Betterment	163,178	Nil

(which is only £50,529 as compared with £202,683 estimated for 1930)

It will be seen that the estimated profit on the Railways exactly balances the loss on the Harbours, with the result that there is no balance for railway betterment. This was apparently achieved by reducing the estimated goods earnings so as to produce this result.

It

*Estimates of the Loans to Kenya and of the Kenya
Uganda Railways & Harbours for the year 1931.*

KENYA ESTIMATES 1931.

Note as to position as regards interest on
loans and advances pending issue of loans.

A. Tabular comparison of figures in Colony and Transport Estimates

(a) 1921 Loan - £5,000,000 (6% interest to ~~2~~³/₄ Sinking Fund).

	Reimbursement (Head IV Revenue Colony Estimates)		Transport Provision. (Appendices II & III Estimates).	
	£	£	£	£
Interest		254,723		254,723
Sinking Fund		<u>55,190</u>		<u>55,190.</u>
		<u>309,913</u>		<u>309,913</u>

(b) 1927 Loan - £5,000,000 (5% Interest 1% Sinking Fund).

	Total Charges. (Head XXIII Expenditure Colony Estimates)		Reimbursement (Head IV Revenue Colony Estimates).		Transport Provision (Appendices II & III Estimates).	
	£	£	£	£	£	£
Interest {	Railways	221,562	} 247,550 {		Railways	221,562
	Harbours	<u>28,438</u>			Harbours	<u>28,438</u>
		<u>250,000</u>			<u>250,000</u>	
Sinking Fund {	Railways	22,150	} 25,000 {		Railways	42,466
	Harbours	<u>2,850</u>			Harbours	<u>5,451</u>
		<u>25,000</u>			<u>47,917</u>	

(c) 1928 Loan - £3,500,000 (4 1/2% Interest 1% Sinking Fund)

	Total Charges. (Head XXIII Expenditure Colony Estimates)		Reimbursement. (Head IV Revenue Colony Estimates).		Transport Provision (Appendices II & III Estimates)	
	£	£	£	£	£	£
Interest {	Colony	29,685	} 126,590 {		Colony	-
	Railways	96,119			Railways	96,119
	Harbours	<u>31,696</u>			Harbours	<u>31,696</u>
		<u>157,500</u>			<u>127,815</u>	

Copy of the Kenya 16. 12 Feb 1931
only to the 18/16 23. 34. 31

Sinking Fund	{	Colony	3,298	} £14,202. }	14,202	{	
		Railways	10,680				
		Harbours	<u>3,522</u>				
			<u>17,500</u>				<u>18,935</u>

B. Discrepancies.

None arise in the case of the 1921 Loan. There are small discrepancies under "interest" in the case of both the 1927 and 1928 ^{loans} i.e. in each case the amount shewn as a reimbursement on the Colony revenue estimate being somewhat less than the provision shewn in the Colony and Transport Expenditure Estimates which is the same. The explanation will no doubt be on similar lines to ^{the letter dated No 34 of the 7th March 1930} paragraph 3(iii) of ~~the 1928 Report~~ ^{which dealt with} ~~the~~ corresponding discrepancy in the 1930 Estimates.

No 8 1
15720/30

The Transport Estimates show however substantial discrepancies as regards Sinking Fund in both years. The first payment (half yearly) in respect of the 1927 loan falls due on the 15th July 1931 and that in respect of the 1928 ^{loan} on the 1st November 1931 i.e. in 1931 there is only one half yearly payment to sinking fund in each case, the respective amounts being £25,000 and £17,500. The charges under "Public Debt" and the "Reimbursement" in the Colony Estimates correspond with these figures and also with the ^{proportionate} allocation ^{of capital expenditure} ~~between Colony~~ ^{and Transport} ~~services~~ shewn in Appendices II & III to the Transport Estimates; but the provision in those ^{Appendix} shows the following excesses:-

	Capital Allocation.	Sinking Fund at 2 per cent.	Provision.	Excess.
	£	£	£	£
1927	Railways 4,431,236	22,156	42,466	20,310
	Harbours 568,764	2,844	5,451	2,607
1928	Railways 2,135,978	10,630	14,240	3,760
	Harbours 704,353	3,522	4,695	1,173
				<u>£27,850</u>

C. Interest on Advances.

Head X of the Colony Estimates includes an item £39,650 in respect of a reimbursement from the Transport Administration on account of interest on advances pending the raising of loans. There is an item of corresponding amount under Expenditure Head XI of the Colony Estimates. In the Transport Estimates made the following provision (Appendices II and III) for interest on advances.

	£
Railways	24,991
Harbours	30,145
A total of	<u>55,136</u> or

an excess of £15,436 over the amount (£39,650) shown

in the Colony Estimates: (i.e. It does not appear that any part of the interest on loan balances - 1925-1927 Revenue Head 2 - is derived from Transport reimbursement.

Colony Estimates

D. 1930 Loan - £3,500,000.

This loan was only floated in December and no account of interest charges payable in 1931 is taken in the Colony or Transport estimates - no sinking fund will become payable for three years. There will however presumably be some proportionate saving of interest on advances.

It will be seen that railway earnings are put at £57,754 or 2.18% less than 1930: working expenditure shows an increase of £77,349 or 3.80,...

The loss on the Harbours is put at £30,320 as compared with £39,300 in the 1930 estimates - but the redemption charges are up £10,140 owing to sinking fund payments on the 1927 and 1928 loans falling due for the first time in 1931.

It would seem possible that the railway estimates reflect an optimistic rather than a pessimistic outlook.

It must also be remembered that the Treasury # will probably press for a renewal rate of at least ^{2 1/2%} ~~2%~~ and £100,000 to the Reserve Fund. The estimates provide for i.e. £240,000 for railway renewals and an extra 5% for harbours needs £20,172.

They have also provided for 1 1/2% for the Reserve Fund of £30,868 against the £20,000. Therefore to get financial means an extra £20,140 + £20,000 = £40,140 + £100,000 = £140,140.

Both these points are for 1931 and 1932 respectively.

As regards expenditure from railways Harbours and betterment the respective figures are £110,000 and £14,700 as against £217,900 and £474,781 in 1930.

As however the balance of the Settlement Fund at 31 December 1930 was only estimated at £100,000, the projected expenditure of £240,740 is entirely dependent on funds being available.

LOAN CHARGES (More detailed note on this is added below) JWW 1/1/31

The interest provision in respect of all the three loans (1921, 1927 and 1928) and the sinking fund provision in respect of the 1921 loan corresponds with the Colony's

estimates

* Put now as per 2 of 60 4 JWW 1/1/31

The Treasury do want 2 1/2% also name as £100,000 as far as possible JWW 1/1/31

Colony (Hear xxii)

Estimates for 1931: but the following discrepancies occur as regards sinking fund provision for the 1927 and 1928 Loans. The first half yearly payments in respect of those loans fall due on the 15 July 1931 and 1st November 1931 respectively there is therefore only 1/2 payable next year as shown in the 3rd column.

<u>Loan</u>	<u>Transport Estimates</u>	<u>Colony Estimates</u>	<u>1/2 per cent</u>
1927) Railway	42,466	22,150	22,156
1928) Harbours	14,240	10,680	10,680
1927) Railway	5,451	2,850	2,848
1928) Harbours	4,695	3,522	3,522

The Colony figures therefore seem correct. There are slight discrepancies in interest reimbursement figures but these may be some special explanation of this discrepancy as in the case of last year - see para. 3. of No. 5 of 1920/30.

Interest charges will fall due in 1931 in respect of the recent 1930 loan; but naturally no provision has yet been made for this. There is however *Railway £2,199 1/2 Harbours* provision of £30,140 for interest on advances pending raising of loans: and there is yet a further discrepancy here as compared with the Colony Estimates which only shew £39,656!

RENEWALS AND RESERVE FUND

(a) Renewals. In 1929 they reduced the rate from 3% to 2% but were told that this should not be regarded as a precedent. In 1930 they provided for a 2 1/2% rate and this was approved on the estimates on the understanding that the rate was provisional and subject to reconsideration. Now as already indicated they revert to the 2% rate but were told in the Secretary of State's telegram of 19 November that this had not been anticipated and were warned that the Secretary of State might not find himself in a position to agree.

*No 3 1
1920/29*

No. 2.

No. 39 of 16100/30.

Also in the Secretary of State's telegram of the 21st November they

they were warned that the Treasury, before agreeing to further loan expenditure, wanted an assurance that provision for renewals would be made on a basis to be approved by the Treasury but not yet determined. It appears probable that the Treasury are going to press for a 2 1/2% rate, in which case the existing provision is £60,132 short.

OK to JMA

(b) Reserve Fund The estimated amount in the fund at 31st December 1930 was £206,594. This was on the assumption, perhaps a large assumption, that they would realise the £50,000 provided in the 1930 Estimates and also on the basis of the transfer to the reserve if the 2% rate were finally agreed *W. of the extra 1/2% provided for renewals in the Estimates for 1930* with the provision of £60,132 made in 1931 the Fund is estimated to reach £266,726 at 31 December, 1931. The Treasury have stipulated for bringing the reserve up to £600,000 by the end of 1934 and the Secretary of State's telegram to the Officer administering the Government of Kenya of the 21st November ~~was~~ indicated that this was the Treasury attitude. *WALD* This ~~is~~ *WALD* means on the above basis - an optimistic one - an extra £1,000,000 this year and £200,000 in each of the years 1931, 1932 and 1933.

No. 34
of 16/10/30

The Treasury have however been informed that while the Secretary of State agrees in principle he feels a difficulty in agreeing to a policy of accommodation by a fixed rate allowing no margin of elasticity.

It will be seen therefore that the Treasury demands, if persisted in, will complicate the position seriously both as regards the renewals contribution and provision for the reserve fund. More than this cannot be said at the moment, but clearly in approving the estimates some caveat will have to be entered on both points, in regard to both of which it is proposed to have a Conference with the Treasury if they agree and they have not yet replied.

The Treasury do not insist on a definite date for the 12/1/31

it asked.

DETAILS

(1) The £1,000 for the expenses of the Oversea Mechanical Transport Directing Committee is provided under the new Head "Subscriptions to Research Societies, Abstract G", Mr. Clauson to see

Para 168
6920/30
 See Para of No. 4 of 15920/30.

(11) Abstract D. In para. 3. (11) of his despatch No. 7 of the 8th January the Secretary of State directed that a note that the allowance of £1,000 for the High Commissioner is payable to the Governor of Kenya should be inserted against the provision of that amount. The note does not appear in the draft Estimates and will I think have to be expanded by a reference to the more recent despatch as to the payment of a portion of any lapsing amount to the Acting Governor.

No. 4 of 16357/30

Mr Allen

23/10/30



40 *H*

HIGH COMMISSIONER
FOR TRANSPORT.

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

No. 190

RECEIVED
15 JAN 1931
COL. OFFICE

6th December 1930.

My Lord,

No. 1

I have the honour to refer to my despatch TRANSPORT No.169 dated 18th October, 1930, which forwarded copies of the draft Estimates of this Administration for the year 1931, and to state that these Estimates were approved in the Kenya Legislative Council on the 21st of November. Copies of the Debate will be forwarded by the Government of Kenya when available, but in the meantime I forward herewith copies of the General Manager's speech introducing the Estimates, which, together with the memorandum embodied in the Estimates and Minute No.590 of the Railway Advisory Council, already forwarded with my despatch No.169, will, I trust, give to Your Lordship all the information which is necessary for a reconsideration of these draft Estimates.

These draft Estimates will be introduced into the Uganda Legislative Council on December 17th and that Government will doubtless forward to Your Lordship copies of the Debate, when available.

2. There are certain matters to which I particularly desire to refer and the first is the Estimate of Revenue. It might primarily be considered that the Railway gross revenue estimate of £2,589,396

is somewhat....

*Amos Tel - 17/10/31
Further forward - 16 - 12 FEB 1931
copy. End. Chan. Z.S.O. - 10 JUN 1931*

THE RIGHT HONOURABLE
LORD PASSFIELD,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

is somewhat optimistic in view of the fact that it is estimated that this year's gross revenue will probably be in the neighbourhood of £350,000 below the original estimate of £2,647,150. This estimate of shortfall is not caused by a falling off of traffic but by the very reverse, for the extra work done this year up to the end of August is 10 per cent greater than last, largely made up of low rated export traffic to the Coast, while there is a decrease in the high rated import traffic. This decrease is doubtless due in part to the general trade depression which causes merchants to delay replenishing their stocks but it must be assumed that in the coming year the results of these retarded imports will be shown in increased upward traffic, while at the same time it is hoped there may be a general revival of trade.

*X because this
Transfer of amount
& amount to the
quantity of
in as result of
the traffic is
1919*

3. In addition, the prospects of the two chief high-priced exports for next year are good. The latest estimate of the Uganda cotton crop, which exerts a great influence on Railway revenue, is about 200,000 bales instead of 120,000 this year, while that of the Kenya coffee crop is somewhere between 12,000 and 13,000 tons instead of 10,000 tons this year. These crops are not only the most valuable to the grower and therefore likely to bring back a greater return in imports, but they are also the highest rated agricultural export traffic, in fact they are the only two main exports the carriage of which shows a direct profit to the Administration.

4. The situation with regard to the two main bulk low-priced exports, excluding cotton seed which is exported at a non-paying rate but may be considered complementary to the paying cotton crop, is less satisfactory. The estimated export crop of maize for this coming year is roughly the same as for last year, namely, some 1,300,000 bags. As Your Lordship is aware the export rate is such that no direct return is made to the....

the Railway; in fact maize is carried below cost, but the Railway recoups itself out of profits on the returning imports which materialise as a result of the sale of the export maize. With prices as low as they are today not only is the sum realised from the sale of the maize considerably lower and hence less returning imports can be expected, but the margin of profit, if any, to the grower is so low that there is risk of a large amount of land going out of cultivation if assistance is not given to the grower to enable him to tide over this very difficult period. During this year the sum of approximately £70,000, half of this sum having been provided by this Administration, has been made available to assist the cereal growers in a reduction of freight and other charges, vide correspondence ending with Your Lordship's telegram No.8 of the 22nd of August, 1930, and this has proved of material assistance to the growers in enabling them to finance the export and marketing of this season's crop. In this connection I invite attention to the fact that owing to the increased losses on the Railway's estimated revenue for this year referred to above, there will in all probability be no surplus revenue from which the Railway's share of £35,000 of this £70,000 can be found and I am therefore arranging that the sum of £35,000, which is being provided by the Railway for the assistance of the growers, so as to lower the export freight on maize by approximately 1/- per bag, should be treated as part of the general shortfall in estimated revenue and any actual deficit met from the Reserve Account.

No 7 on 16167/20

5. The situation with regard to this coming season's maize crop is also unsatisfactory as far as price is concerned, and it will, in my opinion, be necessary for all interests concerned to do what is possible to assist the industry if the crisis among the maize growers is to be adequately met. In

connection....

In connection with this question a Motion which reads as follows -

"In view of the serious and urgent position and immediate prospects of the maize industry this Council requests the Government to call a Conference of the representatives of all parties concerned in that industry with a view to co-operative action sufficient to tide over the present crisis."

was moved in the Kenya Legislative Council on the 27th November and accepted by the Government. In my capacity as Governor of Kenya, I am taking urgent steps for the convening of the conference and when it has examined the whole question, I shall then be in a position to consider what assistance, if any, shall be rendered by this Administration to help meet the present crisis.

See letter JMA

6. The other main low-priced export is soda ash from Magadi, the export of which from this Colony is this year being considerably reduced and is now estimated to be in the neighbourhood of 44,000 tons instead of 62,000 tons last year and 73,000 tons in 1928. As regards the future, nothing definite is yet known but from the correspondence forwarded with Your Lordship's despatch No. 125 dated 16th October, it appears probable that the tonnage which this Administration appeared to have a right to expect will, during the coming year, not be available.

No 33 cu 15978/36

7. I wish particularly to invite attention to the question of depreciation. From Your Lordship's telegram No. 17 dated 20th November, it is noted that the rate of 2 per cent recommended by me cannot yet be approved, but I trust that this rate, which, after exhaustive examination, has been recommended as adequate for the time being, subject to review in ten years' time, may be definitely sanctioned in the near future. In the coming year, owing to the general depression it has been necessary to budget for a small decrease in total earnings, while at the same time, owing to anticipated extra

No 2

working.....

working expenditure, caused by increased traffic, provision is made for a slight increase in ordinary working expenditure. The result is that after a 2 per cent contribution is made for renewals there is nothing available for the Betterment Fund, and only the sum of £60,132 left over, which is being placed to the Reserve Account, an account which at the present time is in my opinion much more in need of contributions than the Renewals Fund. The latter is sufficiently large for any immediate requirements and can if necessary be built up by bigger contributions when the general situation improves or at a later date as a result of the examinations in ten years' time, which has already been recommended.

In connection with the question of the nomenclature of Funds, these Estimates had been printed before receipt of Your Lordship's Transport Kenya and Uganda despatch No.122 dated 6th October, 1930, and the approved alteration in titles will be embodied in subsequent Estimates.

8. The whole rating question is one which is constantly being studied by the Administration, and the general position was discussed by the General Manager in his report for 1929 and in Sir Edward Grigg's despatch Transport No.100 dated 23rd June, 1930. It is perhaps the most important Railway question which will fall for the High Commissioner to consider, if any measure of Closer Union is ultimately decided upon.

Under the present rating policy, the export rate for agricultural produce is remarkably low and to enable the Railway to obtain an adequate revenue the rate on certain imports is very high. The result is that motor competition is beginning to be a serious matter, and is to an increasing extent taking the high-priced traffic chiefly (Class I) imports, leaving the lower rated traffic for the Railway.

9. This matter has been under consideration for a considerable period and as long ago as 1927 the Kenya Government appointed a Committee to consider a Road Transport Ordinance. This Ordinance was drafted but did not meet with general approval and a further Committee was appointed in 1928 to consider the question. This Committee for various reasons has made no progress but it now appears that the need to take steps to combat uneconomic motor competition if the Railway is to continue to make use of its present rating policy, a point which was emphasised in the remarks of the General Manager when he introduced the Estimates, is being more generally recognised, and a Motion in the following terms was moved in Legislative Council on November 27th :-

"In the opinion of this Council Government
 "should take immediate steps to eliminate
 "unfair and uneconomic competition with the
 "Railway."

As a result of this, the Committee referred to previously under the Chairmanship of the Attorney General of Kenya is about to commence an enquiry into the whole subject, and I trust that a satisfactory solution may eventually be found to this question whereby uneconomic motor competition may be eliminated and the Railway obtain its fair share of the high-rated traffic. The question has also been considered by the Uganda Government who desire to examine the matter again when experience has been obtained in Kenya of a road traffic ordinance, and as Your Lordship is aware the matter was also discussed at the Governors' Conference in January of this year when it was agreed that certain principles should be included in any legislation adopted with the object of controlling motor transport road services.

10. I shall shortly be forwarding a list of new posts and alterations in existing grades which appear in the

1931 Estimates for Your Lordship's covering sanction.

I have the honour to be,

My Lord,

Your Lordship's most obedient,

humble servant,

Mr. Wilson.

HIGH COMMISSIONER.

47

KENYA LEGISLATIVE COUNCIL SESSION

NOVEMBER, 1930.

KENYA AND UGANDA RAILWAYS AND HARBOURS
ESTIMATES FOR 1931.

General Manager's Budget Speech.

KENYA AND UGANDA RAILWAYS AND HARBOURS
ESTIMATES FOR 1931.

General Manager's Budget Speech.

YOUR EXCELLENCY,

COMPARISON
WITH 1922.

For the first time since 1922, the Railway Budget is being introduced during a period of financial strain; it may, therefore, be useful if I preface my remarks with a brief comparison between the conditions as they then existed with those we find to-day, in order that we may better gauge the assistance the Transportation system is giving to these two countries in their present difficulties.

1922.

It will be remembered that in 1922 the mileage operated was in the neighbourhood of 700 miles only, while our gross revenue had just reached £1,000,000; the capital invested in the Railway was some £7,000,000; the line itself was badly equipped and badly maintained, as a legacy of the older system of control; the tonnage it was called upon to handle was approximately 300,000 tons per annum.

TO-DAY.

To-day, however, the picture is an entirely different one: our mileage is now over 1,600 miles; our gross revenue is over £2,500,000 and our capital expenditure is in the neighbourhood of £20,000,000, while we deal with a tonnage of well over 1,000,000 tons per annum. In addition, the system is well equipped, not only as regards the Railway itself, but its main port of entry - Mombasa - is one of the finest and best equipped ports of its size in Africa.

REMARKABLE
GROWTH.

In 6 or 7 short years this remarkable growth has taken place. Those of us who have been privileged to assist in bringing about such a change value greatly the experience and are proud to be connected

LATE GENERAL
MANAGER.

with it, and, as I have testified on many occasions, those of us who were privileged to serve under him appreciated the wise leadership of our late General Manager, Sir Christian Felling, whose Memorial was unveiled recently, in the new Headquarter Offices, as one of the last acts of the late High Commissioner.

POST-WAR
SLUMP.

When the post-war financial crisis occurred, the first duty of the Railway at that time was to put its own house in order and to reduce its cost of working to an amount proportionate to the work to be done. To-day, however, our duty is somewhat different. We have, as I have stated, a fine Railway and a magnificent Harbour, well maintained and, if our reserves are kept up, in a sound financial position. The question you will, therefore, ask me to-day is: what we are doing to help the country in its present difficulties

ANNUAL REPORT
1929.

The first thing that we are trying to do is to give the public full information about the work that we are doing and at what cost. Our last Annual Report was, perhaps, the most complete Report that has hitherto been issued and contains a mass of information which gives the reader a very good idea of what we are doing and of some of our problems. Unfortunately, this country is at times flooded with reports and with figures and I am afraid that this Report, in common with many others, is not very closely studied in this Colony. I may say, however, that during the past 6 months I have had frequent opportunity of discussing it with technical authorities in other countries and with technical officers operating other Railways, and one and all have been extremely complimentary with regard to the way in which the position has been represented.

KEY FIGURES.

Hon. Members will remember that in introducing the Railway Budget last year, I quoted certain key figures to enable them to appreciate better the meaning of the statistics given them in the Budget.

All these figures were incorporated in greater detail in the Annual Report, of which I have just made mention, but, to-day, I will quote two only, to help us to appreciate the railway position.

**AVERAGE CHARGE
PER TON MILE.**

The first figure is the cost to the public of booking their goods on the Railway. As I have on previous occasions explained, we operate with a very unbalanced Rates Tariff. As Hon. Members are aware, we carry many commodities for export at extremely low rates, some of which are actually below cost. In return, to balance, we must charge higher rates on our imports. The only way, therefore, to judge the position with regard to rates is to take the average charge per ton per mile.

1929 FIGURE
10.5 CENTS.

As shown in the Annual Report for 1929, this figure was the very favourable one of 10.5 cents, something far below anything that motor transport can at present achieve. This figure too has shown a steady downward trend since 1922, when the average cost to the public was in the neighbourhood of 15.3 cents.

**AVERAGE
WORKING COST
PER TON MILE.**

The other key figure to which I wish to refer is the average working cost, exclusive of loan charges and depreciation, of moving a ton of goods one mile. This figure is the satisfactory one of 5.5 cents, as compared with something over 12 cents in 1922.

This, then, is my first answer to the question that you will ask me. The average cost to the public is an extremely favourable one and the average expenditure in doing our work is also satisfactory.

Reference to the Annual Report for 1929 will show that our operating efficiency, by means of which these costs have been reduced, has generally increased some 30% in the past 4 years.

WORKING
RESULTS
FOR 1930.

REVENUE
1930.

*Indicates how
suggested in
the General
Report.*

ENGINEERING
AND WORKSHOPS
TO RESTRICT
OUTPUT.

TRANSPORTATION
DEPARTMENT.

TOTAL WORK
10% OVER
LAST YEAR.

COASTAL
TRAFFIC
22% INCREASE.

UP-COUNTRY
TRAFFIC 12%
DOWN.

Now, I should like to give Hon. Members some idea of the result of this year's working, so far as it is at present known. I am afraid the figures will be disappointing. As nearly as I can estimate it at the present moment, our gross revenue will be below estimate to the extent of something between £300,000 and £350,000. This position became apparent fairly early in the year and when I proceeded on leave in May, I left instructions with the Acting General Manager and Heads of Departments that every possible saving was to be made during the remainder of the year. I should like to take this opportunity of saying that the Acting General Manager and the Heads of Departments have responded to this appeal in a very thorough way. So far as the spending departments, such as the Engineering and the Workshops, are concerned, it was necessary definitely to restrict output, in order to obtain the savings required. In addition, every other possible source of economy, without too great a sacrifice of efficiency, has been explored.

So far as the Transportation Department is concerned, I was unable to give them similar instructions to reduce output, as, of course, it was necessary to move all traffic that offered. In this connection, I may state that the total work done to the end of August, to which date our last audited figures are available, was nearly 10% in excess of the work done during 1929 over a similar period. Further, the tonnage railed to the Coast, which, as Hon. Members are aware, consists largely of low-rated commodities, increased to the considerable extent of 22%.

On the other hand, the tonnage railed from the Coast, on which, as I have already explained, we depend for a large portion of our revenue, actually decreased to the extent of 12%. In spite of this unbalanced traffic, the cost per ton mile to the end

COST PER TON MILE.

of August, was the favourable one of 5.2 cents, comparing with last year's average of 5.5 cents. That means that a saving of some £41,000 over last year's costs, apart from other savings, has been brought about in working this traffic, of which over £20,000 can be directly credited to the Transportation Abstract.

ECONOMY.

These figures, I think, emphasise the fact that traffic is being handled at a reasonable cost, and that every effort is being made to achieve economy, but I must point out here that it is highly probable that the figures at the end of the year will not be so favourable, in view of the fact that imports have still further fallen away and that in consequence many of our wagons are running empty in one direction or another.

END OF YEAR FIGURES WILL NOT BE SO GOOD.

HEAVY DROP IN AVERAGE RECEIPTS.

Turning to the Revenue side, I may state that the average receipt per ton per mile to the end of August is 9.3 cents, as compared with 10.5 cents last year. This represents a very serious drop in revenue. It will be noticed that, although the work has increased considerably, our payment received for that work has decreased very heavily. This tendency was referred to in detail in my Annual Report for 1929, and, as stated therein, is due to the heavy increase in tonnage of low-rated commodities, compared with an actual decrease in the present year in the tonnage of our higher-rated commodities.

This fact represents a very serious problem which will require careful watching. Should the tendency shown by these figures increase during the coming year, it may, in fact, force us to reconsider our whole Tariff policy.

MOTOR COMPETITION.

One other factor is helping to accentuate the unsatisfactory nature of this position; I refer to wasteful Motor competition. If Hon. Members will read certain paragraphs headed "Regulation of Transport" in my Annual Report, they will find that I do

not in any sense advocate the stamping out of useful motor services; what I do advocate, however, is the elimination of wasteful motor competition, not giving any real public service, but, as Hon. Members will see, tending to cripple our Tariff policy.

LOSS DUE TO MOTOR COMPETITION.

Last year, when discussing this point, I estimated that our loss in revenue on this account was somewhere in the neighbourhood of £10,000 to £20,000; this year, so far as I am able to ascertain, our loss will be nearer £50,000, with a marked tendency to increase.

ORGANISATION.

It is also to be noted that there is some evidence of an organisation being formed still further to take from the Railway its high-rated traffic. I again suggest to this House that, unless some action is taken to remove this form of competition from our doors, the Railway will be forced at an earlier date than might otherwise be necessary, to re-cast its Tariff in a way that I am convinced will not be in the general interests of the countries as a whole. I look to Hon. Members opposite to give a definite indication as to which alternative they prefer, so that I can lay the whole problem before the Railway Council at their next meeting.

With regard to the Port, I should like to say that, through the unremitting efforts of the Port Manager and his staff, the estimated loss in working, which as Hon. Members are aware is met from Railway funds, is considerably below that published in our Estimates for the year. Taking this fact into consideration, and also the savings that have been made in the Railway Abstracts, I find that after meeting all Loan charges and depreciation, not only will there be no contribution to the Betterment Fund, but there will be no contribution to the Reserve Fund and we may, in fact, actually have to draw upon that Fund to balance our accounts.

**POSITION
REQUIRES
WATCHING.**

The position, therefore, requires most careful watching, but, compared with the losses on other Railways at the present time in other parts of the world, it is not unduly unsatisfactory. As I have already explained, work has been cut down in every possible direction and economies and retrenchments have taken place wherever this can be done without actually causing undue loss of efficiency.

**WORKS IN
HAND OR
COMPLETED.**

**5th BERTH AND
OIL JETTY.**

With regard to works in hand, or completed during the year, Hon. Members will be interested to know that No.5 Berth at Kilindini, together with the Oil Jetty, will be completed by the end of January next. This will complete the present programme at the Port, as it has been decided to call a halt in further development until future requirements are more definitely known.

**RESIDENT
ENGINEER AND
CONTRACTORS.**

I should like to take this opportunity of complimenting the Resident Engineer, Mr. Fforde and his staff and the Contractors, represented by Mr. Pollard and his staff, for the most excellent work carried out by them at Kilindini. They will be missed, not only because we have grown accustomed to seeing work being carried on at the Harbour on a large scale, but also for personal reasons by their many friends on the Island and in Nairobi. I hope it will not be many years before we can again invite them to tender for the completion of the work which they have so well started.

**MAZERAS
DIVERSIONS.**

Between the Island and Mazeras, we have carried out some extensive diversions and regrades to eliminate the heavy 2% grades that have hitherto existed over this section of the line. This work has been admirably surveyed and carried out and is now nearing completion. It will represent some considerable saving in working, owing to the fact that it will no longer be necessary to employ pusher engines on our heavy trains.

NANYUKI.

During the year, the Nanyuki extension of the Thika-Nyeri Branch was completed and opened to traffic and Nanyuki is now, therefore, a place of importance on the map of Africa.

KISUMU-YALA.

The Kisumu-Yala line was also completed and is open to traffic under open line conditions.

KAMPALA EXTENSION.

In Uganda, excellent progress has been made with the Kampala Extension and the Nile Bridge is nearing completion. It will be remembered that the original date for the completion of this work was the end of December of this year; owing to some delays in the shipment of bridge materials from England, we were afraid that we should not be able to open the bridge until February or March. The Construction staff, under the very able guidance of the Construction Engineer, Mr. Birchall, by working night and day, have been able to overcome the delay and to all intents and purposes the bridge will be ready by the original date estimated. The exact date for the official opening has not yet, however, been settled.

10 Jan 1931

KAGERA.

On the Kagera River, considerable work has been carried out in dredging and in opening up the Bar at the mouth; the Uganda Government have also made good progress with the road system connecting with the port at the head of navigation. We hope very shortly to be in a position to open a tentative service, which will be of some assistance to the tin industries in the interior, pending the arrival of a special tug and lighters now on order for this service.

S.S. "ROBERT CORYNDON".

On Lake Albert, the s.s. "Robert Coryndon" was completed and launched and duly ran its trials. The work of erecting this ship has been well carried out and the trials were in every respect satisfactory. This steamer is now in regular operation on Lake Albert and represents a very considerable advance in the standard hitherto available on these Lakes.

PUBLIC RECORD OFFICE, LONDON

ESTIMATES.

Turning now to the Estimates, I do not propose to discuss them in detail, as very complete explanations have been published with the figures. I shall, of course, be only too glad to do all I can to answer any questions that may be asked in connection with them. There are, however, one or two main points to which I should like to refer.

FULLY
CONSIDERED.

In accordance with our usual practice, these Estimates have been carefully prepared by the Railway Administration and reviewed and amended by the Railway Advisory Council, and have been approved by the High-Commissioner. I should like to take this opportunity of conveying my appreciation to the Acting General Manager and to the Council for their work in this connection.

ESTIMATE
OF REVENUE.

The Estimate of Revenue recommended, after careful consideration, by the Railway Advisory Council, is, I think, a fair one, taking all things into account. Every possible effort has been made to avoid the creation of new posts in existing circumstances and to bring about additional economies wherever possible in working. It will be noticed that the Budget has been made to balance with no contribution of any kind to the Betterment Fund, but contributions have been provided on account of Depreciation and the Reserve Account.

NOTHING TO
BETTERMENT.

BETTERMENT
FUND.

I have already stated that during the present year, I do not anticipate that any contribution will be possible to the Betterment Fund. For two years, therefore, this Fund will receive no assistance. As a result, we shall not be able to carry out many essential works that we should like to do to meet requirements, and, in other cases, where postponement is not possible, we shall have to utilise Loan monies bearing interest and Sinking Fund charges.

This position is not satisfactory, but, in the present circumstances, no alternative is available.

DEPRECIATION:

It will be noted that the rate allowed for Depreciation is in accordance with that recommended to the Secretary of State. This matter is still under consideration in England and I had long interviews with representatives of the Colonial Office in respect of our proposals. I have every reason to hope that our suggestions will be accepted in due course.

the interest

RESERVE ACCOUNT.

In connection with the Interest Reserve Fund, it has been pointed out by the Home authorities that the name of this Fund is somewhat inappropriate; it has, therefore, been decided to call it in future a "Reserve Account" and I understand that, from an accounting point of view this is a more correct definition of this Fund. In connection with the Reserve Account, I have already stated that it is probable that we shall have to draw on this account this year.

STORES RESERVE FUND.

A further accounting alteration has been approved by the Secretary of State with regard to what we have hitherto called the "Stores Reserve Fund". Again, for accounting reasons, this is a

PORT ESTIMATES.

The Port Estimates, with the help of the Harbour Board, have been framed with the same conservative outlook as regards revenue, and with the same care as regards expenditure. In spite of a reduction in working expenditure, the estimated loss during 1931 has been increased owing to additional Loan and Depreciation Charges consequent on the taking over of No. 5 Berth.

June 1931

In the present year, when, owing to excessive rain at the last moment, the crop fell from the original estimate of 200,000 bales to something in the neighbourhood of 120,000 bales. The position will, therefore, be very carefully watched and, if by the end of January, there are any signs of failure in the cotton crop, further extensive reductions in expenditure and

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STORES RESERVE FUND.

A further accounting alteration has been approved by the Secretary of State with regard to what we have hitherto called the "Stores Reserve Fund". Again, for accounting reasons, this is a wrong name, and it has now been decided to transfer the amount involved to Capital Account, under the heading of "Working Capital - Stores", under contributions from Revenue.

1931 YEAR'S PROSPECTS.

As regards next year's prospects I am reasonably optimistic. The chief question which occupies our minds is the size of the cotton crop in Uganda. At present, indications show that this crop will be a good one, but we cannot forget our experience in the present year, when, owing to excessive rain at the last moment, the crop fell from the original estimate of 200,000 bales to something in the neighbourhood of 120,000 bales. The position will, therefore, be very carefully watched and, if by the end of January, there are any signs of failure in the cotton crop, further extensive reductions in expenditure and

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See also letter 27/11/22

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1921 YEAR'S PROSPECTS.

As regards next year's prospects I am reasonably optimistic. The chief question which occupies our minds is the size of the cotton crop in Uganda. At present, indications show that this crop will be a good one, but we cannot forget our experience in the present year, when, owing to excessive rain at the last moment, the crop fell from the original estimate of 200,000 bales to something in the neighbourhood of 120,000 bales. The position will, therefore, be very carefully watched and, if by the end of January, there are any signs of failure in the cotton crop, further extensive reductions in expenditure and

See also 27/11/22

facilities will be necessary. We may have to consider, for example, the closing of Port Bell railway and the laying up of the "Clement Hill".

Further extensive retrenchments of staff would also be forced upon us. It would be still further necessary to restrict the work done in the Workshops and by the Engineering Department.

PRESENT
INDICATIONS
GOOD.

As I have stated, however, at present there is every indication that the cotton crop will prove a good one and I hope, therefore, that next year will not be an unsatisfactory one, as far as our earnings are concerned.

NEW EXTEN-
SIONS.

With regard to new extensions, Hon. Members will be aware that recommendations have been sent home asking for funds to be allotted for the construction of the Kericho Branch. Approval has already been received to extend the Kisumu-Yala Branch a further 10 miles to Butere, as funds were immediately available for this purpose out of savings on other branches. It has also been agreed to build the Donyo Sabuk Branch, but there has been a little delay in the forwarding of that project, due to the necessity for verifying certain figures in connection with the estimated cost of the line. That matter has now, however, been cleared up and I understand that a recommendation will go forward to the Secretary of State at a very early date.

KAMPALA-CONGO.

In Uganda, we have been carrying out surveys and investigations with regard to the proposal to extend the Railway from Kampala towards Ruwenzori and the Belgian Congo. The field work of the surveys has now been completed and the plans and details are in preparation. The Uganda Government appointed a Committee to go into the whole question of the economic justification for building this line. It is hoped that all information in this connection

ECONOMIC
COMMITTEE.

will shortly be available, to enable a decision to be reached. In this connection, I may state that it is quite impossible for the Railway Administration to meet any demands for Interest or Sinking Fund or working costs on such a railway for many years to come. If it is built, therefore, it can only be built with assistance from the Colonial Development Fund and with a guarantee from the Government of Uganda. As I say, we are not yet in a position to put forward a definite recommendation, pending the result of the enquiries now being carried out.

MEETING IN BELGIUM.

In this connection, I should like to refer to a meeting I had in Brussels with the Belgian authorities with regard to their railway plans, in the Belgian Congo. I should like first of all to correct an impression that has been created by a somewhat inaccurate titled report and to state clearly that no definite undertaking of any sort has been made on either side. I went to Brussels to give the Belgian authorities all the information that I had at my disposal with regard to our surveys and plans and to obtain from them similar information. I should like to take this opportunity of publicly thanking the Belgian authorities for their great courtesy and hospitality during my visit.

WELCOME.

My members will be aware that Monsieur Baret, the Secretary General of the Belgian Colonial Office, is now on his way to the Congo. We welcome this opportunity of showing him the facilities that we can make available for handling the considerable air traffic that passes over our system.

FRONTIER FACILITIES AND AIR.

The ultimate aim of our policy in regard to the Belgian Congo will, of course, be Stanleyville and it is essential, therefore, that whatever is done on either side of the frontier should keep that goal in view, however long it may be before it is attained.

BELGIANS
LOOKING
NORTHWARD.

At the moment, Belgian plans look more to the north and north-east towards the Kilo and Moto Mines and Juba and, I understand, they propose to carry out extensive surveys in this direction during the next two or three years.

If the results of these surveys justify the building of a line in this direction, it would seem that a junction with our system north of Lake Albert would be advisable.

PACKWACH DAM.

The extension of our system in this direction would however hardly be justified until the Egyptian Government decide to build the proposed dam at Packwach. This is a project very much in the dim future. The building of a line from Stanleyville in the direction indicated, will not, however, prevent the building of a connecting link to the neighbourhood of Ruwenzori, as a suitable junction with the above line can be made and a connection can be built when the economic needs of the district require it. In fact, a delay in building this connection is to our advantage, as it would enable us to develop the district without competition in the preliminary stages.

RUWENZORI
LINE
POSSIBLE.

The important point to bear in mind is the fact that when required a through connection to Stanleyville can be obtained by this route.

MINERALS.

There are indications that minerals will be found in some quantity in the neighbourhood of Ruwenzori on both sides of the frontier, but it is at present too early to state to what extent these hopes will materialise and, therefore, whether they will influence the development of this Railway at the present time.

GAUGES.

It is advisable to say a word with regard to the question of gauges. As Hon. Members are aware, our system and the Tanganyika system are metre gauge. South Africa, Rhodesia, the Belgian Congo and the

Sudan systems are 3'6". We have, therefore, for some time, been studying the possibility of a change in the future to 3'6". Pressure will probably first come from the south, - from Rhodesia - and will therefore affect Tanganyika before it will affect us. All new lines in a direction where eventual contact with a 3'6" system may take place will be so designed as to involve the minimum difficulty should a change-over occur. We already have types of sleepers suitable for conversion and the Nile Bridge, for example, has been designed to carry 3'6" loading when necessary.

Beyond making preparations of this nature, this is not a problem that will concern us for many years.

If a case is made out for an extension westward of Kampala, there will be no question at the present time of a break of gauge at Kampala, as has been suggested, but the work will be so designed that a change-over can take place at some future date, if required.

NO BREAK OF GAUGE AT PRESENT.

In conclusion, I think it will be evident from the figures now before this Hon. Council in the Budget and from information given in the last Annual Report that the great need of the Railway is additional traffic, which can only result from greater production. It is not competent for me to suggest how this can be brought about, but I am convinced at the present time every attention should be devoted towards trying to find how our assets can be further extended and developed. So far as European development is concerned, I notice from the papers that suggestions are put forward with regard to stock farming, mixed farming, dairying and various other possibilities. I have no doubt that these will receive the fullest consideration from those whose duty it is to deal with this matter.

GREATER PRODUCTION.

NATIVE DEVELOPMENT.

In addition, I feel a great deal could also be done in connection with African development. As my Hon. friend, the Director of Medical and Sanitary Services could show, there are some extremely interesting developments taking place to-day amongst the natives of this country, which hold out great hopes of an increase in their usefulness and in the trade and business that they will bring to this Colony. Better marketing methods are perhaps amongst those requiring attention and better agricultural training and education amongst the masses.

MARKETING.

NATIVE POPULATION.

I believe that the progress that has been made in sanitation and in medical care is already bringing about a steady increase in the native population. I feel that if we are not careful, this additional population will grow up without learning how to be fully useful and how to be fully productive. I would press for the fairest possible consideration of this aspect of what regard as one of our biggest potentialities. It is to be sure to feel that not only will it bring trade to the home and affiant markets for the colony, but it will also have a very great influence on the economic success to be carried by the colony.

REPRESENTATION.

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I am sure that a very careful study of all aspects of such problems will reveal an suitable solution to be found.

I also wish to thank the Press for their valuable co-operation and assistance in all respects.

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REPRESENTATION.

Finally, our relations with the public have continued to be excellent. The system of representation on Chambers of Commerce and other organisations is working admirably and there are signs that the public generally appreciate the services provided for them, and understand more fully some of our problems, especially those arising from our difficult Tariff policy.

I am sure that only by a careful study of all aspects of such problems by all concerned, can suitable solutions be found.

I also wish to thank the Press for their valuable co-operation and assistance on all occasions.

DECODE

RECEIVED
22 DEC 1930
COL. OFFICE

63

TELEGRAM from the High Commissioner for Transport Kenya to the Secretary of State for the Colonies.
Dated the 20th December, 1930. Received at 10.54 a.m. on the 20th December.

No. 1
No. 36. 20th December. My despatch of 18th October, No. 169. Draft Railway Estimates for 1931 approved by Kenya and Uganda Legislative Councils without amendment. I recommend these Estimates for your approval, which I trust may be sent by telegram. My despatch of 6th December No. 150 deals with question of depreciation mentioned in your telegram No. 17 of 19th November and certain other points in Estimates.

at 10.54
11/2/30

642

IC/16345/70

G.O.

Kenya

C. D.
R 19 NOV
D 21

Mr. Allen 17/10
Mr. Robinson 18/10
Mr.

Code sent
1040 on 11.30 GP

Sir C. Bottomley.
Sir J. Shuckburgh.
Sir G. Grindle.
Permit. U.S. of S.
Party. U.S. of S.
Secretary of State.

Annul.
No. 4

No 17

Your despatch 18 Oct
No 169 in absence of
final decision I had

DRAFT. Vel cars.
K. minute

Copy to Treasury 23-2-31

not anticipated
that reduced rate
2% for railway
depreciation would
have been adopted
in draft estimates for
1931 & I think it
desirable that you
should know that I
can give no assurance
that I shall be able
myself in future to
approve of that rate

High Commissioner
Nairobi

Leeds

1a. 65

The 1930 estimate of
revenue from
Rivers to the
Council 1930

In 1929 it was 2% of
the base fee. That was
not to be regarded as
a precedent for future years.
J.M.P.

In 1930 the provision made for depreciation was 2% and £50,000 was set aside for the Interest Reserve Fund. The Estimates for 1931 provide only 1% for depreciation (or £60,957 less). The amount transferred to the Interest Reserve Fund is, however, £60,132, roughly equivalent to the odd 1%.

The estimates as first submitted to the Acting General Manager provided for a large loss. The Acting General Manager revised these estimates in a more optimistic spirit. Apparently he increased the estimates of revenue and he decreased the ~~estimates of~~ ^{premium for} Renewals and Betterment. The Estimates which he presented to the Council provided for goods earnings at the same figure as in a normal year, for a gross ton mileage of 423,500,000, and for a contribution to Betterment of £29,194.

In the same
figure as last
year 1930 was
revised the
base "normal"
Estimate of 1930
to have
revised.
J.M.P.

The Council in going through the Estimates considered that the Acting General Manager had been rather too optimistic and that though the amount of goods exported might equal that in normal years the price received for them would be so much less, ^{in case of prices} that the amount of imports would inevitably be decreased, and they therefore revised his estimates accordingly. The revised estimates show, therefore, ^{that} the ~~normal~~ goods earnings have been reduced to £73,904 below the estimate for 1930, the number of gross ton miles have been reduced to 400,000,000, savings amounting to £49,710 have been made on the Estimates of Expenditure, and ^{the Council's total} contribution of £29,194 to Betterment has been ^{withd} ~~knocked~~ out.

The estimate
of "normal" earnings
was reduced to
£400,000,000
was made in
each balancing
by surplus &
debit loss in
the balance sheet
Revenue A/c!
J.M.P.

The net loss on the working of the Harbours is £50,529, which it is proposed exactly to balance by a

similar

similar amount carried from the Railway net revenue account.

It may be noted that the Council discussed the possibility of the Railway paying for its own Labour Inspector, and also the question of increasing the salaries paid to the heads of certain departments. Both these questions were left over for further discussion later.



67/

HIGH COMMISSIONER FOR TRANSPORT.

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

No. 169

RECEIVED
10 NOV 1930
COL. OFFICE

18th October 1930.

My Lord,

Under separate cover.

I have the honour to transmit herewith twelve copies of the Draft Estimates of the Revenue and Expenditure of the Kenya and Uganda Railways and Harbours including Main and Branch Lines, Lake Marine Services, Motor Services and Mombasa Port Administration for the year 1931. These Estimates have been approved by the Railway Advisory Council and Port Advisory Board and will be submitted to the Legislative Councils of Kenya and Uganda at their next meetings.

2. These Estimates contain a memorandum by the Acting General Manager explaining their main features, but on this occasion the Acting General Manager did not prepare a full memorandum similar to that enclosed with my despatch No. 139 of the 30th October 1928, as owing to the uncertain financial position at present, he considered, and I entirely concur in his view, that it would be better to make a general statement to the Council on the position and put forward somewhat tentative Estimates of Revenue, leaving the Council themselves to consider the Revenue Estimate in detail, after all the available information had been given to the Council by the respective Directors of Agriculture.

3. No special memorandum on the Estimates is accordingly being forwarded this year as asked for in Your Lordship's despatch Transport, Kenya-Uganda

THE RIGHT HONOURABLE
LORD LASSFIELD,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1

No. 14

*Ans. Let. No. 17 19 Nov. 30.
No. 2 15/103
Copy. Let. to Secy 23rd Oct 31.
(17/10)*

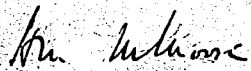
No. 4
15920/77

68

No. 2
dated 17th February 1930, but I enclose a copy of Minute No. 590 of the Railway Council Meeting held on September 17th, 18th and 19th, when the 1931 Estimates were discussed, which includes a short summary of the Acting General Manager's statement and I trust that this may be of assistance for the examination of the Estimates.

4. A further communication will be forwarded after these Draft Estimates have been discussed by the Legislative Councils of Kenya and Uganda.

I have the honour to be,
My Lord,
Your Lordship's most obedient
humble servant,



HIGH COMMISSIONER

69

RAILWAY ADVISORY COUNCIL

TWENTY-THIRD MEETING, HELD IN THE RAILWAY HEADQUARTER
OFFICES, NAIROBI, ON TUESDAY, WEDNESDAY, THURSDAY AND
FRIDAY, SEPTEMBER 16th, 17th, 18th and 19th, 1930.

EXTRACT FROM MINUTES

590. DRAFT ESTIMATES OF THE REVENUE AND EXPENDITURE OF
THE KENYA AND UGANDA RAILWAYS AND HARBOURS, 1931.

THE ACTING GENERAL MANAGER asked permission to make a short statement before the discussion of the Draft Estimates for 1931. He said that when the Heads of Departments had been first asked to submit their estimates for his consideration, they had all approached the matter in a pessimistic spirit; they seemed to think that the temporary bad time through which the Railway Administration was passing would last for ever. The first draft put forward for his consideration would have shown a large loss and he could not have submitted such an estimate to Council.

(2) After spending several days in going through the Estimates very carefully and making some very drastic cuts, the present Draft Estimates were submitted for the consideration of Council. The estimates under Renewals and Betterment had been reduced by £250,000 as compared with the demands of all departments.

REVENUE:

(3) In the case of Passengers; the Acting General Manager said he had not the slightest doubt but that they would get £300,000 this year and had put in £315,000 for next year. As the tourist traffic and the 3rd-class traffic were increasing considerably, he did not see why this amount should not be realised.

(4) On Parcels and Luggage the Railway Administration would make £53,000 this year, and, since this also was a largely increasing traffic, he thought next would without doubt produce £60,000.

(5) With regard to Live-stock, this trade had increased very rapidly and it was anticipated that the Railway would get £21,000 next year, but the estimate had been put at £18,000, since this might be only seasonal traffic.

(6) A slight increase on Telegraphs was expected and this had now been put at £1,900.

(7) The item Miscellaneous was an increasing one and he thought he had not been too optimistic in putting the figure at £75,000.

(8) With regard to Goods, if there were to be a continuance of the present bad season, the estimate of £2,198,400 would not be realised, but, on looking back over the past years, he thought the increased estimate was justified. In 1908 the Goods Earnings were only £164,000 and they had increased to over £2,000,000 in 1929. Goods Earnings had, therefore, been placed at the same figure as if a normal year were expected and he thought this figure should be reached, unless the present bad time continued. This estimate had been approached in a spirit of optimism.

(9) He said that it would be of the greatest possible assistance to Heads of Departments if Council would go through the Estimates, Abstract by Abstract. It was impossible to get away from the fact that there were considerable extra mileages, owing to the opening of the Jinja-Kampala and the Manyuki Extensions, and the whole thing was really a question of gross ton miles, estimated at 423,500,000 for 1931. Certain figures in connection with the Transportation Department, therefore, had to be faced, since if the Goods had to be moved, the necessary trucks, etc., must be provided.

THE HON. COLONEL TUCKER considered that the attitude of Members of Council towards retrenchment would depend largely...

largely on whether the statement of the Acting General Manager could be considered a reasonable forecast and was supported by the Directors of Agriculture of Kenya and Uganda. He thought statements of these two Members would help the discussion on the Estimates.

THE HON. MR HOIM said that the position with regard to Kenya was - and Members of Council would recognise that it was early in the season to make a forecast - that on the two crop forecasts that had been made, there was reason to believe that the tonnage of produce from Kenya for export to be worked over the railway in 1931 would, in the absence of anything unforeseen happening, amount to at least the tonnage of the present year.

(2) The Maize crop was estimated to be, in respect of yield, somewhere near the crop that had just been exported, with perhaps a slight reduction. The immediate prospects in respect of surplus Wheat were in excess of the present year, as were also those of the Coffee Crop. There was no doubt that there would be several thousand tons more sisal to be decorticated in 1931, but, whether it would be decorticated and exported would depend on the selling price of sisal in the home markets. With regard to Hides, Skins, Potatoes and Wattle Bark, the indications were that there would be a slight excess.

(3) In his judgment, the difficulty was to estimate the return traffic in Imports and the question resolved itself into the purchasing power of the public in regard to Import traffic. He did not expect to see a very great recovery in the markets until at least the middle of 1931; he would expect some recovery to begin to show at the beginning of the year, though nothing very substantial.

THE HON. DR. TOTHILL said that, as regards Uganda, the Cotton Crop was now in planting and a larger acreage had been planted than last year; the production of a normal crop was purely a matter of weather. There was no reason to suppose that the expectation of 150,000 bales of cotton next year would not be realised and there might be a bumper crop if weather conditions were satisfactory. One-third of the crop in the Luganda District had been planted late. The size of the crop, however, was one thing but the value of the crop was quite a different matter.

(2) Profits had to be made from inward traffic, but there had been a loss of at least £1,000,000 this year on world prices and that meant that the inward traffic would not come up to what it was last year. The same applied not only to Cotton, but to Maize, Wheat and to Uganda Coffee. The purchasing power of Coffee had decreased 50% owing to the drop in world prices.

(3) The agricultural point o. view as regards East Africa was that, while the bulk of produce was greater than last year, its purchasing power would be reduced and he did not think, therefore, from that point of view, that Council was justified in expecting Revenue on "Goods" to so great an extent. He thought the Estimates this year should be approached from the point of view of whether any works could be postponed without detriment to the efficiency of the services. He considered that £200,000 less would be a reasonable estimate of revenue from "Goods".

THE HON. MR HOLM said he thought that the position probably was that, with the fall in prices all round, the natural increase in production had been arrested and that Kenya was only just maintaining the status quo.

Council then proceeded to a consideration of the Draft Estimates for 1931 - Abstract by Abstract.

ABSTRACT A. ENGINEERING EXPENSES.

MR V.B. ATKINSON, Acting Chief Engineer, K.U.R. & H. was called and examined with regard to Abstract A. and to that part of Abstract L. which concerned his department.

A. (6) Engineering Pupils.

After some discussion

AGREED in principle that some such scheme was desirable, but, as it was understood that this was not a matter of urgency, it should be postponed for a year, when a properly worked out scheme should be presented to Council for consideration in connection with the Estimates for 1932.

Institutes:

In connection with the sum of 27,500 asked for under Abstract L. to provide new Institutes for Goans and Indians at Nairobi and Nakuru to take the place of those which had been demolished to make room for new buildings.

AGREED to recommend that in future when any buildings have to be demolished, the whole cost of replacing them should be submitted to Council with the estimate for the new works.

After full discussion

AGREED to recommend that the original estimate of 2273,080 be reduced by 216,125.

ABSTRACT B. TRANSPORTATION EXPENSES:

MR F. BROWNING, Superintendent of the Line K.U.R. & H. was called and examined in connection with Abstracts B and F and that part of Abstract L, which concerned his department. He was asked by Council to reconsider his estimates on a basis of 400,000,000 ton miles.

After full discussion

AGREED to recommend that the original estimate of 2753,325 be reduced by 221,655.

ABSTRACT C. MAINTENANCE OF ENGINES AND ROLLING STOCK:

MR K.C. STRAHAN, Chief Mechanical Engineer, K.U.R. & H. was called and examined with regard to Abstract

*Cl. 1/2
23 500000*

C. and that part of Abstract L. which concerned his department.

After full discussion

AGREED to recommend that the original estimate of £280,755 be reduced by £10,000

ABSTRACT D. GENERAL CHARGES.

(15) Librarian: (Clerk Class II)

THE HON. MR HOLM considered that this should be a Class III post.

THE HON. COLONEL TUCKER considered that, as the Agricultural Department were able to secure the services of a suitable Librarian for their much larger Library at a salary of £240, it should be possible for the Railway Administration to do so.

II. (d) Estates Office.

THE ACTING GENERAL MANAGER explained that the work of the Land Survey Branch of the Estates Office was badly in arrears and it had been found absolutely necessary to increase the staff of this department; this increase was, however, covered by the Land Account.

THE HON. COLONEL TUCKER considered it a dangerous practice to accumulate staff in one year to overtake arrears of work with the danger of being left with that staff when the necessity for their services had been removed. He asked, therefore, whether it would not be possible to do this work with outside help.

THE ACTING GENERAL MANAGER replied that this alternative had already been fully explored; it was almost impossible to secure the assistance of Land Surveyors and would cost the Administration four times as much.

MR TANNAHILL considered that the arrears of work could be caught up in 2-3 years and that the Administration should not be saddled with a permanent liability in salaries to staff.

II. (d) 27 Office Assistant to Estates Officer.

AGREED to recommend that this Officer be placed on the scale of salary £600 x 30 to £720 with the proviso that this should be "Personal to the Present Holder"

IV. WATCH AND WARD

On being asked by the HON MR HOLM whether he was satisfied with the services rendered by the Railway Police, the ACTING GENERAL MANAGER replied that he could not speak too highly of their services.

VI. PUBLICITY.

AGREED to recommend that

(b) London Office and Publicity Advertising

be split up; as had been done in the Estimates for 1930, in accordance with the terms of Minute 465 (9) (e) of the Meeting of September 22nd, 1929, to read as follows:-

- (1) Contribution.....2,500
- (2) Salary, etc. of special Railway Officer..... 693
- (3) Advertising.....807

Total	<u>£4,000</u>
-------	---------------

THE HON. MR HOLM proposed that a further Item (4) under VI (a) be inserted to read as follows:

Advertising and other expenses of the Publicity Officer. £500

This was supported by MR ISHMAEL

LABOUR INSPECTOR:

In connection with Abstract D., the ACTING GENERAL MANAGER said that the Administration had been asked to consider the question of contributing towards the payment of a Labour Inspector to supervise the native labour employed by Railway contractors. There had been cases in which contractors whose names were on the "Black List" had put work out to sub-contractors who were often men of straw and did not pay their native labour; this also applied...

See memo
16265/30
K

applied in the case of fuel contracts.

THE CHAIRMAN said he considered that the amount of work involved by this supervision justified a contribution by the Railway Administration towards the expenses of a Labour Inspector. The present three Inspectors were not sufficient to cover the whole field and it was suggested that the amount of work done in connection with Railway labour and contractors was sufficient to keep at least one Inspector fully employed. It was better for the Railway that this inspection should be done by an independent authority and therefore he considered that the best way was to give a grant to the Government to undertake this work for them. The share of the Railway Administration would be in proportion to the amount of time devoted by the Inspector, or Inspectors, to the work of supervising the labour of their contractors.

MR ISHMAEL considered that this was a wrong principle and that it was the duty of the Government, through the Office of the Chief Native Commissioner, to look after the welfare of the natives, no matter by whom they were employed.

This view was supported by MR TANNAHILL.

THE HON. MR SCOTT pointed out that the Railway was a Government Railway and he thought, therefore, it was under an obligation to look after its labour. The Railway Administration was a separate Administration and came under the same obligations as a Government.

After further discussion

AGREED to recommend that, as there was no unanimity on this question, it should be brought up at a later date and that in the meanwhile a memorandum should be prepared setting out the case in full.

ABSTRACT E. STEAMER SERVICES:

AGREED to recommend the acceptance of this Abstract of £108,113, with the proviso that, in passing this estimate, Council desire to draw the attention of the High Commissioner to the fact that they consider the scale of remuneration to Commanders (See III(1)) to be very liberal and request that he will look into the matter and see whether a regrading is not justified.

ABSTRACT F. MOTOR SERVICES.

AGREED to recommend that the original estimate of £18,553 be reduced by £1,160.

ABSTRACT G. MISCELLANEOUS EXPENDITURE.

AGREED to recommend the acceptance of this estimate of £22,249.

ABSTRACT H. STORES

AGREED to recommend that the estimate of £29,872 be accepted.

NOTED the changes of titles, as follows:

Chief Storekeeper to be designated Stores Superintendent

Deputy Chief Storekeeper to be designated Deputy Stores Superintendent.

Senior Assistant Chief Storekeeper to be designated Senior District Stores Superintendent.

AGREED ALSO to recommend that the Construction Allowance made to the Stores Superintendent and the Deputy Stores Superintendent should remain non-pensionable.

NOTED that the result of the foregoing reductions would be as follows:

ABSTRACT A.....	16,125	
B.....	21,655	
C.....	10,000	
D.....	770	
F.....	1,160	
	49,710	
To which should be added	29,194	Estimated Contributions to Betterment
giving a total of	£78,904	
GOODS Earnings, at present shown at		£2,198,400
should be reduced by the amount of		78,904
This would leave the amended GOODS Earnings		£2,119,496

The Budget would then balance.

ABSTRACT J.....

ABSTRACT E. STEAMER SERVICES:

AGREED to recommend the acceptance of this Abstract of £108,113, with the proviso that, in passing this estimate, Council desire to draw the attention of the High Commissioner to the fact that they consider the scale of remuneration to Commanders (See III(1)) to be very liberal and request that he will look into the matter and see whether a regrading is not justified.

ABSTRACT F. MOTOR SERVICES.

AGREED to recommend that the original estimate of £18,553 be reduced by £1,160.

ABSTRACT G. MISCELLANEOUS EXPENDITURE.

AGREED to recommend the acceptance of this estimate of £82,249.

ABSTRACT H. STORES

AGREED to recommend that the estimate of £39,872 be accepted.

NOTED the changes of titles, as follows:

Chief Storekeeper to be designated Stores Superintendent

Deputy Chief Storekeeper to be designated Deputy Stores Superintendent.

Senior Assistant Chief Storekeeper to be designated Senior District Stores Superintendent.

AGREED ALSO to recommend that the Construction Allowance made to the Stores Superintendent and the Deputy Stores Superintendent should remain non-pensionable.

NOTED that the result of the foregoing reductions would be as follows:

ABSTRACT A.....	16,125	
B.....	21,655	
C.....	10,000	
D.....	770	
F.....	1,160	
	49,710	
To which should be added	29,194	Estimated Contributions to Betterment
giving a total of	£78,904	
GOODS earnings, at present shown at		£2,198,400
should be reduced by the amount of		78,904
This would leave the amended GOODS Earnings		£2,119,496
The Budget would then balance.		

ABSTRACT J. DEPRECIATION

AGREED to recommend that this estimate of £271,737 be passed as submitted.

ABSTRACT L. ESTIMATE OF EXPENDITURE FROM RENEWALS AND BETTERMENT FUNDS.

AGREED to recommend that this estimate be amended as follows:-

ESTIMATED ALLOCATION.

<u>RENEWALS</u>	<u>BETTERMENT</u>	<u>TOTAL</u>
£310,955	£252,745	£553,700

ABSTRACT M. ESTIMATE OF EXPENDITURE FROM RENEWALS, BETTERMENT AND INSURANCE FUNDS.

AGREED to recommend that this estimate be passed as submitted.

(3) AGREED in principle that the money for the Kagera River Craft be provided from the Marine Insurance Fund

592. HARBOUR ESTIMATES:

With regard to the Harbour Estimates, the ACTING GENERAL MANAGER said that these had originally shown a loss of £60,000 and he had sent them back, asking if it were possible to reduce the estimated loss of £40,000, but the Harbour Advisory Board had only felt able to reduce it to £50,000. The Revenue for this year was up and the Working Expenses down and he therefore considered this to be a safe estimate.

AGREED to accept the net loss of £50,529 as a charge against Combined Net Revenue Account.

593. KILINDINI STATION:

Council endorsed the action of the Acting General Manager in not including expenditure for £50,000 on a new Station at Kilindini.

597. MINOR ALTERATIONS IN 1931 ESTIMATES.

AGREED to recommend the following Minor Alterations in the Estimates for 1931:-

PRESENT GRADE	PROPOSED NEW GRADE
PERMANENT WAY INSPECTOR (Asian) Shs.400-25-600 p.m.	Class I Shs.500-25-600 p.m. Class II Shs.400-25-600 p.m.
SUB PERMANENT WAY INSPECTOR (Asian) Shs.150-15-350 p.m.	Class I Shs.310-20-350 p.m. Class II Shs.250-15-295 p.m. Class III Shs.150-15-240 p.m.
OVERSEER (Asian) Shs.350-25-550 p.m.	Class I Shs.450-25-550 p.m. Class II Shs.350-25-425 p.m.
SUB-OVERSEER (Asian) Shs.150-15-330 p.m.	Class I Shs.300-15-330 p.m. Class II Shs.250-15-295 p.m. Class III Shs.150-15-240 p.m.
One Mechanic in Port Department	Re-designated "Electrician"

598. EMOLUMENTS OF HEADS OF DEPARTMENTS.

THE ACTING GENERAL MANAGER made a short statement in connection with the salaries of the four principal Heads of departments in the Railway Administration, which are as follows:

	£		Allowance £	Total £
CHIEF ENGINEER	1600	plus	150	1750
SUPERINTENDENT OF THE LINE	1500			1500
X CHIEF ACCOUNTANT	1400	plus	100	1500
CHIEF MECHANICAL ENGINEER	1350			1350

X. In addition, this officer received £100 as Deputy General Manager.

THE HIGH COMMISSIONER had stated that he considered the time was inappropriate for the revision of these salaries and thought that the matter should be deferred for the present.

COLONEL WALKER.

COLONEL WALKER pointed out that if the question of the salaries of Heads of Departments were coming up for consideration, the status of the Port Manager would also need to come under review.

THE HON. MR SCOTT considered that it would be difficult to discuss such a question in the absence of the General Manager.

NOTED the existence of these anomalies and

AGREED to recommend that when funds are available the whole question shall be considered again.

ESTIMATES
OF THE
Revenue and Expenditure
OF THE
**Kenya and Uganda Railways
and Harbours**

INCLUDING:
Main and Branch Lines
Lake Marine Services
Motor Services
Mombasa Port Administration.

1931

ESTIMATES

OF THE

Revenue and Expenditure

OF THE

Kenya and Uganda Railways and Harbours

INCLUDING:

Main and Branch Lines

Lake Marine Services

Motor Services

Mombasa Port Administration

1931

Memorandum by the General Manager.

Railways, Motor, Marine and Port Services.

1. A comparison of the estimated Revenue and Expenditure for 1931 and 1930 is shown in the summarised Revenue Account Statement.
2. The following Services are provided for:—

RAILWAYS.

	Miles.
Mombasa to Mbulumuti	782
Nakuru Junction to Kisumu	131
Kahe Branch	92
Nyeri Branch	127
Solai Branch	27
Kitale Branch	41
Busoga Railway	61
Port Bell—Kampala Railway	6
Thomson's Falls Branch	48
Soroti Branch	101
Yala Branch	32
Nanyuki Extension	18
Jinja—Kampala Extension (for ten months)	58
Total State Railways	1,524
Magadi Railway	91
	1,615

As compared with the estimated mileage for 1930 of 1,557, an increase (for ten months) of 58 miles.

STEAMSHIP SERVICES.

	Route Mileage.
Lake Victoria	1,748
Lake Kioga	811
Lake Albert	689
Kagera River	91
	3,339

MOTOR SERVICES.

	Miles.
Masindi Port—Butiaba	75

3. REVENUE.

The estimated Revenue of £2,556 represents a decrease of £57,754, or 2.18 per cent, as compared with the estimate for 1930.

Revenue

4. ORDINARY WORKING ACCOUNT.

There is an estimated increase of £77,349 or 5.08 per cent, as compared with 1930. In this connexion the following explanations are given:—

Expenditure

ENGINEERING EXPENSES.—Increase, £8,810.

Abstract A.

This increase is chiefly due to additional open mileage.

TRANSPORTATION EXPENSES.—Increase, £52,155.

Abstract B.

This represents an increase of 7.67 per cent, as compared with an estimated increase of 8.69 per cent in train-mileage, which, with further additions of more powerful locomotives, will be made up of heavier trains. Tonnage is increasing out of proportion to Revenue as will be seen from the following:—

Ton mileage, 1929	856,749,057
Ton mileage, first six months, 1930	207,520,458
Estimated ton mileage, 1931	400,000,000

Abstract C.

MAINTENANCE OF ENGINES AND ROLLING STOCK.—Increase, £9,874.

The increase is mainly due to the fact that much of the additional stock purchased in recent years is now due for thorough overhaul and repair; it is also partly due to restricted output consequent upon reduced expenditure during the present year.

Abstract D.

GENERAL CHARGES.—Decrease, £564.

It has been possible to effect a small saving. Every endeavour has been made to postpone normal increases, consequent upon rising traffic, until the position as regards Revenue improves.

Abstract E.

STEAMER SERVICES.—Decrease, £3,552.

It has been possible to effect a further net reduction under this head, although further provision has been made for increasing traffic on Lake Albert.

Abstract F.

MOTOR SERVICES.—Decrease, £118.

It is hoped to effect a slight reduction of expenditure under this head.

Abstract G.

MISCELLANEOUS EXPENDITURE.—Increase, £9,744.

Reductions have been effected under every sub-head where such are possible. The increases are all represented by definite commitments.

Abstract H.

INDIRECT CHARGES.—Increase £951.

This expenditure is added to the cost of stores issued, and is provided for in the relative Abstracts. The increase will be absorbed by the increased quantity of stores handled.

Depreciation

DEPRECIATION.—Decrease, £60,957.

This has been allowed for at the following rates, in accordance with recommendations approved by the Railway Advisory Council and submitted to the Secretary of State for the Colonies:—

Railway: 2 per cent.

Motor Services: 20 per cent.

Marine: Nil.

Mombasa Port: Various (on a life basis).

Total Working Expenditure.

TOTAL WORKING EXPENDITURE.—Increase, £16,392.

The percentage of total working expenditure to Revenue is 71.23 per cent, against 69.11 per cent estimated for 1930. This increase is due to the disproportionate increase in traffic in low-rated commodities.

Net Revenue Account.

5. NET REVENUE ACCOUNT.

Interest charges have increased by £10,027, on account of new services. Redemption charges have increased by £57,849, due to provision now being made for the Sinking Funds of the £3,500,000 and £5,000,000 Loans.

Provision for the write-off of Obsolete Stores Stock and of Dead Assets has been allowed for, to the extent of £3,000 and £2,000 respectively.

The estimate of Miscellaneous receipts has been reduced by £5,000 in view of the lower rates of interest ruling in consequence of the reduced Bank Rate.

The transfer to Interest Reserve Fund has been fixed at an amount equal to 1 per cent depreciation on Railway wasting assets, and represents an increase of £10,132 on last year's estimate.

The estimated balance carried to Combined Net Revenue Account is £50,529 against an estimate of £202,634 for 1930.

Mombasa Port Revenue.

6. MOMBASA PORT.

The estimated Revenue shows an increase of £2,292 as compared with that for 1930, equal to 0.51 per cent.

Working expenditure shows a reduction of £10,310, or 3.69 per cent.

Depreciation is increased by £7,830, due to provision having been made for the new berths.

Mombasa Port Expenditure.

7. NET REVENUE ACCOUNT.

Loan charges have increased from £187,474 to £203,190; the increase being due to interest on the cost of new berths and to provision having been made for contribution to the Sinking Funds of the £3,500,000 and £5,000,000 Loans.

The loss transferred to the Combined Net Revenue Account is £50,529, as against an estimate of £39,505 in 1930.

8. COMBINED NET REVENUE ACCOUNT.

The balances transferred from the Net Revenue Account of the Railways and Harbours are as follows:—

	£
Railways, Surplus	50,529
Harbours, Loss	50,529

Balance	Nil.

9. EXPENDITURE FROM RENEWALS, BETTERMENT AND INSURANCE FUNDS.

Details of the proposed expenditure will be found in Abstracts L, M and N.

Appendix I gives the estimated position of the Renewals, Betterment, Insurance (Lake Marine), Stores Reserve and Interest Reserve Funds.

Appendices II and III detail the Interest and Sinking Fund Charges.

Appendix IV contains details of Pensions chargeable against the Administration's Revenue.

Appendix V contains details of all items of Miscellaneous Expenditure appearing in the various Abstracts.

H. E. GOODSHIP,
Acting General Manager.

Mombasa Port Net Revenue.

Combined Net Revenue Account, Railways & Harbours.

Abstracts L, M, & N.

Kenya and Uganda Railways and Harbours
Combined Net Revenue Account.

Balances from Net Revenue Account (Harbours) ...	£	50,529	Balance from Net Revenue Account (Railways) ...	£	50,529
		50,529			50,529

KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES 1931.

RAILWAYS—REVENUE ACCOUNT

Expenditure.	Abstract.	1931. £	1930. £	Increase. £	Decrease. £	Earnings.	1931. £	1930. £	Increase. £	Decrease. £
Engineering Expenses ...	A	256,955	248,145	8,810	...	Passengers ...	315,000	310,000	5,000	...
Transportation Expenses ...	B	732,073	679,918	52,155	...	Parcels and Luggage ...	80,000	55,000	25,000	...
Maintenance of Engines and Rolling Stock ...	C	270,755	260,881	9,874	...	Live Stock ...	18,000	14,000	4,000	...
General Charges ...	D	130,874	131,433	...	564	Goods ...	2,119,498	2,198,400	...	78,904
Steamer Services ...	E	108,113	110,665	...	2,552	Telegraphs ...	1,900	1,750	150	...
Motor Services ...	F	17,393	17,511	...	118	Miscellaneous ...	75,000	68,000	7,000	...
Miscellaneous Expenditure ...	G	82,249	72,505	9,744	...					
Total Ordinary Working Expenditure...	...	1,598,412	1,521,093	77,319	...					
Depreciation ...	J	247,313	308,269	...	60,957					
Total	...	1,845,724	1,829,332	16,392	...					
Balance Net Earnings carried to Net Revenue Account ...	...	743,672	817,818	...	74,146					
	...	2,589,396	2,647,150	...	57,754		2,589,396	2,647,150	...	57,754

RAILWAYS—Net Revenue Account

Interest Charges ...			550,641		
Loan Redemption Charges ...			97,370		
Write-off of Obsolete Stores Stock ...			3,000		
Write-off of Dead Assets ...			2,000		
Transferred to Interest Reserve Fund ...			60,132		
Balance carried to Combined Net Revenue Account (Railways and Harbours) ...			50,529		
Total			763,672		
Balance from Revenue Account (Railways) ...					743,672
Miscellaneous Receipts ...					20,000
Total					763,672

KENYA AND UGANDA RAILWAYS AND HARBOURS.

ESTIMATES, 1931.

HARBOURS—REVENUE ACCOUNT.

Expenditure.	1931.	1930.	In-	De-	Earnings.	1931.	1930.	In-	De-
	£	£	crease.	crease.		£	£	crease.	crease.
Working Account (<i>vide details</i>)					DEEP WATER BERTHS—				
(i) Departmental Expenditure ... £					Imports	153,902	141,420	17,482	...
(ii) Payments to Contractors	135,396				Exports	112,287	75,000	37,287	...
(Shore handling and					LIGHTERED CARGO—				
lighterage) ...	119,640				Imports	21,669	60,600	...	38,931
					Exports	9,764	42,900	...	33,136
	255,036	265,346	...	10,310	PORT DUES, LIGHT DUES, CHAN-				
Depreciation	24,425	16,605	7,820	...	AGE, PILOTAGE, OTHER MARINE				
					DUES, FERRIES, ETC., ETC. ...	64,000	60,000	4,000	...
					MISCELLANEOUS—				
Balance Net Earnings carried to Net Revenue	Total ...	279,461	281,951	..	2,490				
Account (Harbours)	152,661	147,969	4,692	...	Rents, Storage, Haulage,				
					Water to Ships, and other				
					Miscellaneous items ...	65,500	50,000	15,500	...
	432,122	429,920	2,202	...		432,122	429,920	2,202	...

HARBOURS—Net Revenue Account.

Interest Charges	£	Balance from Revenue Account	£
Loan Redemption Charges	174,744	Balance carried to Combined (Railways and Harbours) Net	152,661
	28,446	Revenue Account	50,629
Total	203,190	Total	203,190

ABSTRACT.

2046
13300
11446

Abstract A. Engineering Expenses.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.	CONTRIBUTIONS.			EXPLANATION.		
		No.	£	No.	£			£	£	(a)		(b)	(c)
										Port and Harbours.		New Lines.	Open Lines, Renewals, Betterment & Loan works.
£													
(a) GENERAL SUPERINTENDENCE.													
(1) Chief Engineer ...	1,600	1	1,750	1	1,750	...	...	100	300	250	
Construction Allowance (pensionable) ...	150												
(2) Assistant Chief Engineer ...	1,250	1	1,250	1	1,250	...	...	50	...	200	
(3) District Engineers	840 by 40 to 920	4	3,680	4	3,659	22	...	250	...	1,500	Normal increments.		
Non-pensionable allowance to Dist. Engineer, C.E.D., as Port Engineer	.....	...	80	...	80	...	...	80	...	...	Special Allowance due to additional responsibilities of the Coast Engineering District in connection with Port Maintenance.
(4) Senior Assistant Engineer ...	720 by 80 to 840	1	785	1	750	35	...	...	...	250	Normal increment.
(5) Asst. Engineers...	{ 480 by 20 to 600 } { 600 by 30 to 720 }	10	8,669	16	8,099	570	...	540	1,500	2,850	Normal increments		
(6) Miscellaneous expenses (See Appendix V)...	.....	23	16,214	23	15,687	627	...	1,020	1,800	5,050		
(7) Deduct contributions from:—		23	17,064	23	16,437	627	...	1,020	1,850	5,050			
(a) Port and Harbours ...	1,020	...	...	...	...	...	...	...	...	...
(b) New Lines ...	1,850	...	...	...	...	...	...	...	...	...
(c) Open Lines, Renewals, Betterment and Loan Works ...	5,050	...	7,920	...	7,456	464	...	...	...	...	Due to increased contributions.
Total I.(a) ...	.....	23	9,144	23	8,981	163	...	...	...	...
Total carried over ...	.....	23	9,144	23	8,981	163	...	...	...	...

*Pensionable Post.

A. — (Contd.)

CONTRIBUTIONS.			EXPLANATION.
(a)	(b)	(c)	
Port and Harbours.	New Lines.	Open Lines, "Miscellaneous" Undertakings & Loan Works.	
	£	£	
100	200	400	
...	200	500	
...	200	555	Normal Increments.
...		495	
50	200	1,000	One promotion. See reduction under item 1 (b) (14).
50	150	700	Normal Increments.
...	300	900	See item 1 (b) 12.
25	100	200	New post. At present designated Draughtsman.
...	...	200	Changes in holders of posts.
...	50	80	See reduction under item 1 (b) (18).
...	...	...	See item 1 (b) (17).
...	...	...	Transferred to item 1 (d) (66).
...	...	750	Changes in holders of posts.
...	
...	
225	1,400	5,780	
...	
...	
...	
...	...	200	
225	1,400	5,980	
...	
...	
...	...	...	Due re-assessed contributions.
...	
...	

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.		De-crease.	
		No.	£	No.	£	£	£	£	£
Total brought forward ...	.....	51	12,917	51	13,118	...	...	201	...
I (c). OFFICES, CLERICAL STAFF.—	£								
•(28) Office Assistant to Chief Engineer	600 by 30 to 720	1	600	1	660	50	...	...	...
(29) Office Superintendents ...	500 by 20 to 600	2	1,100	2	1,060	40	...	...	...
(30) Clerks, Class I ...	420 by 20 to 480	5	2,208	5	2,160	48	...	...	...
(31) " " II ...	315 by 18 to 405	4	1,423	4	1,320	103	...	...	...
(32) " " III ...	240 by 15 to 300	1	270	1	255	15	...	...	...
(33) Shorthand Typists, Special Grade...	250 by 18 to 340	3	954	3	901	53	...	...	...
(34) Shorthand Typist,	144 by 12 to 240	1	173	1	190	...	17	...	...
(35) Typists, Class II	120 by 12 to 180	2	240	1	150	150	...	...	...
(36) Learner ...	96 consolidated.	...	...	1	96	...	96	...	...
(37) Clerks, Asian, Special Class ...	Sh. p.m. 140 upwards	5	1,028	5	1,644	...	18	...	...
(38) Clerks (Asian), Class I ...	410 by 20 to 430	11	2,835	11	2,787	48	...	...	...
(39) Clerks (Asian), Class III ...	310 by 20 to 350	4	816	4	765	51	...	...	...
(40) Clerks (Asian), Class IV ...	250 by 15 to 295	11	1,848	10	1,598	250	...	...	...
(41) Clerks (Asian), Class V ...	150 by 15 to 240	27	3,340	27	3,181	159	...	...	...
(42) Clerks (African), Class I ...	95 to 150	3	216	2	147	69	...	...	...
(43) Clerks (African), Class II ...	65 to 50	4	240	4	198	42	...	...	...
(44) Clerks (African), Class III ...	20 to 60	4	144	3	97	47	...	...	...
(45) Messengers and Office Boys ...	10 to 30	18	335	18	335	...	...	...	...
(46) Miscellaneous expenses (See Appendix V) ...	.....	106	18,458	103	17,514	944	...	...	...
	.....	...	700	...	500	200	...	...	...
(47) Deduct contributions from:—		106	19,158	103	18,014	1,144	...	...	...
(a) Port & Harbours	1,159	...	...	...	...	...	...	...	...
(b) New Lines	1,325	...	...	...	...	...	...	...	...
(c) Open Lines, Renewals, Betterment and Loan Works	3,852	...	6,336	...	6,151	...	185	...	...
Total I (c) ...	.....	106	12,822	103	11,863	959	...	...	...
Total carried over ...	.....	157	25,730	154	24,981	748	...	...	...

CONTRIBUTIONS.			EXPLANATION.
(a) Port and Harbours.	(b) New Lines.	(c) Open Lines, Renewals, Betterment and Loan Works.	
£	£	£	
...	
...	150	200	Normal increment.
173	...	300	Normal increments.
150	350	750	Normal increments.
...	50	250	Normal increments and regrading.
...	...	50	Normal increment.
...	50	177	Normal increments. One additional appointment to meet requirements in connection with Capital works.
...	...	...	Not required.
...	200	400	Changes in holders of posts.
352	100	400	Normal increments.
68	100	200	Normal increments.
...	125	125	
313	200	1,000	Normal increments and additional appointments to meet requirements in connection with capital works.
52	...	...
...	
...	
20	...	...
1,126	1,325	3,852	
33	...	...	Anticipated requirements.
1,159	1,325	3,852	
...	
...	
...	...	...	Due to increased contributions.
...	
...	

Abstract (Contd.)

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.		CONTRIBUTIONS			EXPLANATION
		No.	£	No.	£	£	£	(a)	(b)	(c)	
								Port and Harbours	New Lines	Open Lines, Electrical, Boat-plant & Loan Works	
Total brought forward	.....	157	25,739	154	24,981	758	...	£	£	£	
I (2). SUBORDINATE SUPERINTENDENCE—	£										
(48) Senior Permanent Way Inspectors	600	2	1,200	2	1,200	...	...	200	...	...
(49) Permanent Way Inspectors— Class I	500 by 20 to 540	9	4,660	9	4,500	160	...	178	...	...	Normal increments.
(50) " II	390 by 18 to 480	5	2,040	8	3,210	...	1,170	...	...	390	} Changes in holders of posts. One additional appointment to cover increased open mileage.
(51) " III	300 by 18 to 372	5	1,618	1	300	1,318	...	...	...	...
(52) Learner Permanent Way Inspectors	180 by 12 to 240	2	369	2	480	...	111	
(53) Apprentice Permanent Way Inspectors	48 to 120	4	288	3	210	78	...	40	...	...	One additional apprentice for training.
(54) Permanent Way Inspectors, (Asian) Class I	Shs. p.m. 500 by 25 to 600	3	1,085	...	...	...	...	...	...	...	} Regraded into two classes.
(55) " " II	400 by 25 to 500	3	819	6	1,830	44	...	...	...	...
(56) Sub-Permanent Way Inspectors (Asian) Class I	310 by 20 to 350	7	1,409	...	...	...	...	...	...	...	} Regraded into three classes, additional appointments to cover increased open mileage.
(57) " " II	250 by 15 to 295	7	1,190	31	4,349	524	...	...	...	...
(58) " " III	150 by 15 to 240	19	2,334	...	...	...	...	...	...	...
(59) Sub-Permanent Way Inspectors (African)— Class I	95 to 150	10	740	9	619	121	...	...	...	...	} One promotion.
(60) " " II	65 to 90	13	630	14	700	...	70	...	...	...
(61) Senior Inspectors of Works	£ 600	3	1,800	3	1,800	...	...	...	...	1,200	
(62) Inspectors of Works— Class I	500 by 20 to 540	7	3,640	7	3,500	140	...	400	...	2,000	Normal increments.
(63) " " II	390 by 18 to 480	2	947	2	826	121	...	177	...	390	
(64) Apprentice Inspectors of Works	48 to 120	5	428	3	260	166	...	...	...	...	Two additional apprentices for training.
(65) Sanitary Inspectors	{ 360 by 18 to 480 480 by 20 to 540 }	5	1,812	5	1,850	...	38	127	...	...	Part salary only of one Inspector paid by this Department.
Carried over	.....	111	20,047	105	25,664	1,288	...	1,117	...	3,980	
Total carried over	.....	157	25,739	154	24,981	758	...	...	...	...

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-	De-	CONTRIBUTIONS.			EXPLANATION.
		No.	£	No.	£	crease	crease	(a)	(b)	(c)	
						£	£	Port and Harbours.	New Lines.	Open Lines, Renewals, Betterment & Loan Works.	
Total brought forward ...	.....	167	25,739	154	24,981	758	...	£	£	£	
I (d), SUBORDINATE SUPERINTENDENCE (contd.)—											
Brought forward ...	.....	111	28,047	105	25,664	1,283	...	1,117	...	3,980	
(66) Surveyors, Asian	Shs. p.m 350 by 25 to 550	5	1,455	4	1,170	285	...	...	...	170	One appointment transferred from item I (b) 19.
(67) Overseers, Asian Class I	450 by 25 to 550	6	1,020	8	2,380	21	...	180	...	900	} Divided into two grades.
(68) " " IF	350 by 25 to 425	2	481	...	...	...	...	...	...	...
(69) Sub-Overseers, Asian Class I	300 by 15 to 330	5	907	6	960	139	...	...	...	500	
(70) do " II	250 by 15 to 295	...	...	...	...	...	...	...	...	...	} " " three grades.
(71) do " III	150 by 15 to 240	1	132	...	...	...	...	...	...	...
(72) Motor Mechanic, Asian	{ 230 by 15 to 340 { 350 by 25 to 440	1	240	1	255	...	15	...	...	...	} Changes in holders of posts.
(73) Motor Trolley Drivers, Asian	250 by 20 to 400	2	332	2	480	...	11	...	...	...
(74) Caretaker, Headquarters Offices	£ 300	133	32,474	126	30,909	1,565	...	1,297	...	5,550	} Previously shown under contingencies.
(75) Cleaners etc. "	.....	1	300	...	...	300	...	...	...	225	
(76) Miscellaneous expenses (See Appendix V)	.....	29	425	...	...	425	...	...	...	320	
(77) Deduct contributions from:—		...	2,000	...	2,300	...	50	...	...	...	} Estimated requirements.
(a) Port and Harbours	£ 1,297	103	35,109	126	33,209	1,990	...	1,297	...	6,095	
(b) New Lines	.....	...	...	...	...	...	...	...	...	...
(c) Open Lines, Renewals, Betterment and Loan Works	6,095	...	7,302	...	6,798	...	50	...	...	...
Total I.(c)	.....	103	27,807	126	26,411	1,396	...	...	...	...
Total I.	.....	320	53,546	280	51,392	2,154	...	...	...	...	} Due to increased contribution from open lines, Renewals Betterment and Loan Works.
Total carried over	.....	320	53,546	280	51,392	2,154	...	...	...	...

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.		De-crease.	
		No.	£	No.	£	£	£	£	£
Total brought forward	320	53,546	280	51,392	2,154	...	...	...
II. MAINTENANCE AND MINOR RENEWALS OF PERMANENT WAY.—									
(1) (a) Maintenance Gangs	4,826	76,000	4,713	75,347	653	...	...	...
Timekeepers, African	21	1,050	21	1,050	...	...	...	...
(b) Trolley-men and Chainmen	280	5,000	263	4,800	200	...	...	...
(c) Establishment	324	16,000	302	15,100	200	...	...	...
		5,450	98,050	5,299	96,297	1,753	...	...	...
Deduct contribution from									
(a) Port and Harbours	2,283	...	1,904	...	379	...	...
		5,450	95,767	5,299	94,393	1,374	...	...	...
(2) Materials	11,500	...	10,000	1,500	...	...	...
(3) Ballasting	3,500	...	5,000	...	1,500	...	...
(4) Repairs to Formation	8,000	...	8,000	...	...	...	...
		5,450	118,767	5,299	117,393	1,374	...	...	...
Deduct contribution from									
(a) Port and Harbours	180	...	400	220	...	...	...
Total II	5,450	118,587	5,299	116,993	1,594	...	...	...
III. BRIDGES AND CULVERTS									
	4,500	...	3,000	1,500	...	...	...
IV. MAINTENANCE AND MINOR RENEWALS—									
(1) Station Buildings	6,000	...	6,000	...	...	240	...
(2) Station Plant	800	...	800	...	...	90	...
(3) Staff Quarters	13,000	...	13,000	...	...	660	...
(4) Telegraphs	7,840	...	7,187	653	...	...	...
(5) Fire Fighting Appliances	300	...	...	300	...	20	...
		...	27,940	...	26,987	953	...	1,010	...
Deduct contribution from									
(a) Port and Harbours	1,010	...	1,600	590	...	...	...
Total IV	26,930	...	25,387	1,543	...	...	...
Total carried over	5,770	203,580	5,579	196,772	6,797	...	...	...

CONTRIBUTIONS.			EXPLANATION.
(a)	(b)	(c)	
Port and Harbours.	New Lines.	Open Lines, Renewals, Alterations & Loan Works.	
£	£	£	
...	
1,850	Due to increased mileage.
73	
120	Due to increased mileage
200	" " " "
2,283	
...	Due to increased contribution.
...	
90	
45	Estimated requirements
45	
180	Estimated contribution.
...	
...	To overtake arrears.
240	
90	
660	
...	Due to increased mileage.
20	Previously included under other heads.
1,010	Estimated contribution.
...	
...	

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.
		No.	£	No.	£		
Total brought forward	.....	5,770	203,500	5,579	196,772	6,797	...
V. MISCELLANEOUS EXPENDITURE.							
(1) Road-making, Bush-clearing, etc.	.....	...	7,000	...	6,500	500	...
(2) Tools and Plant...	.....	...	6,000	...	6,000	...	...
(3) Repairs to Inland Piers and Docks	.....	...	1,200	...	1,500	300	...
(4) Conservancy—							
(a) Maintenance ...	.....	...	2,200	...	2,500	300	...
(b) Service	.....	...	8,850	...	8,500	350	...
(5) New Minor Works	.....	...	17,500	...	20,000	2,500	...
(6) Water Supplies—							
(a) Maintenance ...	.....	...	400	...	2,000	1,600	...
(b) Service	.....	...	9,000	...	5,000	4,000	...
Deduct contributions from—	£	...	52,150	...	52,000	150	...
(a) Port and Harbours	2,934	...	...	...	...	...	...
(b) New Lines	.....	...	...	...	...	...	...
(c) Open Line Works (Land Account)	1,000	...	3,934	...	5,297	1,363	...
Total V	.....	...	48,216	...	46,703	1,513	...
VI. CONTINGENCIES DUE TO FLOODS AND ACCIDENTS	.....	...	1,000	...	500	500	...
VII. MAINTENANCE OF COASTAL DOCKS, HARBOURS, JETTIES, WHARVES AND QUAYS.—							
(1) Dredging	.....	...	...	...	166	...	166
(2) Jetties, Wharves and Quays	.....	...	210	...	747	...	537
Deduct contribution from—							
(a) Port & Harbours	.....	...	210	...	913	...	703
Total VII	.....	...	...	...	...	...	...
Total carried over	.....	5,770	252,785	5,579	243,975	8,810	...

CONTRIBUTIONS.			EXPLANATION.
(a)	(b)	(c)	
Port and Harbours.	New Lines.	Open Line Works.	
£	£	£	
600	...	1,000 (Land Acct)	Previous provision insufficient.
30	Estimated requirements.
300	Estimated requirements.
1,320	Estimated requirements.
540	Estimated requirements.
60	Previous provision insufficient.
84
2,934	...	1,000	Estimated contribution.
...	Previous provision proved insufficient.
210	Whole amount recoverable from Port.
210	Estimated contribution.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.	CONTRIBUTIONS.			EXPLANATION.
		No.	£	No.	£			(a) Port and Harbours.	(b) New Lines.	(c) Open Lines, Reveries, Inter- ment & Loan Works.	
Total brought forward	5,770	252,785	5,579	243,975	8,810	...	£	£	£	
VIII. MAINTENANCE OF GODOWN AREAS (PORT)	£10	...	1,000	...	760	240	...	...	Anticipated requirements.
Deduct contribution from— (a) Port & Harbours	240	...	1,000	760	...	...	...	...	Estimated contribution.
Total VIII	
IX. PASSAGES OF OFFICIALS	3,300	...	3,300	...	...	100	...	...
Deduct contribution from— (a) Port & Harbours	100	...	100	...	...	...	...	...
Total IX	3,200	...	3,200	...	...	...	...	...
X. PRINTING AND STATIONERY	1,000	...	1,000	...	...	30	...	...
Deduct contribution from— (a) Port & Harbours	30	...	30	...	...	...	...	...
Total X	970	...	970	...	...	...	...	...
TOTAL ABSTRACT A	5,770	250,055	5,579	248,145	8,810	...	...	...	...

Abstract B. Transportation Expenses.

DETAILS.	SCALE.	Estimate 1931.		Estimate, 1930.		In-	De-	EXPLANATION.
		No.	£	No.	£	crease.	crease.	
						£	£	
I (a). SUPERINTENDENCE.	£							
* (1) Superintendent of the Line ...	1,500	1	1,500	1	1,500	...	...
* (2) Divisional Superintendent (Uganda)	1,000 by 50 to 1,200	1	1,200	1	1,200	...	...
* (3) Assistant Superintendent of the Line ...	1,000 by 50 to 1,200	1	1,200	1	1,200	...	...
* (4) Locomotive Superintendents ...	950 by 50 to 1,150	1	1,010	1	950	60	...	Normal increment and adjustment.
* (5) Assistant Superintendent, Headquarters ...	950	1	935	1	950	...	...	Post abolished after 8 months. See item 9.
* (6) Assistant Superintendents, Class I	720 by 30 to 840	3	2,414	2	1,525	889	...	Normal increment.
* (7) District Traffic Superintendent, Class I	720 by 30 to 840	1	810	1	780	30	...	One appointment transferred from Abstract "D" and normal increments.
* (8) District Traffic Superintendents, Class II	720 by 30 to 840	1	810	1	780	30	...	Normal increment.
* (9) Asst. Loco Superintendent ...	600 by 30 to 720	2	1,320	4	2,610	...	1,290	One post abolished. One temporarily in abeyance.
(10) Assistant District Traffic Superintendents ...	480 by 20 to 600	1	320	1	480	...	160	Present appointment transferred to Abstract "C." Additional appointment to be made on retirement of Locomotive Superintendent. See item 4.
* (11) District Loco Superintendents, Class II	480 by 20 to 600	2	1,180	2	1,080	80	...	Normal increments.
(12) Traffic Officers ...	800 by 30 to 720	2	1,312	2	1,250	62	...	Normal increments.
(13) Traffic Inspectors, Class I	480 by 20 to 540	3	1,564	3	1,505	59	...	Normal increments.
(14) " " Class II	500 by 20 to 540	1	400	...	...	...	...	Post abolished after 8 months.
(15) " " Class III	390 by 18 to 480	7	3,005	...	...	...	...
(16) Loco Inspectors, Class II	390 by 18 to 480	3	1,360	1	590	...	...
(17) Carriage and Wagon Inspector, Class I	500 by 20 to 540	1	540	10	4,200	...	...	One post abolished, changes in holders of posts and normal increments.
(18) Traffic Instructors, Class II	420 by 20 to 540	3	1,420	2	600	...	...
(19) Loco Instructor, Class I	420 by 20 to 540	3	1,420	1	600	...	...
(20) Chief Train Controller ...	500 by 20 to 600	1	600	3	1,360	40	...	Normal increments.
(21) Train Controllers	480 by 20 to 600	1	540	1	520	20	...	Normal increment.
(22) Assistant Controller, Class III	390 by 18 to 480	3	1,260	3	1,258	2	...	Normal increments.
(23) Acting Allowances	180 by 15 to 240	1	210	1	190	20	...	Normal increment.
	.....	...	700	...	700	...	...
Total I (a) ...	.....	41	25,360	43	25,908	...	54	
Total carried over ...	.....	41	25,360	43	25,908	...	54	

Abstract B.—(Contd.)

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.	EXPLANATION.
		No.	£	No.	£			
Total brought forward.	.....	41	25,360	43	25,908	...	548	
I (b). Miscellaneous expenses (See Appendix V) ...	.....	...	3,500	...	3,500	...	...
Total I	.....	41	28,860	43	29,408	...	548	
II (a). OFFICES.—	£							
(1) Senior Clerks ...	500 by 20 to 540	2	1,080	2	1,080	...	...
(2) Clerks, Class I...	420 by 20 to 480	7	3,180	7	3,100	80	...	Normal increments.
(3) " " II...	315 by 18 to 405	9	3,352	12	4,164	...	812	One post transferred to B. III(a) and two posts abolished.
(4) " " III...	240 by 15 to 300	2	515	3	720	...	205	} Changes in holders of posts.
(5) " " IV...	180 by 15 to 225	1	100	...	...	190	...	
(6) Junior Clerks ...	Up to 180	4	472	4	444	28	...	Changes in holders of posts, and normal increments.
(7) Shorthand Typists, Special Grade	250 by 18 to 340	2	563	2	540	23	...	Normal increments.
(8) Shorthand Typists	144 by 12 to 240	5	863	4	684	179	...	Additional appointment and normal increments. (See saving under item 5.)
(9) Typist, Class I ...	195 by 15 to 250	1	200	1	195	5	...	Normal increment.
(10) Clerks (Asian), Special Class	Slrs. p.m. 440 upwards	10	3,107	9	2,874	323	...	One post transferred from B III(a) and normal increments.
(11) Clerks (Asian), Class I ...	410 by 20 to 430	11	2,828	12	3,053	...	225	
(12) Clerks (Asian), Class II ...	360 by 20 to 400	6	1,480	10	2,106	...	716	
(13) Clerks (Asian), Class III ...	310 by 20 to 350	7	1,380	3	558	822	...	Seven posts transferred to B III(a). Net increase of two to cover increased work, other changes due to regrading and normal increments.
(14) Clerks (Asian), Class IV ...	250 by 15 to 295	10	1,667	19	3,150	...	1,633	
(15) Clerks (Asian), Class V ...	150 by 15 to 240	27	3,250	22	2,690	560	...	
(16) Clerks (African) Special Class	150 upwards	1	102	9	469	72	...	Promotions and normal increments.
Class I ...	95 to 150	3	213					
Class II ...	65 to 90	5	246					
(17) Messengers and Office Boys ...	10 to 50	35	545	35	545	...	...
(18) Proportion of amount for clerical staff charged to Abstract D. II ...	.....	...	242	...	300	...	24	Anticipated requirements.
Total II (a)	.....	148	25,563	154	26,822	...	1,259	
II (b). Miscellaneous expenses (See Appendix V) ...	.....	...	3,060	...	2,100	960	...	Estimated requirements.
Total II	.....	148	28,623	154	28,922	...	299	
Total carried over	.....	189	57,483	197	58,330	...	847	

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.		De-crease.
		No.	£	No.	£	£	£	
Total brought forward	.....	189	57,483	197	58,330	...	847	
III (a). STATION AND PIER STAFFS.—	£							
(1) Station Masters, Class II	420 by 20 to 460	6	2,084	5	2,126	538	...	
(2) Station Master, Class III	360 by 20 to 400	1	386	4	1,467	...	1,081	
(3) Goods Agent, Class I	480 by 20 to 540	1	540	1	520	£0	...	
(4) Pier Master, Class I	480 by 20 to 500	1	468	...	...	468	...	
(5) Pier Masters, Class II	420 by 20 to 460	...	...	2	865	...	865	
(6) Pier Masters, Class III	360 by 20 to 400	3	1,168	3	1,155	13	...	
(7) Assistant Station Master, Class II	180 by 15 to 240	1	195	1	180	15	...	
(8) Assistant Goods Agents	300 by 18 to 420	2	840	3	1,134	...	294	
(9) Yard Foremen	300 by 18 to 420	3	1,036	3	968	68	...	
(10) Goods Clerk, Class III	180 by 15 to 240	1	210	1	195	15	...	
(11) Clerk, Class I	315 by 18 to 405	1	352	...	...	352	...	
(12) " " " " IV	180 by 15 to 225	1	195	...	...	195	...	
(13) Junior Clerks	Up to 180	4	386	3	350	...	64	
(14) Weighing Machine Inspector	390 by 18 to 480	1	390	1	390	...	...
(15) Traffic Apprentices	.....	6	490	6	569	...	183	
(16) Station Masters (Asian), Special Class	<i>Shs. p m.</i> 470 upwards	3	1,039	3	974	65	...	
(17) Station Masters (Asian), Class I	410 by 20 to 450	23	6,188	18	4,799	1,339	...	
(18) Station Masters (Asian), Class II	360 by 20 to 400	12	2,592	7	1,619	973	...	
(19) Station Masters (Asian), Class III	310 by 20 to 350	70	12,787	69	13,774	...	987	
(20) Station Masters (Asian), Class IV	250 by 15 to 295	32	6,332	48	7,836	...	2,504	
(21) Station Masters (Asian), Class V	210 by 15 to 240	24	2,450	15	2,028	428	...	
(22) Assistant Station Masters (Asian)	150 by 15 to 240	72	8,303	47	6,147	2,246	...	
(23) Station Masters (African), Class II	190 by 10 to 180	5	500	8	680	...	180	
(24) Yard Foremen and Assistants (Asian)	350 by 25 to 450 250 by 15 to 330 150 by 15 to 240	18	2,832	18	2,630	202	...	
(25) Crane Drivers, Fitters, Firemen, etc.	.....	...	800	...	800	...	...
Carried over	.....	201	52,195	206	51,306	829	...	
Total carried over	.....	180	57,483	197	58,330	...	847	

EXPLANATION.

One promotion from Class III and normal increments.

Posts abolished.

Normal increment.

Promotion.

Posts abolished.

Normal increments.

Normal increment.

One post abolished.

Normal increments.

Normal increment.

Post transferred from B. II (a).

Additional appointment to cover increased work.

Normal increments and additional appointment.

Changes in holders of posts.

Normal increments.

A net increase of 26 posts due to regrading. See reduction of 28 posts under item 36.

Normal increments.

(Contd.)

EXPLANATION.

Increased cost due to promotions, regrading, normal increments, and additional services. The numbers shown in the estimates for 1980 were incorrect.

Additional posts and normal increments. See items 26 to 31.

See items 19 to 23.

Normal increments.

Normal increments and promotions. Decrease in numbers due to increased proficiency.

Normal increments. One additional appointment.

B.—(Contd.)

EXPLANATION.

Changes in holders of posts.

Normal increments.

Changes in holders of posts.

Now charged to B. IX (d).

Normal increments.

Estimated requirements.

Increased requirements and normal increments.

Normal increments.

to deal with increased tonnage.

Estimated requirements.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease, De-crease.	
		No.	£.	No.	£.	£.	£.
Total brought forward ...	.....	1,846	242,078	1,884	231,449	10,629	...
IV (a) RUNNING SHED STAFF—	£						
(1) Shed Foremen ...	360 by 18 to 480 480 by 20 to 540	13	3,762	13	3,700	62	...
	<i>Shs. p.m.</i>						
(2) Clerks (Asian), Class III	310 by 20 to 350	2	248	...	...	248	...
(3) Clerks (Asian), Class IV	250 by 15 to 295	3	337	5	570	...	233
(4) Clerks (Asian), Class V	160 by 15 to 240	11	812	11	770	42	...
(5) Clerks (African), Special Class, Class I ...	150 upwards 95 to 150	3	96	3	90	6	...
" " II ...	65 to 90						
" " III ...	20 to 60						
(6) Call Boys and Messengers ...	10 to 30	37	660	12	200	460	...
Total IV (a) ...	.....	69	5,915	44	5,330	585	...
(b) Staff engaged in fuelling, cleaning and care of engines	.....	...	14,190	...	14,000	190	...
(c) Miscellaneous expenses (See Appendix V)	.....	...	234	...	234	...	...
Total IV ...	.....	69	20,339	44	19,564	775	...
Total carried over ...	.....	1,915	262,417	1,928	251,013	11,404	...

EXPLANATION.

Normal increments.

Promotions.

Normal increments.

Normal increments.

A proportion previously charged to other heads.

Normal increments

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-crease	De-crease	EXPLANATION
		No.	£	No.	£	£	£	
Total brought forward ...	...	1,915	262,417	1,928	251,018	11,404	...	
V (a). RUNNING STAFF.—	£							
(1) Guards ...	240 by 18 to 300	13	3,600	18	5,400	...	1,800	Present requirements.
(2) Drivers ...	240 by 18 to 300	70	20,688	65	18,735	1,963	...	To man additional locomotives and normal increments.
(3) Firemen ...	100 by 12 to 170	50	6,081	40	5,570	1,111	...	For training as Drivers. To man additional locomotives and normal increments
(4) Ticket Examiners	240 by 18 to 300	13	3,900	12	3,600	300	...	Additional appointment. See decrease under Guards.
(5) Guards (Asian)...	<i>Sh. p.m.</i> 150 by 15 to 340	112	15,040					
(6) Guards (African)	{ 50 to 110 120 to 150 }	3	190					
(7) Drivers, "A" class (Asian)	{ 250 by 15 to 350 365 by 25 to 450 }	32	6,096					
(8) " " "B" class (Asian)	150 by 15 to 230	21	2,431					
(9) " " Special class (African)	160 by 15 to 230	4	515					
(10) " " "A" class (African)	20 to 150	2	150					
(11) " " "B" class (African)	65 to 60	3	186	589	38,005	890	...	Increase due to additional locomotives. Additional services. See increase under mileage page 45.
(12) Firemen, "A" class (Asian)	100 by 10 to 145	20	1,553					
(13) " " "B" class (Asian)	60 by 10 to 90	80	3,840					
(14) " " "A" class (African)	45 to 60	53	2,050					
(15) " " "B" class (African)	20 to 40	307	6,447					
(16) Ticket Examiners (Asian)	150 by 15 to 340	2	388					
(17) Running Room Cooks, Boys and Equipment ...	.....	...	1,700	...	1,596	104	...	Anticipated requirements.
Total V (a) ...	.....	785	75,474	724	72,906	2,568	...	
(b). Miscellaneous expenses (See Appendix V) ...	.....	...	1,710	...	2,800	...	590	Estimated requirements.
(c). Overtime and trip allowances ...	.....	...	40,480	...	46,000	3,480	...	Anticipated requirements.
Total V ...	.....	785	120,664	724	121,206	5,458	...	
Total carried over ...	.....	2,700	389,081	2,652	372,219	16,862	...	

(Contd.)

EXPLANATION.

Anticipated requirements. Previous provision insufficient.

Anticipated requirements.

Anticipated requirements to deal with increased stock.

Increased requirements.

Estimated requirements.

Increased requirements.

Post transferred from B III(a) (No. 46).

Increased requirements.

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.
		No.	£	No.	£		
Total brought forward.	....	2,700	663,185	2,652	615,369	47,816	...
XII. CATERING.	£						
(a) (1) Catering Manager	720 by 30 to 840	1	840	1	810	30	...
(2) Assistant Catering Managers	{ 360 by 18 to 480 480 by 20 to 540 }	2	1,000	2	1,040	20	...
(3) Catering Inspector	360 by 18 to 480	...	...	1	360	...	360
(4) Clerk, Class II...	315 by 18 to 405	1	358	1	340	18	...
(5) Clerks (Asian), Class I	<i>Shs. p.m.</i> 410 by 20 to 430	...	...	1	258	...	258
(6) " " II	360 by 20 to 400	1	235	1	220	15	...
(7) " " III	310 by 20 to 350	1	186	...	...	186	...
(8) " " IV	250 by 15 to 295	...	...	1	165	...	165
(9) " " V	150 by 15 to 240	8	895	7	695	200	...
(10) Inspecting Steward (Asian)	220 by 15 to 350	1	204	1	195	9	...
(11) Chief Steward & Cook Class I	260 upwards	1	162	...	...	162	...
(12) Chief Stewards & Cooks Class II	200 by 15 to 250	12	1,838	12	1,678	168	...
(13) Chief Stewards & Cooks Class III	150 by 10 to 200	17	1,894	18	1,758	136	...
(14) Asst. Stewards & Cooks, Class I	130 by 10 to 140	5	428	10	800	...	372
(15) do. do. II	110 by 10 to 120	22	1,618	4	280	1,338	...
(16) do. do. III	80 by 10 to 100	12	680	32	1,723	...	1,043
(17) Cooks & Stewards (African), Class I	65 upwards	3	135	2	96	39	...
(18) do do II	40 to 60	8	249	11	342	...	93
(19) Table Boys and Train Boys— Class—I	45 upwards	80	750	66	987	...	237
" " II	30 to 40						
" " III	16 to 28						
(20) Catering Assts. "B" (African)	Up to 30	65	600	50	490	110	...
(21) Office Boys	10 to 30	5	48	5	42	6	...
Total XII (a) ...	.....	225	12,178	226	12,279	...	101
(b) Equipment and Uniforms ...	.....	...	1,500	...	1,800	...	300
(c) Stores, Liquors, Licences, ...	.....	...	20,000	...	26,000	...	6,000
Carried over ...	.....	225	30,078	226	40,079	...	401
Total carried over ...	.....	2,700	663,185	2,652	615,369	47,816	...

* Pensionable Post.

EXPLANATION
Normal increment.
Normal increment.
Post abolished.
Normal increment.
Post abolished.
Normal increment.
Promotion from Class IV.
See item 7.
Normal increments and one increase. See reduction under item 5.
Normal increment.
Promotion from Class II.
Normal increments and one promotion from Class III.
Normal increments.
Regrading and normal increments.
A reduction of seven posts due to reorganisation.
Normal increments and one promotion from Class II.
Reduction in number required.
Reduction in staff.
Increased requirements.
Normal increments.
Anticipated requirements.

B. — (Contd.)

EXPLANATION.

Normal increments.

Increased Output.

} Estimated requirements.

} Estimated requirements.

Previously charged to B. XII (a).
" " B. XII (d).

Previously charged to B. XIV.

Estimated requirements.

Estimated requirements.

Anticipated requirements.

Abstract C.—Maintenance of Engines and Rolling Stock.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.
		No.	£	No.	£		
I (a). GENERAL SUPERINTENDENCE—	£						
* (1) Chief Mechanical Engineer	1,350	1	1,350	1	1,350	...	...
* (2) Works Manager	1,000	1	1,000	1	1,000	...	...
* (3) Works Accountant	720 by 30 to 840	1	750	1	840	...	90
* (4) Assistant Works Manager	720 by 30 to 840	1	750	1	720	30	...
* (5) Assistant Loco Superintendent	{ 450 by 20 to 600 } { 600 by 30 to 720 }	1	600	...	...	600	...
(6) Senior Foreman	480 by 20 to 600	1	600	1	550	20	...
(7) Chief Locomotive Draughtsman	600 by 30 to 720	1	690	1	660	30	...
(8) Miscellaneous expenses, (See Appendix V)	.....	...	800	...	850	...	50
Total I (a)	.....	7	6,540	6	6,000	540	...
I (b). SUPERINTENDENCE—							
(9) Loco Inspectors, and Carriage and Wagon Inspectors Class I	500 by 20 to 540	4	2,102	5	2,660	...	558
(10) Loco Inspectors, and Carriage and Wagon Inspectors Class II	390 by 18 to 450	2	852	3	1,298	...	444
(11) Foremen	{ 444 by 18 to 480 } { 480 by 50 to 540 }	15	7,627	15	7,314	313	...
(12) Trial Driver	240 by 18 to 300	1	204	1	276	18	...
(13) Proportion of salaries of Shed Foremen	.....	...	1,631	...	1,550	...	69
(14) Miscellaneous expenses (See Appendix V)	.....	...	1,850	...	1,550	300	...
Total I (b)	.....	22	14,956	24	15,046	...	490
Total carried over	.....	27	21,093	20	21,046	50	...

EXPLANATION.
Change in holder of post.
Normal increment.
Post transferred from Abstract "B".
Normal increment.
Normal increment.
Anticipated requirements.
Decrease due to reorganisation.
Normal increments.
Normal increment.
Anticipated requirements.
Anticipated requirements.

* Reproduced from...

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
Total brought forward	.....	29	21,086	30	21,046	50	...
I (c) OFFICES	£						
(15) Senior Draughtsman	500 by 20 to 600	1	542	1	522	20	...
(16) Junior Draughtsman, Class I	390 by 18 to 480	1	390	1	390	...	...
(17) " " " II	300 by 18 to 372	1	300	1	356	...	56
(18) Clerks—Class I	420 by 20 to 480	2	860	1	420	440	...
(19) " " " II	315 by 18 to 405	2	791	3	1,161	...	370
(20) " " " III	240 by 15 to 300	1	285	1	270	15	...
(21) " " " IV	180 by 15 to 225	...	...	1	180	...	180
(22) Junior Clerk, ...	Up to 180	1	148	...	...	148	...
(23) Shorthand Typists	144 by 12 to 240	2	288	...	...	288	...
(24) Clerks (Asian), Special Class	S/s. p.m. 440 upwards	4	1,218	4	1,146	72	...
(25) Clerk (Asian), Class I	410 by 20 to 430	1	254	...	...	254	...
(26) Clerks (Asian), Class II	360 by 20 to 400	2	460	2	468	...	8
(27) Clerks (Asian), Class III	310 by 20 to 350	7	1,360	4	804	546	...
(28) Clerks (Asian), Class IV	250 by 15 to 295	6	1,001	7	1,185	...	184
(29) Clerks (Asian), Class V	150 by 15 to 240	15	1,962	18	2,089	...	126
(30) Proportion of salaries of Shed Clerks (Asian)		...	747	...	680	67	...
(31) Clerks (African) Class I	95 to 150	...	...	...	...	...	...
" " " II	65 to 90	13	858	14	895	...	39
" " " III	20 to 80	...	...	...	...	...	...
(32) Office Boys and Messengers	10 to 30	9	162	9	160	2	...
(33) Miscellaneous expenses (See Appendix V.)		...	1,950	...	1,750	200	...
(34) Drawing materials and instruments		...	300	...	300	...	...
Total I (c) ...	.....	68	19,664	66	12,185	1,479	...
Total I.	.....	97	34,760	96	33,231	1,529	...
II. MAINTENANCE OF ENGINEE							
(a) Wages	.....	...	78,842	...	75,000	3,842	...
(b) Materials	.....	...	95,832	...	40,000	...	4,168
Total II.	.....	...	114,474	...	115,000	...	526
III. MAINTENANCE OF COACHING STOCK							
(a) Wages	.....	...	18,250	...	15,000	3,250	...
(b) Materials	.....	...	13,838	...	13,000	338	...
Total III.	.....	...	31,588	...	28,000	3,588	...
Total carried over	.....	97	180,822	96	176,231	4,591	...

EXPLANATION.

Normal increment.

Promotion and additional appointment due to increased work.

One promotion and normal increment.

Normal increment.

Post abolished.

Previously shown as clerk class IV.

Two additional appointments due to increased work.

Normal increments.

Changes of Grades and normal increments.

Normal increments.

One post abolished.

Normal increments.

Anticipated requirements.

Anticipated requirements.

Increase in number of Coaches and overdue repairs.

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
Total brought forward	97	180,822	96	176,281	4,591	...
IV. MAINTENANCE OF GOODS STOCK—							
(a) Wages	33,006	...	29,000	4,006	...
(b) Materials	27,324	...	26,000	1,324	...
Total IV	80,330	...	55,000	5,330	...
V. MAINTENANCE OF MACHINERY, TOOLS, PLANT, PUMPS, ETC.	13,539	...	14,000	...	461
VI. TRAINING AFRICAN APPRENTICES	1,250	...	2,000	...	750
VII. PRINTING AND STATIONERY	780	...	650	130	...
VIII. PASSENGES OF OFFICIALS AND REPATRIATION OF ASIATIC LABOUR	8,000	...	8,000	...	...
IX. NEW MINOR WORKS AND IMPROVEMENTS—							
(a) New Minor Works	1,750	...	2,000	...	250
(b) Alterations and Improvements	4,284	...	3,000	1,284	...
Total IX	6,034	...	5,000	1,034	...
TOTAL ABSTRACT C	97	270,755	96	260,881	9,874	...

EXPLANATION.

Increased output and overdue repairs.

Estimated requirements.

Anticipated requirements.

Anticipated requirements, Additional statistics being maintained.

Anticipated requirements.

Abstract D.—General Charges.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
						£	£
I. ADMINISTRATION.							
(a) (1) His Excellency the High Commissioner for Transport			1,000		1,000		
(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			400		400		
(4) Expenses of Railway Secretariat			1,500		1,500		
(5) Miscellaneous expenses— His Excellency the High Commissioner and Staff. (See Appendix V)			300		300		
Total I (a)			4,200		4,200		
(b) Expenses of Railway Advisory Council			550		750		200
(c) Consulting Engineers' fees and Crown Agents' Commission			1,500		1,500		
Total I			6,250		6,450		200
Total carried over			6,250		6,450		200

EXPLANATION.

Estimated requirements.

*Pensionable Post.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
						£	£
Total brought forward...	...	...	6,250	...	6,450	...	200
II (a). MANAGEMENT.—	£						
* (1) General Manager	2,500	1	2,500	1	3,000	...	500
* (2) Pensionable Allowance to Deputy General Manager	.....	.....	100	...	100	...	...
* (3) Chief Assistant to General Manager	1,250	1	1,250	1	1,250	...	...
* (4) Legal Adviser ...	950 by 50 to 1,150	1	1,120	1	1,070	50	...
* (5) Administrative Assistant ...	{ 720 by 30 to 840 840 by 40 to 920 }	1	840	1	840	...	...
* (6) Administrative Assistant (Commercial) ...	720 by 30 to 840	...	...	1	780	...	780
Total II (a) ...	.....	4	5,810	5	7,040	...	1,230
(b). OFFICE.—							
(7) Senior Clerks	500 by 20 to 540	3	1,580	3	1,540	40	...
(8) Clerks, Class I	420 by 20 to 460	3	1,303	3	1,330	63	...
(9) " " II	315 by 18 to 405	4	1,483	6	2,090	...	607
(10) " " III	240 by 15 to 300	1	300	1	290	10	...
(11) Junior Clerks ...	Up to 180	3	402	3	340	62	...
(12) Shorthand Typists, Special Grades	250 by 18 to 340	3	780	2	520	260	...
(13) Shorthand Typists	144 by 12 to 240	3	685	4	785	...	100
(14) Telephonists, Class II	120 by 12 to 180	2	276	2	260	16	...
(15) Librarian, (Clerk, Class II)	315 by 18 to 405	1	300	1	360	30	...
Carried over ...	.....	23	7,299	25	7,515	...	226
Total carried over ...	.....	4	5,810	5	7,040	...	1,230
		...	6,250	...	6,450	...	200

*Pensionable Post.

D.—(Contd.)

EXPLANATION.
Reduction in salary of post.
Normal increment.
Post transferred to Abstract "B."
Normal increments.
Normal increments.
Estimated requirements.
Normal increment.
Normal increments. Proportion chargeable to Abstract "A" & "B."
One promotion from Shorthand Typist.
See item 12.
Normal increments. Proportion chargeable to Abstract "A" "B" & D III.
Regrading.

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
Total brought forward...	...	...	0,250	...	6,450	...	200
II (a). MANAGEMENT.—	£						
* (1) General Manager	2,500	1	2,500	1	3,000	...	500
* (2) Pensionable Allowance to Deputy General Manager	.....	....	100	....	100	...	...
* (3) Chief Assistant to General Manager	1,250	1	1,250	1	1,250	...	...
* (4) Legal Adviser ...	950 by 50 to 1,150	1	1,120	1	1,070	50	...
* (6) Administrative Assistant ...	{ 720 by 30 to 840 840 by 40 to 920 }	1	840	1	840	...	...
* (6) Administrative Assistant (Commercial) ...	720 by 30 to 840	...	...	1	780	...	780
Total II (a) ...	.....	4	5,810	5	7,040	...	1,230
(b). OFFICE.—							
(7) Senior Clerks	500 by 20 to 540	3	1,580	3	1,540	40	...
(8) Clerks, Class I	420 by 20 to 480	3	1,303	3	1,330	63	...
(9) " " II	315 by 18 to 405	4	1,483	6	2,090	...	607
(10) " " III	240 by 15 to 300	1	300	1	290	10	...
(11) Junior Clerks ...	Up to 180	3	402	3	340	62	...
(12) Shorthand Typists, Special Grade	250 by 18 to 340	3	780	2	520	260	...
(13) Shorthand Typists	144 by 12 to 240	3	685	4	785	...	100
(14) Telephonists, Class II	120 by 12 to 180	2	276	2	260	16	...
(15) Librarian, (Clerk, Class II)	315 by 18 to 405	1	390	1	360	30	...
Carried over ...	.....	23	7,239	25	7,515	...	226
Total carried over ...	.....	4	5,810	5	7,040	...	1,230
		...	6,250	...	6,450	...	200

*Pensionable Post.

EXPLANATION.
Reduction in salary of post.
Normal increment.
Post transferred to Abstract "B."
Normal increments.
Normal increments.
Estimated requirements.
Normal increment.
Normal increments. Proportion chargeable to Abstract "A" & "B."
One promotion from Shorthand Typist.
See item 12.
Normal increments. Proportion chargeable to Abstract "A" "B" & D III.
Regrading.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.
		No.	£	No.	£		
Total brought forward	.....	...	6,250	...	6,450	...	200
	.....	4	5,810	5	7,040	...	1,230
II (b). OFFICE—contd.							
Brought forward	.....	23	7,289	25	7,515	...	226
	<i>Shs. p.m.</i>						
(16) Clerk (Asian) Special Class	440 upwards	1	282	1	270	12	...
(17) Clerks (Asian), Class I	410 by 20 to 430	1	200	1	260	...	...
(18) " " III	310 by 20 to 350	...	...	1	190	...	190
(19) " " V	150 by 15 to 240	4	548	3	380	168	...
(20) Office Boys and messengers	10 to 30	15	225	5	90	135	...
(21) Miscellaneous expenses (See Appendix V)	.....	...	1,500	...	1,750	...	250
(22) Expenses incurred on account of Distinguished Visitors	.....	...	500	...	500	...	...
(23) Printing and Stationery	.....	...	1,200	...	1,200	...	...
Deduct	.....	44	11,804	36	12,155	...	351
	.....	...	845	...	300	...	245
Total II (b)	.....	...	11,259	36	11,855	...	596
c). (24) PASSAGES OF OFFICIALS							
Total	.....	48	18,309	41	20,895	...	2,526
(25) Deduct contribution by Port and Harbours	.....	...	4,514	...	4,960	446	...
Total II (a) (b) & (c)	.....	48	13,855	41	15,935	...	2,080
Total carried over	.....	48	13,855	41	15,935	...	2,080
	.....	...	6,250	...	6,450	...	200

EXPLANATION.
Normal increment.
Replaced by Clerk Class V.
Normal increments. One Clerk replaces Class V.
Previously underestimated. Proportion chargeable to Abstracts A and B.
Estimated requirements.
Proportion of salaries of Telephonists, Despatchers and messengers chargeable to Abstract A, B and D III.
Estimated requirements.

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-	De-	EXPLANATION.
		No.	£	No.	£	crease.	crease.	
Total brought forward	.....	...	6,250	....	6,450	...	200	
	.....	48	13,855	41	15,935	...	2,080	
II (d). ESTATES OFFICE.—	£							
(26) Estates Officer ...	840 by 40 to 920	1	920	1	880	40	...	Normal increment.
(27) Office Assistant to Estates Officer	500 by 20 to 600 *600 by 30 to 720	1	630	1	580	50	...	* Personal to present holder. Normal increment.
(28) Land Surveyor ...	480 by 20 to 600 600 by 30 to 720	1	618	1	618	30	...	Normal increment.
(29) Assistant Land Surveyor ...	480 by 20 to 600	1	480	...	...	480	...	Additional appointment to cover land title surveys of new lines and extensions which are still much in arrears.
(30) Survey Assistants	390 by 18 to 480 480 by 20 to 540	2	810	2	861	...	4	Change in holders of posts.
(31) Junior Draughtsman, Class I	390 by 18 to 480	1	415	1	426	367	...	Normal increment. One additional appointment see item 29.
(32) Junior Draughtsman Class II	300 by 18 to 372	1	307	...	...	...	...
(33) Shorthand Typist Special Grade	250 by 18 to 340	1	250	...	...	250	...	Promotion. See saving under Item 35.
(34) Shorthand Typist	141 by 12 to 240	1	213	1	190	23	...	Change in holder of post.
(35) Clerk, Class IV ...	180 by 15 to 225	...	...	1	195	...	195	Post now abolished. See item 33.
(36) Junior Clerk ...	Up to 180	1	150	...	...	150	...	Additional appointment to cover increased work.
(37) Headmen ...	Shs. p.w. 20 to 60	4	90	4	90	...	...
(38) Chainmen ...	20 to 40	...	...	...	...	...	...
(38) Porters and Office Boys	10 to 30	24	300	18	270	90	...	Increased requirements in the field.
(39) Accounts Office Charges	.....	...	120	...	120	...	...
(40) Miscellaneous expenses (See Appendix V)	.....	...	1,500	...	1,150	350	...	Anticipated requirements to deal with larger programme.
(41) Survey Equipment & Instruments	.....	...	200	...	50	150	...	Anticipated requirements.
(42) Passages of Officials	.....	...	300	...	185	115	...	" "
(43) Deduct contribution by Port and Harbours	.....	39	7,400	30	5,615	1,815	...	
(44) Deduct contribution from Land Account and New Lines	.....	...	1,000	...	870	...	130	Estimated contributions.
	.....	...	5,400	...	3,500	...	1,900	
Total II (d)	.....	39	1,680	30	1,215	...	185	
Total II	.....	67	14,915	71	17,180	...	2,265	
Total Carried over	.....	67	21,165	71	23,630	...	2,465	

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-crease	De-crease
		No.	£	No.	£		
Total brought forward		87	21,165	71	23,630	...	2,465
III (a) AUDIT AND ACCOUNTS.—	£						
* (1) Chief Accountant	1,400	1	1,500	1	1,500	...	...
* Pensionable Allowance	100	...	...	...	...	...	...
* Pensionable Allowance as Deputy General Manager	100	...	...	...	...	...	...
* (2) Deputy Chief Accountant	950 by 50 to 1,100	1	987	1	1,150	...	163
* (3) Revenue Accountant	(720 by 30 to 840) (840 by 40 to 920)	1	880	1	840	40	...
* (4) Senior Assistant Accountant	720 by 30 to 840	1	840	1	840	...	...
* (5) Assistant Accountants	(480 by 20 to 600) (600 by 30 to 720)	3	1,978	3	1,730	...	52
* (6) Proportion of salary of Port Accountant		...	250	...	240	10	...
(7) Deduct Contributions from Sines under construction		7	6,135	7	6,300	...	165
		...	100	...	100	...	...
Total III (a)		7	6,035	7	6,200	...	165
(b) LOCAL AUDIT DEPARTMENT.—							
(8) Fixed contribution		...	4,923	...	5,000	...	77
(c) OFFICE.—							
(9) Senior Clerks	500 by 20 to 540	4	2,252	4	2,165	87	...
(10) Travelling Inspectors of Accounts	360 by 18 to 480	4	1,912	4	1,768	146	...
(11) Stock Verifiers	360 by 18 to 480 480 by 20 to 540	4	1,928	4	1,928	...	...
(12) Clerks, Class I	420 by 20 to 480	7	3,080	7	2,940	140	...
(13) " " " " II	315 by 18 to 405	10	3,958	10	3,770	188	...
(14) " " " " III	240 by 15 to 300	1	300	1	300	...	...
(15) " " " " IV	180 by 15 to 225	2	450	9	2,025	...	1,575
(16) Shorthand Typists	144 by 12 to 240	3	492	...	...	492	...
(17) Typist, Class I	195 by 15 to 250	1	240	...	...	240	...
(18) " " " " II	120 by 12 to 180	4	610	...	...	610	...
(19) Junior Clerks	Up to 180	3	495	3	495	...	...
Carried over		43	15,715	42	15,389	326	...
Total carried over		7	10,958	7	11,200	...	242
		87	21,165	71	23,630	...	2,465

* Pensionable Post

EXPLANATION.
See Abstract D. II (a) (2)
Change in holder of post.
Normal increment.
Change in holder of post.
See Abstract H. 6. (a). (2).
Estimated requirement.
Normal increments.
Normal increments and changes in holders of posts.
Normal increments.
Normal increments.
Reduction in number of Clerks Class IV and increase under Typists Grades. One additional Junior Clerk for training.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
Total brought forward ...	.....	87	21,165	71	23,630	...	2,465
	.....	7	10,958	7	11,200	...	242
III. AUDIT AND ACCOUNTS							
<i>(Contd.)</i>							
<i>(c). OFFICE—(contd)</i>							
Brought forward ...	.....	43	15,715	42	15,389	326	...
	<i>Shs. p.m.</i>						
(20) Clerks (Asian), Special Class ...	440 upwards	9	3,270	8	2,954	316	...
(21) Clerks (Asian), Class I	410 by 20 to 430	29	7,904	30	7,924	80	...
(22) " " II	360 by 20 to 400	7	1,700	7	1,935	235	...
(23) " " III	310 by 20 to 350	50	9,500	50	9,485	15	...
(24) " " IV	250 by 15 to 295	41	6,450	41	6,450	...	...
(25) " " V	150 by 15 to 240	60	6,900	55	6,780	120	...
(26) Clerks & Learners (Africans)							
Class I	{ 95 to 150	12	720	12	720	...	...
" II	{ 65 to 90						
" III	{ 20 to 60						
(27) Messengers ...	10 to 30	18	340	16	290	50	...
(28) Miscellaneous expenses (See Appendix V)	.....		7,400		6,150	1,250	...
	.....	269	59,899	260	57,977	1,922	...
(29) Deduct amount debited to Pro- vident Fund ...	.....		1,600		1,600	...	...
(20) Deduct contribu- tion from Lines under con- struction ...	.....		800		1,000	200	...
(31) Deduct contribu- tion from other Departments for Mechanical Accounting ...	.....		1,300		...	...	1,300
Total III (c) ...	.....	269	58,199	260	55,377	322	...
Carried over ...	.....	276	67,157	267	66,577	580	...
Total carried over ...	...	87	21,165	71	23,630	...	2,465

EXPLANATION.
Normal increments and one promotion from Clerk Class I.
Due to changes in holders of posts.
Normal increments.
Normal increments and additional appointments necessary to meet the requirements of services.
Normal increments and additional appointments for Branch Offices and Mechanical Accounting Section.
Estimated requirements.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In- ^a crease.	De-crease.
		No.	£	No.	£	£	£
Total brought forward ...	.....	87	21,185	71	24,630	...	2,465
III. AUDIT AND ACCOUNTS							
—Contd.							
Brought forward ...	... ..	276	67,157	267	66,577	580	...
(d). CASH OFFICE.—	<i>Shs. p.m.</i>						
(32) Clerks (Asian), Special Class	440 upwards	6	2,140	5	1,850	290	...
(33) Clerks (Asian), Class I ...	410 by 20 to 430	3	774	3	774		...
(34) Clerks (Asian), Class II ...	360 by 20 to 400	3	720	3	684	36	...
(35) Clerks (Asian), Class III ...	310 by 20 to 350	2	396	2	372	24	...
(35) Clerks (Asian), Class IV ...	250 by 15 to 295	5	823	5	777	46	...
(37) Messengers ...	10 to 30	9	370	8	820	50	...
	... ..	28	5,222	26	4,777	445	...
(38) Travelling Allowances ...	.....	...	190	...	175	15	...
(39) Miscellaneous expenses (See Appendix V)	.....	...	300	...	275	25	...
Total III (d) ...	.....	28	5,712	26	5,227	485	...
(e). PRINTING AND STATIONERY ...	.....	...	1,000	...	1,000	...	...
(f). PASSAGES OF OFFI- CIALS ...	.....	...	2,700	...	2,500	200	...
Total III ...	.....	294	78,569	293	75,004	1,565	...
IV. WATCH AND WARD—							
(a) Railway Police ...	.....	...	10,521	...	10,659	...	138
(b) Railway Watchmen	.....	...	4,600	...	4,950	...	...
Total IV ...	.....	...	15,421	...	15,559	...	138
V.—POSTAL TELEPHONE AND TELEGRAPH SERVICES							
.....	.....	...	3,750	...	3,500	250	...
Total carried over ...	.....	391	116,953	364	117,693	...	788

(Contd.)

EXPLANATION.

One additional appointment required for new services and normal increments.

Normal increments.

Normal increments.

Normal increments.

Normal increments and one additional appointment.

Anticipated requirements.

Anticipated requirements.

Anticipated requirements.

Anticipated requirements.

Anticipated requirements.

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.	EXPLANATION.
		No.	£	No.	£	£	£	
Total brought forward		391	116,905	364	117,693	...	788	
VI. PUBLICITY								
(a) (1) Publicity Officer	600 by 30 to 720	1	624	1	600	24	...	Normal increment.
(2) Clerk, Class II.	315 by 18 to 405	1	333	1	315	18	...	Do do.
(3) Local Advertising	.....	.....	500	.....	500	500	...	Anticipated requirements.
(4) Miscellaneous expenses (See Appendix V)	.....	.....	220	.....	150	70	...	
Total VI (a)	.....	2	1,677	2	1,065	612	...	
(b) London Office and Public Advertising								
(1) Contribution to London Office	.....	.....	2,500	.....	5,000	1,000	...	Restricted advertising in view of necessity for economy.
(2) Salary of Special Railway Officer	.....	1	693	.....	807	.....	...
(3) Advertising	.....	.....	4,000	.....	5,000	1,000	...	
Total VI (b)	.....	1	775	.....	175	175	...	No provision made previously.
(c) Passages of Officials	.....	3	5,852	2	6,065	213	...	
Total VI	.....	.....	.....	.....	.....	.....	.....
VII. FURNITURE & EQUIPMENT FOR STAFF QUARTERS, ETC.	.....	.....	3,300	.....	3,300	.....	.....
VIII. MEDICAL SERVICES								
(1) Medical Officer	920 by 40 to 1,000	1	1,000	1	980	20	...	Normal increment.
(2) Allowances and payment in respect of leave, passage, etc.	.....	.....	700	.....	700	.....	...
(3) Sanitary Inspectors	372 by 18 to 480	2	780	2	800	20	...	Change in holders of Post.
(4) Sub-Assistant Surgeons	.....	4	1,600	4	1,600	.....	...
(5) Railway Hospital (Makindu)	.....	.....	300	.....	300	.....	...	Estimated requirements. New service not previously provided for.
(6) Menial Staff, travelling and house allowances	.....	.....	570	.....	300	270	...	Estimated requirements.
Deduct	.....	7	4,950	7	4,880	70	...	
Total VIII	.....	7	4,817	7	4,880	487	...	One-third salary of Sub-Assistant Surgeon, Kilindini, chargeable to Post & Harbour. (Abstract I. II).
TOTAL ABSTRACT D.	.....	401	130,874	373	131,488	614	...	

*Pensionable Post.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease, De-crease.	
		No.	£	No.	£	£	£
I (a). GENERAL SUPER-INTENDENCE—	£						
* (1) Marine Superintendent ...	1,200	1	1,200	1	1,200	...	...
* (2) Assistant Marine Superintendent	840 by 40 to 920	1	920	1	920	...	...
* (3) Chief Marine Engineer and Works Manager	840 by 40 to 920	1	920	1	920	...	...
* (4) Engineer in charge Lake Kioga ...	720 by 30 to 840	1	840	1	840	...	...
Total I (a) ...	.....	4	3,880	4	3,880	.....	.....
(b). HEAD OFFICE STAFF—	£						
(5) Junior Clerk ...	Up to 160	...	...	1	168	...	163
(6) Clerks (Asian), Special Class...	440 upwards	2	600	2	564	36	...
(7) Clerks (Asian), Class I ...	410 by 50 to 430	2	504	...	...	504	...
(8) Clerk (Asian), Class II ...	360 by 50 to 400	1	237	3	684	...	447
(9) Clerk (Asian), Class III ...	310 by 50 to 350	1	168	1	168	10	...
(10) Clerks (Asian), Class IV ...	250 by 15 to 295	4	635	2	312	323	...
(11) Clerks (Asian), Class V ...	150 by 15 to 210	4	548	6	768	...	219
(12) Clerks (African) Class I ...	$\left. \begin{array}{l} 55 \text{ to } 150 \\ 25 \text{ to } 50 \\ 20 \text{ to } 60 \end{array} \right\}$	8	480	7	420	60	...
Class II ...							
Class III ...							
(13) G.Ee Boys and Messengers ...	10 to 30	4	72	4	72	...	...
(14) Miscellaneous expenses (See Appendix V)	.....	...	400	...	500	...	100
Total I (b) ...	.....	26	3,672	26	3,692	...	20
Total I ...	.....	30	7,552	30	7,572	...	50
Total carried over ...	.....	30	7,552	30	7,572	...	50

EXPLANATION.

Scale Personal to present holder of post.

Will be replaced by Native Clerk.

Regrading and normal increments.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.
		No.	£	No.	£		
Total brought forward ...	.....	30	7,552	30	7,572	...	20
II. SUBORDINATE SUPER-INTENDENCE—							
(1) Foremen ...	{ 444 by 18 to 480 480 by 20 to 540 }	2	915	2	828	87	...
Total II ..	.....	2	915	2	828	87	...
III. RUNNING EXPENSES—							
(a) SUPERINTENDENCE—							
* (1) Commanders ...	720 by 30 to 840	4	3,180	3	2,430	750	...
* (2) Chief Officers ...	600 by 30 to 720	3	2,060	3	2,010	50	...
(3) Second Officers ...	{ 390 by 18 to 480 480 by 20 to 600 }	8	3,720	8	3,578	142	...
* (4) Chief Engineers ...	800 by 30 to 720	4	2,880	5	3,600	...	720
(5) Second Engineers	{ 390 by 18 to 480 480 by 20 to 600 }	14	7,240	15	6,892	348	...
(6) Allowances to Engineers-in-charge of vessels ...	40 to 50	...	400	...	400	...	...
Total III (a) ...	.....	33	19,480	32	18,910	570	...
Carried forward ...	.....	33	19,480	32	18,910	570	...
Total carried forward ...	.....	32	8,467	32	8,400	67	...

*Pensionable Post.

EXPLANATION.

Normal increments.

Increase of one Commander for "Robert Coryndon"

Normal increments.

Reduction to meet requirements.

Increase of one for "Robert Coryndon".

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
						£	£
Total brought forward ...	.....	32	8,467	32	8,400	67	...
III. RUNNING EXPENSES.—							
<i>(cont'd).</i>							
Brought forward ...	.....	33	19,480	32	18,910	570	...
(5) (7) Tug Masters (Asian)	<i>Shs. p.m.</i> {250 by 15 to 330 350 by 25 to 500}	4	960	4	930	30	...
(8) Tug Masters and Pilots (African)	{95 to 150 150 to 90}	20	1,125	20	900	225	...
(9) Third Engineers (Asian)	{150 by 15 to 300 320 by 25 to 450}	15	2,850	15	2,730	114	...
(10) Third Engineers (African)	{95 to 150 145 to 90}	20	1,175	20	1,000	175	...
(11) Mates (Asian)	150 by 15 to 250	5	625	5	636	11	...
(12) Mates (African)	45 to 60	3	100	3	100	...	...
(13) Steamer Clerks (Asian) Class I	410 by 20 to 430	2	516	2	516	...	...
(14) " " " III	310 by 20 to 350	3	570	2	372	198	...
(15) " " " IV	250 by 15 to 295	8	1,465	7	1,125	340	...
(16) " " " V	150 by 15 to 240	10	1,400	14	1,860	460	...
(17) Clerks (African) Class I	{95 to 150 65 to 90 20 to 60}	3	120	5	150	30	...
(18) Deck, Engine Room Crews, etc. ...	.....	...	12,600	...	12,500	...	...
Total III L ...	.....	94	23,400	97	22,825	575	...
(c) Miscellaneous expenses (See Appendix V) ...	.....	...	500	...	500	...	...
Total III ...	.....	127	43,380	129	42,285	1,095	...
IV. MAINTENANCE.—							
(a) Vessels ...	.....	...	16,000	...	15,000	...	...
(b) Machinery in Shops	.....	...	800	...	900	...	...
(c) Tools and Plant...	.....	...	400	...	500	...	100
(d) Training of African Apprentices ...	.....	...	400	...	700	...	300
Total IV ...	.....	...	16,700	...	17,100	...	400
Total carried over ...	.....	159	68,553	161	67,735	818	...

EXPLANATION.
Normal increments and regrading.
Anticipated requirements.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
						£	£
Total brought forward	159	68,553	161	67,735	818	...
V. GENERAL STORES— Ropes, Tarpaulins, etc., etc.	2,000	...	2,000	...	...
VI. FUEL.— (a) Fuel ... (b) Labour ... Total VI	21,000 ... 21,000	... ... ...	24,000 ... 24,000	... ... ...	3,000 ... 3,000
VII. OIL, TALLOW, ETC.	1,500	...	1,500	...	...
VIII. NEW MINOR WORKS	250	...	250	...	...
IX. MAINTENANCE OF CHANNELS.— (a) Maintenance ... (b) Upkeep of Lights, Lakes Victoria and Albert ... (c) Survey— (1) Marine Hydrogra- phic Officer ... (2) Miscellaneous expenses (See Appendix V) Total (c) ... Total IX ...	..... ..... £ [600 by 30 to 720] [720 by 30 to 840] ..... ..... .....	... ... 1 ... 1 1	150 ... 660 250 910	... ... 1 ... 1	200 ... 650 250 880	... ... 30 ... 20	0 300
X. CATERING.— (a) Salaries and Wages, etc. ... (b) Equipment ... (c) Stores, liquors and licences Total X	10,000 ... 10,000	... ... ...	10,000 ... 10,000	.........	.........
XI. PRINTING AND STATIONERY	350	...	400	...	...
XII. PASSAGES OF OFFICIALS AND REPATRIATION OF ASIAN LABOUR	3,000	...	3,000	...	...
TOTAL ABSTRACT E	160	108,113	163	110,665	...	2,552

EXPLANATION.

Anticipated requirements.

Anticipated requirements.

Normal increment.

Anticipated requirements.

Abstract F. Motor Services.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.
		No.	£	No.	£		
I. SUPERINTENDENCE.—							
(1) Motor Transport Officer	£ 400 by 30 to 720	1	720	1	720	...	...
(2) Miscellaneous expenses (See Appendix V)	.....	...	25	...	125	...	100
Total I	.....	1	745	1	845	...	100
II. OFFICE.—							
(1) Clerk (Asian), Class II	360 by 20 to 400	1	237	1	222	15	...
(2) " " IV	250 by 15 to 295	1	180	1	170	10	...
(3) Clerk (African), Class I	95 to 150	1	65	3	160	...	...
(4) " " II	65 to 90	1	54	...	...	...	...
(5) " " III	20 to 60	1	41	...	...	...	...
(6) Office Boy	10 to 30	1	18	1	15	3	...
Total II	.....	6	595	6	567	28	...
III. STATION STAFF.—							
(1) Clerk (African), Class II	65 to 90	1	48	2	114	...	36
(2) " " III	20 to 60	1	30	...	...	...	...
(3) Labour	.....	...	120	...	100	20	...
(4) Miscellaneous expenses (See Appendix V)	.....	...	80	...	50	30	...
Total III	.....	2	278	2	264	14	...
IV. RUNNING EXPENSES.—							
(1) Drivers and Van Boys	{ 90 to 150 50 to 80 35 to 45 20 to 30 }	66	1,990	66	2,150	...	160
(2) Stores	.....	...	7,200	...	7,000	200	...
(3) Licences for Motor Vehicles	.....	...	700	...	600	100	...
(4) Clothing	.....	...	200	...	200	...	...
Total IV	.....	66	10,090	66	9,950	140	...
V. MAINTENANCE OF CABS.—							
(a) (1) Mechanics	£ 260 by 18 to 480	4	2,065	5	2,465	...	40
(2) Mechanics (Asian)	Shs. p.m. 280 by 15 to 340	3	550	3	550	...	...
(3) " (African)	350 by 25 to 440	4	300	...	...	300	...
(4) Labour (African)	90 to 160	...	600	...	600	...	...
(5) Travelling Allowances	.....	...	20	...	20	...	...
Total V (a)	.....	11	3,535	8	3,635	...	100
(b) Stores and Material	.....	...	1,700	...	2,000	...	300
Total V	.....	11	5,235	8	5,635	...	400
VI. PASSAGES OF OFFICIALS							
TOTAL ABSTRACT F	.....	86	17,393	83	17,511	...	118

*Pensionable Post

Motor Services.

EXPLANATION.
Anticipated requirements.
Normal increment.
Normal increment.
Normal increment.
Change in holder of posts.
Normal increments.
Previous provision not sufficient.
Changes in holders of posts.
To deal with increased traffic.
Additional Licences for new Vans.
One post abolished.
Heavy repairs necessary. Previously designated as Drivers.
Anticipated requirements.
Estimated requirements.

Abstract G.—Miscellaneous

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease	crease
						£	£
I. Provident Fund and Gratuities from Revenue Account	40,000	...	32,000	8,000	...
II. Expenses of Indian Agency	1,300	...	2,300	1,000	...
III. Legal Expenses	500	...	700	200	...
IV. Exchange	6,000	...	6,000	...	...
V. Medical Services	13,000	...	12,380	620	...
VI. Pensions and Gratuities	11,475	...	10,097	1,378	...
VII. Grants to Railway Clubs and Institutes	400	...	500	100	...
VIII. Suggestions Scheme	150	...	300	150	...
IX. Educational Grants	200	...	200	...	...
X. Municipal Rates	5,624	...	6,703	1,079	...
XI. Management expenses of Loans	1,500	...	1,500	...	...
XII. Subscriptions to Research Societies and Committees	1,000	...	...	1,000	...
XIII. Investigations in connection with Standardisation of Railways in Africa	1,100	...	...	1,100	...
Deduct contribution by Port and Harbours	82,249	...	72,680	9,569	...
	175	175	...
TOTAL ABSTRACT G	82,249	...	72,505	9,744	...

Expenditure

EXPLANATION
Due to increase in number of Contributors and anticipated requirements of staff
Previously overestimated.
Estimated requirements.
Due to increase in staff.
For details see Appendix IV
Anticipated requirements.
Anticipated requirements.
Estimated requirements.
Estimated requirements.
Estimated requirements.
See Saving under No. III.

Abstract H.—Stores

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.
		No.	£	No.	£		
I (a). STORES DEPARTMENT—	£						
(1) Stores Superintendent	1,250	1	1,350	1	1,350	...	...
Construction Allowance (non-pensionable)...	100						
(2) Deputy Stores Superintendent	840 by 40 to 920	1	970	1	970	...	...
Construction Allowance (non-pensionable)...	50						
(3) Senior District Stores Superintendent	720 by 30 to 840	1	810	1	760	30	...
(4) District Stores Superintendents	(480 by 20 to 600) (600 by 30 to 720)	2	1,233	2	1,238	55	...
(5) Deduct contributions from Lines under construction ...	.....	5	4,273	5	4,358	85	...
Total I (a) ...	.....	5	4,273	5	4,088	185	...
(b). OFFICERS & STORES—	£						
(1) Stores Accountant	500 by 20 to 600	1	536	1	516	20	...
(2) Senior Clerk	500 by 20 to 540	1	516	1	500	16	...
(3) Clerks, Class I ...	420 by 20 to 460	3	1,236	3	1,246	20	...
(4) " " II ...	315 by 18 to 405	3	1,123	3	1,126	3	...
(5) " " IV ...	160 by 15 to 225	1	219	1	216	3	...
(6) Clerks (Asian), Special Class	Slx. p.m. 410 upwards.	3	918	3	882	36	...
(7) Clerks (Asian), Class I ...	410 by 20 to 450	7	1,806	7	1,737	69	...
(8) Clerks (Asian), Class II ...	260 by 20 to 400	4	832	4	864	18	...
(9) Clerks (Asian), Class III ...	310 by 20 to 350	3	576	3	558	12	...
(10) Clerks (Asian), Class IV ...	220 by 15 to 255	12	1,263	10	1,259	400	...
(11) Clerks (Asian), Class V ...	150 by 15 to 240	21	2,754	23	2,898	...	144
(12) Clerks (African), Class I ...	{ 55 to 150 }	6	230	6	210	...	...
" " II ...	{ 25 to 50 }						
" " III ...	{ 20 to 60 }						
(13) Sub-Storekeepers	(420 by 20 to 450) (480 by 20 to 540)	3	1,094	3	1,478	63	...
Carried over ...	.....	68	14,311	68	13,760	551	...
Total carried over ...	.....	5	4,273	5	4,088	185	...

*Pensionable Post.

(Indirect Expenditure).

EXPLANATION.	
Designation changed from Chief Storekeeper to Stores Superintendent and those of other officers altered accordingly. Construction Allowance Personal to present holders.	
do. do.	
Normal increments.	
Estimated Contribution from Construction.	
Normal increments.	
Change in holders of posts and normal increments.	
Normal increments.	
Change in holders of posts and normal increments.	
Regrading and normal increments.	
Normal increments.	

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-	De-	EXPLANATION.
		No.	£	No.	£	crease.	crease.	
						£	£	
Total brought forward ...	.....	5	4,273	5	4,083	185	...	
I (b). OFFICES & STORES— contd.	£							
Brought forward ...	.....	68	14,311	68	13,760	551	...	
(14) Storemen, Class I	420 by 20 to 480	3	1,440	3	1,402	38	...	Normal increments.
(15) " " II	315 by 18 to 405	9	3,430	9	3,223	207	...	
(16) " " IV	180 by 15 to 225	1	193	1	187	6	...	
(17) Apprentices	48 to 120	3	228	3	160	68	...	
	<i>Shs. p.m.</i>							
(18) Storemen (Asian), Special Class	440 upwards.	2	600	2	564	36	...	Normal increments.
(19) Storemen (Asian), Class I	410 by 20 to 430	4	1,020	4	984	36	...	
(20) Storemen (Asian), Class II	360 by 20 to 400	2	420	2	432	...	12	Change in holders of posts.
(21) Storemen (Asian), Class III	310 by 20 to 350	6	1,116	6	1,116	...	...	Change in holders of posts and normal increments.
(22) Storemen (Asian), Class IV	250 by 15 to 295	7	1,098	7	1,080	18	...	
(23) Storemen (Asian), Class V	150 by 15 to 240	6	708	6	690	18	...	
(24) Motor and Crane Drivers and Firemen	.....	5	230	4	180	50	...	Additional requirements.
(25) Headmen	20 to 60	11	220	11	220	...	...
(26) Messengers	10 to 30	14	200	14	200	...	...	Estimated requirements.
(27) Carpenters (African)	.....	3	65	3	65	...	...
(28) Stores Porters & Labourers	10 to 30 } 10 to 20 }	230	3,220	230	3,220	...	...
(29) Casual Labour	.....	...	500	...	500	...	...	Additional requirements.
(30) Miscellaneous expenses (See Appendix V)	.....	...	3,600	...	4,000	...	400	
(31) Printing and Stationery	.....	...	900	...	950	...	50	
(32) Passages of Offi- cials	.....	...	2,100	...	1,900	200	...	
Total I (b)	.....	374	35,599	373	34,833	766	...	
TOTAL ABSTRACT H	.....	379	39,872	378	38,921	951	...	

HARBOUR ESTIMATES

1931

Abstract A.—Maintenance of Jetties, Wharves,

DETAILS.	Scale.	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.
		No.	£	No.	£		
I. (a) GENERAL SUPER-INTENDENCE			1,020		960	60	....
(b) Offices, Techni- cal Staff			225		1,010	374	....
(c) Offices, Clerical Staff			1,159		1,288	9	....
(d) Subordinate Superintendence			1,297		1,288	9	....
Total I.			3,701		3,258	443	....
II. MAINTENANCE AND MINOR RENEWALS OF PERMANENT WAY							
1. (a) Maintenance Gauge			1,890		1,484	456	....
Timekeepers			73		150	....	77
(b) Trolleyman and Chainmen			120		120	....	....
(c) Establishments			200		200	....	....
			2,283		1,904	379	....
2. Materials			90		200	....	110
3. Ballasting			45		100	....	55
4. Repairs to Forma- tion			45		100	....	55
Total II.			2,463		2,304	159	....
III. REPAIRS TO BRIDGES, ETC.		
IV. MAINTENANCE OF PORT BUILDINGS							
1. Port Buildings			240		350	....	110
2. Repairs to Station Plant			90		50	40	....
3. Staff Quarters			660		1,200	....	540
4. Telegraphs		
5. Fire Fighting Appliances			20		....	20	....
Total IV.			1,010		1,600	....	590
V. MISCELLANEOUS EXPENDITURE							
1. Roadmaking, bush clearing, etc.			600		012	....	412
2. Tools and Plant			30		150	....	120
3. Repairs to Inland Piers and Docks		
4. Conservancy		
(a) Maintenance			300		385	....	85
(b) Service			1,320		1,500	....	180
5. New Minor Works			540		1,100	....	560
6. Water Supplies		
(a) Maintenance			60		50	10	....
(b) Service			84		100	....	16
Total V.			2,934		4,297	....	1,363
Total carried over			10,108		11,459	....	1,351

Quays, Track, Roads and Buildings.

EXPLANATION.

Maintenance of additional Harbour Works.

Increased track.

Anticipated requirements.

Anticipated requirements.

Anticipated requirements.

Abstract A.—Maintenance of Jetties, Wharves

DETAILS.	Scale.	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
Total brought forward	10,168	...	11,459	...	1,351
VI. CONTINGENCIES DUE TO FLOODS AND ACCIDENTS
VII. MAINTENANCE OF COASTAL DOCKS, HARBOURS, JETTIES, WHARVES AND QUAYS—							
1. Dredging	166	...	166
2. Jetties, Wharves and Quays	210	...	747	...	537
Total VII	210	...	913	...	703
VIII. MAINTENANCE OF GODOWN AREAS	240	...	1,000	...	760
IX. PASSAGES OF OFFICIALS	100	...	100	...	...
X. PRINTING AND STATIONERY	30	...	30	...	...
TOTAL ABSTRACT A	10,688	...	13,502	...	2,814

Quays, Track, Roads and Buildings.—(Contd.)

EXPLANATION.
No dredging anticipated.
Anticipated requirements.
Anticipated requirements.

Abstract B.—Ferries, Light

and Mooring.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
I. FERRIES—							
1. Running Stores	1,500	...	1,600	...	...
2. Materials	1,000	...	700	300	...
3. Ferry staff	964	...	703	256	...
4. Ferry Mechanics (Avian) ...	<i>Slx. p.m.</i> 250 by 15 to 340	2	303	2	285	18	...
5. Overtime	150	...	150	...	...
6. Miscellaneous ex- penses (see Appendix V)...	75	...	75	...	...
Total I	2	3,922	2	3,418	574	...
II. HARBOUR LIGHTING AND BUOYING—							
...	350	...	290	10	...
III. COAST LIGHTING AND SIGNALLING—							
...	500	...	389	111	...
IV. MOORING—							
(a) Upkeep of Mooring Buoys, etc.	400	...	400	...	...
(b) Fenders, Boats, etc.	500	...	450	50	...
Total IV	900	...	850	50	...
Total Abstract B	2	5,692	2	4,947	745	...

EXPLANATION.

Increased Traffic. Previous provision insufficient.

Additional staff and normal increments.

Normal increments.

Anticipated requirements.

Additional Coast Lights.

Anticipated requirements.

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-crease	De-crease
		No.	£	No.	£		
I. (a) SALARIES AND WAGES—	£						
1. Pilots	480 by 20 to 600	4	2,254	4	2,280	...	26
2. Pilots overtime	...	...	500	...	600	...	100
3. Shore Boatswain	360 by 18 to 480	1	410	1	396	14	...
4. Assistant Shore Boatswain	300 by 18 to 360	1	300	...	...	300	...
Total I (a)		6	3,464	5	3,276	188	...
(b) 1. Dhow Inspector, Mombasa (Asian)	150 by 15 to 300	2	252	1	159	93	...
2. Dhow Inspector, Lamu (African)	50 to 80	1	48	1	48	...	...
3. Mooring Foreman (Asian)	150 by 15 to 250	1	150	1	147	3	...
4. Signaller (Asian)	75 by 5 to 150	3	330	4	327	3	...
Signalman (African)	50 to 80 80 to 120 120 to 150	1					
5. Signaller Lamu (African)	50 to 80 80 to 120 120 to 150	1	57	1	57	...	...
6. Miscellaneous expenses (See Appendix V)	...	...	180	...	150	30	...
7. Mooring Gangs (Boat and mooring boys) Africans	25 to 45	30	612	24	440	172	...
Total I (b)	...	39	1,629	32	1,328	301	...
(c) Overtime	...	...	400	...	500	...	100
Total I	...	45	5,493	37	5,104	389	...
Total carried ov.	...	45	5,493	37	5,104	389	...

EXPLANATION.
Change in holder of one post.
Anticipated requirements.
Normal increment.
Additional appointment to deal with additional deepwater berths.
Additional post. Present supervision insufficient.
Normal increment.
Normal increment.
Anticipated requirements.
Increased requirements in connection with additional berth
Anticipated requirements.

Abstract C—Marine

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
						£	£
Total brought forward	45	5,493	37	5,104	389	...
II OFFICE EXPENSES—							
<i>(a) Clerks and Messengers—</i>							
<i>Shs. p.m.</i>							
1. Clerk, Class I (Asian) ...	410 by 20 to 430	1	252	1	240	12	...
2. Clerk, Class IV (Asian) ...	250 by 15 to 295	1	159	1	146	13	...
3. Messengers ...	10 to 30	2	36	2	40	...	4
4. Miscellaneous expenses (See Appendix V)	60	...	60	...	...
Total II (a)	4	507	4	486	21	...
<i>(b) Miscellaneous—</i>							
1. Local Transport and Travelling	300	...	300
2. Rent and Upkeep of Telephones and Telegrams	240	...	240
3. Ship Surveying Fees	60	...	60
Total II (b)	600	...	600
Total II	4	507	4	1,086	...	579
III SHIP SURVEYING FEES	60	...	...	60	...
IV CLOTHING	450	...	300	150	...
V SIGNAL STAFFS, FLAGS, AND CHARTS	400	...	630	...	100
VI LIFE SAVING APPARATUS	50	...	50	...	...
VII MISCELLANEOUS EXPENSES (SEE APPENDIX V)	175	...	...	175	...
Total Abstract C	53	7,135	41	7,040	95	...

Working—(contd.)

EXPLANATION.
Normal increment.
Normal increment.
Anticipated requirements.
Transferred to Abstract C VII and H III 3 (6)
Transferred to Abstract H IV.
Transferred to Abstract C III.
Previously shown under Abstract C II (b) 3.
Previous provision insufficient.
Anticipated requirements.
Previously included under Abstract C II (c) 1.

Abstract D.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
			£		£	£	£
WATER	4,000	...	3,000	1,000	...

Abstract E.—

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
			£		£	£	£
I STEAM TUGS,	£						
MOMBASA—							
1. Tug Master (Port) ...	460 by 20 to 540	1	510	1	600	10	...
2. Assistant Tug Master (Port) ...	390 by 18 to 480	1	422	1	408	14	...
3. Tug Engineer (Port) ...	480 by 20 to 540	1	540	1	540	...	...
4. Asst. Tug Engineer (Port) ...	390 by 18 to 480	1	431	1	420	11	...
5. Mates (Asian) ...	150 by 15 to 250 <i>SLA. p.r.l.</i>	2	216	2	200	16	...
6. Third Engineers (Port) ...	150 by 15 to 300 { 320 by 25 to 450 }	5	657	4	510	147	...
7. Crews ...	.....	...	683	...	810	178	...
8. Running Stores ...	.....	...	2,500	...	2,250	250	...
9. Materials ...	.....	...	900	...	500	400	...
10. Miscellaneous expenses (see Appendix V.) ...	.....	...	220	...	300	650	...
Total I. ...	.....	11	8,115	10	6,438	1,677	...
II STEAM LAUNCH							
"MUTIA"—Mombasa	<i>SLA. p.r.l.</i>						
1. Nabobs ...	250 by 15 to 320 { 150 by 15 to 200 }	1	195	1	189	6	...
2. Third Engineer ...	320 by 25 to 450	1	100	1	135	...	35
3. Crew ...	.....	...	324	...	250	54	...
4. Running Stores ...	.....	...	400	...	400	...	...
5. Materials ...	.....	...	250	...	500	...	250
6. Miscellaneous expenses (see Appendix V.) ...	.....	...	129	...	120	...	...
Total II. ...	.....	2	1,309	2	1,594	...	285
III PILOT AND HAEROTE LAUNCHES,							
including Launch Service for Port Medical Officer Mombasa.							
1. Motor Boat Drivers (African) ...	<i>SLA. p.r.l.</i> { 20 to 80 } { 90 to 120 }	1	321	7	270	24	...
2. Crew ...	.....	...	419	...	280	78	...
3. Miscellaneous expenses (see Appendix V.) ...	.....	...	43	...	50	...	10
4. Running Stores ...	.....	...	150	...	1,000	...	200
5. Materials ...	.....	...	710	...	350	400	...
Total III. ...	.....	1	2,363	7	2,070	299	...
Total Carried over ...	.....	21	11,833	19	10,102	1,751	...

Water.

EXPLANATION.
Includes water sold to ships.

Tugs, Launches and Lighters, etc.

EXPLANATION.
Normal increment.
Normal increment.
Normal increment.
Normal increment.
Additional appointment to reduce overtime and normal increments.
Two additional appointments to reduce overtime and normal increments.
Previous provision insufficient.
Previous provision insufficient.
Normal increment.
Change in holder of post
Anticipated requirements.
Anticipated requirements.
Additional appointment for new Launch.
Normal increment and additional staff for new Launch.
Anticipated requirements.
Increased work in connection with mooring.

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.
		No.	£	No.	£		
Total brought forward		21	11,853	19	10,102	1,751	....
IV. LAUNCHES & BOAT AT LAMU—	Shs. p.m.						
1. Third Engineer	150 by 15 to 300. 320 by 25 to 450	1	135	1	180	45	....
2. Crew			200		280	80	....
3. Running Stores			300		225	75	....
4. Materials			75		75	....	....
5. Miscellaneous expenses (See Appendix V.)			50		75	25	....
TOTAL IV.		1	760	1	835	75	....
V. HARBOUR ROW BOATS—							
Stores & Materials			150		240	90	....
VI. OVERTIME MOMBASA Tugs, Launches and Row Boats			900		950	50	....
VII. MARINE SLIPWAY—	Shs. p.m.						
1. Artizan "A" (Asian)	230 by 15 to 340. 350 by 25 to 440	1	240	1	225	15	....
2. Artizans "B" (Asian)	do.	2	435	1	225	210	....
3. Third Engineer (Lights and Buoys) (Asian)	150 by 15 to 300. 320 by 25 to 450	1	108	1	99	9	....
4. Artizans "B" (Asian)	230 by 15 to 340. 350 by 25 to 440	4	561	2	269	292	....
5. Artizans (African)	20 to 40. 45 to 60	2	82	2	66	16	....
6. Boat Boys (African)	70 to 120. 25 to 45	8	144	6	90	54	....
7. Miscellaneous expenses (See Appendix V.)			150		132	18	....
8. Tools and Plant			150		50	100	....
9. Running Stores			50		50	....	....
TOTAL VII.		18	1,920	13	1,206	714	....
TOTAL ABSTRACT E.		40	15,583	33	18,833	2,250	....

Tugs, Launches and Lighters, etc.—(Contd.)

EXPLANATION.
Change in holder of post
Anticipated requirements.
Anticipated requirements.
Anticipated requirements.
Anticipated requirements.
Anticipated requirements.
Anticipated requirements.
Anticipated requirements.
Normal increment.
Normal increment and one additional appointment to cover increased work.
Normal increment.
Normal increments and two additional appointments to cover increased work.
Anticipated requirements.
Additional appointments.
Anticipated requirements.
Additional plant installed.

Abstract F.—

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.
		No.	£	No.	£		
I. STAFF.—							
1. Senior Foreman ...	480 by 20 to 600	1	600	...	...	600	...
2. Electrical Mechanic	{ 360 by 18 to 480 480 by 20 to 540 }	...	...	1	520	...	520
3. Electrician ...	360 by 18 to 480	1	360	...	...	360	...
4. Mechanics ...	360 by 18 to 480	2	775	2	789	36	...
5. Artizans "H" Grade (Asian) ...	{ <i>Shs. p. m.</i> 230 by 16 to 340 350 by 25 to 440 }	10	1,560	9	1,427	133	...
6. Artizans "C" Grade (Asian) ...	100 by 10 to 200	18	2,078	18	2,054	24	...
7. Artizans (African)	{ 20 to 40 45 to 60 70 to 120 }	35	865	35	770	95	...
8. Labourers (African)	10 to 20	6	90	6	90	...	...
9. Overtime ...	...	...	450	...	600	...	150
10. Miscellaneous expenses (See Appendix V) ...	...	...	550	...	150	400	...
Total I ...	...	73	7,328	71	6,850	478	...
II WORKING.—							
<i>(a) Steam Cranes—</i>							
1. Crane Drivers (Asian) ...	<i>Shs. p. m.</i> 100 by 10 to 200	14	1,690	14	1,655	35	...
2. Firemen (African)	25 to 45	14	350	14	347	3	...
3. Cleaners (African)	20 to 40	10	150	10	160	...	...
4. Running Stores ...	...	...	1,000	...	1,000	...	...
5. Materials ...	...	...	250	...	300	...	50
6. Overtime ...	...	...	250	...	360	...	130
7. Miscellaneous expenses (See Appendix V) ...	...	...	240	...	162	78	...
Carried over ...	...	38	3,930	38	3,994	...	64
Total Carried over ...	...	73	7,328	71	6,850	478	...

Mechanical and Electrical Machinery.

EXPLANATION.
New Post to co-ordinate mechanical and electrical maintenance.
Post abolished, see item 1.
New Post.
Normal increments.
Normal increments and one additional appointment
Normal increments.
Normal increments.
Anticipated requirements.
Previous provision insufficient.
Normal increments.
Normal increments.
Anticipated requirements.
Anticipated requirements.
Do. do.

Abstract F.—Mechanical and

DETAILS.	Scale.	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
Total brought forward ...	.....	73	7,328	71	6,350	978	...
II. WORKING—(Contd.)—							
Brought forward	.....	38	3,930	38	3,994	...	61
(b) Electrical Cranes and Transporters.—	<i>Shs. p.m.</i>						
1. Crane Drivers (Asian)	100 by 10 to 200	12	1,373	12	1,325	48	...
2. Crane Drivers (African)	50 to 100	68	2,471	58	1,801	670	...
3. Cable Boys (African)	25 to 45	18	324	17	255	69	...
4. Electrical Energy	.....	...	3,500	...	2,760	740	...
5. Running Stores	.....	...	450	...	360	90	...
6. Materials	.....	...	1,600	...	1,600	...	...
7. Overtime	.....	...	350	...	750	...	400
8. Miscellaneous Expenses (See Appendix V) ...	.....	...	120	...	30	90	...
Total II (b)	.....	98	10,183	87	8,881	1,307	...
(c) Electric Sub-station Cables & Lighting.—							
1. Electrical Energy	.....	...	2,300	...	2,000	300	...
2. Running Stores	.....	...	250	...	150	100	...
3. Materials	.....	...	700	...	600	100	...
Total II (c)	.....	...	3,250	...	2,750	500	...
(d) Weighing Machines.—	<i>Shs. p.m.</i>						
1. Artisan "B" Grade (Asian)	220 by 15 to 240 250 by 25 to 440	1	138	...	...	138	...
2. Running Stores	.....	...	15	...	10	5	...
3. Materials	.....	...	120	...	100	20	...
4. Miscellaneous Expenses (See Appendix V) ...	.....	...	30	...	...	30	...
Total II (d)	.....	1	333	...	110	193	...
Total II	.....	137	17,671	125	15,735	1,936	...
III. PORT WORKERS.—	£						
1. Mechanic	300 by 16 to 180 <i>Shs. p.m.</i>	1	396	1	378	18	...
2. Artisan "B" Grade (Asian)	200 by 15 to 340 220 by 25 to 140	3	432	2	276	156	...
3. Artisan "C" Grade (Asian)	100 by 10 to 200 20 to 40 15 to 60 20 to 120	7	500	7	736	44	...
4. Artisan African	.....	7	270	7	270	...	...
5. Clerk Class III (Stores Keeper)	20 to 60	1	30	1	30	...	...
6. Overtime	.....	...	250	...	270	...	70
7. Electrical Energy	.....	...	100	...	100	...	...
8. Running Stores	.....	...	50	...	50	...	...
9. Maintenance of Shops Machinery, Tools & Plant	.....	...	50	...	...	50	...
10. Miscellaneous Expenses (See Appendix V) ...	.....	...	450	...	...	450	...
Total III	.....	19	2,778	18	2,130	648	...
Total Abstract F.	.....	229	27,777	214	21,215	6,562	...

Electrical Machinery.—(Contd.)

EXPLANATION.
Normal increments.
Additional appointments to man new cranes and normal increments.
One additional appointment and normal increments.
Provision for Quay and Shed Cranes at No. 5 Berth.
Increased number of Cranes working.
Previously over-estimated.
Anticipated requirements.
Provision for lighting additional berth.
New Post.
Increased number of weighing machines.
Normal increment.
Normal increments and one additional appointment.
Normal increments.
Anticipated requirements.
Anticipated requirements.
Anticipated requirements. House allowance not previously provided for.

Abstract G.—

DETAILS	SCALE	Estimate 1931.		Estimate 1930.		In-crease	
		No.	£	No.	£	£	£
I. YARD WORKING (SUPERVISION)							
1. Yard Master	£ 360 by 18 to 480 480 by 20 to 540	1	528	1	503	25	...
2. Yard Foremen	300 by 18 to 420	4	1,452	4	1,380	72	...
Overtime	...	...	200	...	200	...	...
3. Miscellaneous expenses (See Appendix V)	...	...	190	...	100	30	...
Total I	...	5	2,310	5	2,188	122	...
II. OFFICE EXPENSES							
<i>Shs. p.m.</i>							
1. Clerk, Class III (Asian)	310 by 20 to 360	1	180	1	177	3	...
2. Miscellaneous expenses (See Appendix V)	...	...	150	...	150	...	...
Total II	...	1	330	1	327	3	...
III. YARD STAFF							
<i>Shs. p.m.</i>							
1. Clerks, Class V (Asian)	150 by 15 to 240	5	478	4	296	160	...
2. Jemidars (African)	20 to 60	8	245	7	507	38	...
3. Pointsmen (African)	20 to 40	25	436	22	363	73	...
4. Watchmen (African)	20 to 50	3	50	3	47	3	...
5. Overtime	...	...	75	...	90	...	15
6. Miscellaneous expenses (See Appendix V)	...	...	60	...	...	60	...
Total III	...	41	1,342	36	1,003	339	...
IV. PROVISION AND MAINTENANCE OF PORT TARPULINS—							
(a) Renewals and Additions	...	...	1,000	...	...	1,000	...
(b) Labour and Stores	...	...	200	...	150	50	...
Total IV	...	...	1,200	...	150	1,050	...
V. LOCOMOTIVE CHARGES—							
Fuel, etc.	...	...	9,000	...	9,410	...	410
VI. MAINTENANCE OF LOCOMOTIVE POWER AND PORT TRUCKS—							
(a) Maintenance of Loco Power	...	...	1,800	...	...	...	...
(b) Maintenance of Port Trucks	...	...	608	...	2,700	...	138
Total VI	...	...	2,582	...	2,700	...	138
Total carried over	...	47	16,744	42	15,778	966	...

Shore Working.

EXPLANATION.	
Normal increment.	
Normal increments.	
Anticipated requirements.	
Normal increment.	
One additional appointment and normal increments.	
One additional appointment and normal increments.	
Three additional appointments and normal increments.	
Normal increments	
Anticipated requirements.	
To meet requirements.	
Anticipated requirements.	
Anticipated requirements.	

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-	De-
		No.	£	No.	£	crease.	crease.
Total brought forward ...		47	16,744	42	15,778	968	...
VII. LANDING AND SHIPPING CARGO—							
(a) Salaries—							
1. Cargo Inspectors...	300 by 18 to 420	7	2,531	6	2,322	309	...
2. Overtime ...	...	...	200	...	880	...	630
3. Miscellaneous expenses (See Appendix V) ...	...	...	70	...	70	...	...
Total VII (a) ...		7	2,801	6	3,122	...	321
(b) Wages—	Sha. p.m.						
1. Clerk, Class III (Asian)	310 by 20 to 350	1	200	1	188	12	...
2. Clerk, Class V (Asian) ...	150 by 15 to 240	1	113	1	104	9	...
3. Do. do. ...	150 by 15 to 240	28	1,577	28	1,515	62	...
4. Do. do. ...	150 by 15 to 240	4	481	3	364	117	...
5. Do. do. ...	150 by 15 to 240	1	117	1	108	9	...
6. Tally Clerks (African) ...	20 to 80 65 to 90 95 to 150	1	63	1	57	6	...
7. Do. do. ...	do	11	300	11	296	4	...
8. Messengers ...	10 to 30	15	143	15	143	...	...
9. Porters ...	10 to 30	25	495	18	378	117	...
10. Overtime ...	...	...	350	...	970	...	6.0
11. Miscellaneous expenses (See Appendix V) ...	...	...	400	...	300	100	...
Total VII (b) ...		87	4,239	79	4,423	...	181
(c) Railway Truck Hire ...		...	400	...	800	100	...
(d) Claims ...		...	350	...	450	...	100
Total VII ...		94	7,790	85	8,295	...	505
VIII. MISCELLANEOUS—							
(a) Clerk, Class IV (Timekeeper Asian)	250 by 15 to 295	1	75	1	72	3	...
(b) Overtime ...	...	...	400	...	1,250	...	850
(c) Clothing (Shore staff) ...	...	...	250	...	200	50	...
(d) Bungalow Furniture ...	...	...	350	...	350	...	...
Total VIII ...		1	1,075	1	1,872	...	797
IX. PAYMENT TO CARGO HANDLING CONTRACTORS							
Cargo Handling ...	...	...	119,640	...	139,810	...	19,970
X. TELEPHONE TO SHIPS AT DEEPWATER QUAY.							
...	...	...	200	...	...	200	...
TOTAL ABSTRACT G.		142	145,449	128	165,655	...	20,100

EXPLANATION.

One additional post to provide for new berth and normal increments. Anticipated requirements.

Normal increment.

Normal increment. Normal increments. Half salary charged to Railway.

One additional post and normal increments. Normal increment.

Normal increment.

Normal increments. Half salary charged to Railway. Half salary charged to Railway.

Additional requirements. Anticipated requirements. Reduction due to reorganisation.

Anticipated requirements.

Additional requirements.

Previous provision excessive.

Normal increment. Half salary charged to Railway. Anticipated requirements. Reduction due to reorganisation. Provision for increased staff.

Anticipated requirements.

New service.

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease	De-crease
		No.	£	No.	£		
I. Expenses of Administration and Management ...	.....	..	5,514	...	5,840	...	326
II. HARBOUR ADVISORY BOARD ...	.....	...	440	...	400	40	...
III. (a) SUPERINTENDENCE	£						
*1. Port Manager ...	1,150 by 50 to 1,350	1	1,350	1	1,335	15	...
*2. Port Captain ...	840 by 40 to 920	1	920	1	920	...	...
*3. Shore Assistant to Port Manager ...	720 by 30 to 840	1	800	1	770	30	...
*4. Assistant Port Captain ...	600 by 30 to 720	1	720	1	705	15	...
5. Miscellaneous expenses (See Appendix V) ..	.....	...	350	...	...	350	...
Total III (a) ...	.....	4	4,140	4	3,730	410	...
(b) Office.—	£						
1. Office Superintendent ...	500 by 20 to 600	1	553	1	533	20	...
2. Clerk, Class I ...	420 by 20 to 480	1	280	...	...	280	...
3. " " II ...	315 by 18 to 405 <i>Sls. p.m.</i>	1	333	2	670	...	343
4. Clerk, Special Class (Asian) ...	440 upwards.	1	296	1	278	18	...
5. Clerk, Class I (Asian) ...	410 by 20 to 430	1	258	1	234	24	...
6. Clerk, Class II (Asian) ...	360 by 20 to 400	...	...	1	216	...	216
7. Clerks, Class III (Asian) ...	310 by 20 to 350	2	396	2	360	36	...
8. Clerks, Class IV (Asian) ...	250 by 15 to 295	8	1,275	9	1,219	56	...
9. Clerks, Class V (Asian) ...	150 by 15 to 240	7	850	5	555	295	...
10. Telephone Operators (African) ...	50 to 90	3	130	3	118	17	...
11. Messengers ...	10 to 30	...	200	...	168	32	...
Total III (b) ...	.....	25	4,571	25	4,352	219	...
(c) Miscellaneous expenses (See Appendix V) ...	.....	...	...	...	1,550	...	1,550
Total III ...	.....	29	8,711	29	9,632	...	921
Total Carried over ...	.....	29	14,655	29	15,862	...	1,197

EXPLANATION.

1/3rd of Secretary's salary charged to this head.

Normal increment.

Normal increment.

Normal increment.

Anticipated requirements. To provide for acting allowances and inspection of Kenya Coast ports.

Normal increment.

1/3rd salary charged to abstract H. II.
One promotion.

Normal increments.
Class II post abolished.

Normal increments.
Additional appointment and normal increments.

See abstract H. V.

Abstract H.—

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-crease.	De-crease.
		No.	£	No.	£		
Total brought forward ...	.....	29	14,665	29	16,862	...	1,197
IV. Telephones and Telegrams ...	.....	...	440	...	...	440	...
V. Miscellaneous Expenses (See Appendix V)	.....	...	2,000	...	...	2,000	...
VI. ACCOUNTS.—	£						
(a) 1. Headquarter supervision ...	.....	...	500	...	500	...	...
*2. Post Accountant (1/3 provided under D III (a))	7:0 by 30 to 240	1	500	1	460	20	...
Total VI (a) ...	.....	1	1,000	1	960	20	...
(b) OFFICE.—	£						
1. Senior Clerk ...	500 by 20 to 540	1	348	1	335	13	...
2. Clerk Class II ...	315 by 18 to 405 Sk. p.a.	1	245	1	234	12	...
3. Cashier and Pay- master Clerk (Asian) Special Class ...	440 Upwards	1	248	1	226	12	...
4. Clerks (Asian) Class I	410 by 20 to 430	5	306	2	330	500	...
5. Do. II	350 by 10 to 400	1	160	5	500	...	640
6. Do. III	310 by 10 to 350	2	250	3	372	...	92
7. Do. IV	250 by 15 to 295	8	308	6	600	238	...
8. Do. V	150 by 15 to 240	4	328	4	504	24	...
9. Messengers ...	10 to 20	4	50	4	50	...	...
10. Miscellaneous expenses (See Appendix V)	.....	27	3,732	27	3,267	65	...
Total VI (b) ...	.....	27	4,232	27	3,667	365	...
Total VI ...	.....	28	5,232	28	4,847	385	...
VII. WATCH AND WARD—							
(a) Part Police ...	.....	...	3,263	...	3,448	...	188
(b) Port Watchmen ...	.....	...	300	...	300	...	...
Total VII ...	.....	...	3,560	...	3,748	...	188
VIII. Unclassified Expenses ...	.....	...	1,250	...	1,300	500	...
TOTAL ABSTRACT H.	.....	57	27,747	57	25,757	1,990	...

General Charges.—(Contd.)

EXPLANATION:
Previously provided for in Abstract C-II (b) 2 and H III (c).
Previously underestimated under Abstract H-III (c).
Normal increment. Port proportion only. £250 chargeable against Railway. See Abstract D (page 60).
Normal increment.
Normal increment.
Normal increment.
2/3 charged to Port.
1/3 charged to Railway.
Regrading and normal increments.
do
do
do
do
do
Increased requirements, relieving and acting allowances.
Anticipated requirements.
Previously underestimated, Includes Mbaraki Estate Rent etc.

Abstract I.—Miscellaneous

DETAILS.	SCALE.	Estimate 1931.		Estimate 1930.		In-	De-	
		No.	£	No.	£	crease.	crease.	
						£	£	
I. Provident Fund and Gratuities from Revenue Account	1,750	...	1,400	350	...	
II. Medical Services	848	...	715	133	...	
III. Passages of Officials	2,250	...	2,250	...	...
IV. Pensions and Gratuities	150	...	100	50	...	
V. Educational Grants.	50	...	50	...	...
VI. Legal Expenses	175	...	175	...	...
VII Municipal Rates	5,742	...	2,807	2,435	...	
Total Abstract I	10,965	...	7,997	2,968	...	
GRAND TOTAL ABST. A—J	519	255,036	475	265,346	...	10,310

Expenditure.

EXPLANATION.
Increase in number of contributors to Provident Fund.
Anticipated requirements.
See Appendix IV.
Previously under estimated.

Abstract J.—Depreciation.

CONTRIBUTION TO RENEWALS FUNDS.		£
Railways	...	240,530
Motor Services	...	6,782
Marine	...	...
Harbours	...	24,425
TOTAL	...	271,737

Abstract K.—Betterment.

CONTRIBUTION TO BETTERMENT FUNDS		£
Railways	...	...
Marine	...	...
Harbours	...	...

Balance available on Combined Net Revenue Account estimated to amount to ...

Abstract L.—Estimate of Expenditure from Renewals and Betterment Funds (Railways and Motor Service).

Particulars.	† ESTIMATED ALLOCATION.		
	Renewals.	Betterment.	Total.
1. Renewals and improvements to permanent way, formation, bridges, etc. ...	£ 169,850	£ 21,400	£ 191,250
2. Now running sheds and re-arrangement of yards and running sheds ...	3,080	16,010	18,090
3. Increased station accommodation; replacement of temporary buildings at wayside stations and station equipment ...	710	17,755	18,465
4. Alterations and additions to piers and ports ...	6,260	1,950	8,210
5. Quarters for staff ...	28,885	73,050	101,935
6. Stores buildings at Nairobi ...	...	21,100	21,100
7. Nairobi Workshops extensions and improvements ...	...	14,920	14,920
8. Plant and Machinery ...	11,400	37,160	48,560
9. Locomotives and Rolling Stock ...	80,000	...	80,000
10. Motor Services ...	2,700	2,300	5,000
11. Surveys of projected lines ...	...	4,000	4,000
12. Sundry renewals and betterments as required ...	3,070	34,100	42,170
Total ...	*310,955	*1242,745	553,700

* Subject to reapportionment as between "Renewals" and "Betterment" in accordance with regulations governing allocations of actual expenditure between Capital Account and Renewals and Betterment Accounts.

† Includes provision for works not completed in 1931.

‡ The expenditure of this amount is entirely contingent on funds being available.

Abstract M.—Estimate of Expenditure from Renewals, Betterment and Insurance Funds. (Lake Marine Section.)

Particulars.	† ESTIMATED ALLOCATION.			
	Renewals.	Betterment.	Insurance.	Total.
(1) Lake surveys ...	£ ...	£ 2,000	£ ...	£ 2,000
(2) Sundry renewals and betterments as required ...	4,000	2,000	...	6,000
(3) Craft for Kagera River ...	...	...	17,000	17,000
Total ...	*4,000	*4,000	17,000	25,000

* Subject to reapportionment as between "Renewals" and "Betterment" in accordance with regulations governing allocations of actual expenditure between Capital Account and Renewals and Betterment Accounts.

† Includes provision for works not completed during 1931.

Abstract N.—Estimate of Expenditure from Renewals and Betterment Funds (Harbours Section.)

Particulars.	† ESTIMATED ALLOCATION.		
	Renewals.	Betterment.	Total.
1. Piers and Wharves ...	£ ...	£ ...	£ ...
2. Shore Plant and Equipment ...	5,000	2,500	7,500
3. Floating Plant and Equipment ...	...	...	...
4. Marine Lights and Buoys ...	...	...	...
5. Staff Quarters ...	...	...	...
Total ...	5,000	2,500	7,500

† Includes provision for works not completed during 1931.

APPENDIX I.—Statement showing the approximate position of Renewals, Betterment and Insurance, Stores Reserve and Interest Reserve Funds.

	RAILWAYS (INCLUDING MOTOR SERVICES) AND MARINE.			HARBOURS.		Stores Reserve Fund.	Interest Reserve Fund.	Total of all Funds.
	Renewals.	Betterment.	Insurance.	Renewals.	Betterment.			
Estimated Balance, 31-12-1930	£ 588,570	£ 107,310	£ 44,268	£ 49,805	£ 2,500	£ 442,347	£ 206,594	£ 1,441,390
Contributions 1931	247,312			24,425			60,182	381,860
Total	835,882	107,310	44,268	74,230	2,500	442,347	266,726	1,778,280

NOTES.

The Renewals Fund covers provision for the replacement of all assets exceeding £250 up to the extent of the original capital cost of such asset.

The Betterment Fund provides for necessary expenditure for effecting improvements in CAPITAL ASSETS or other justified acquiring additional Assets without increasing interest bearing loan funds.

The Marine Insurance Fund covers the liability of total loss or damage to craft due to all marine risks.

The Stores Reserve Fund has been established for the purpose of financing the cost of Stores Stocks for the working of the services and which otherwise would have to be financed from working capital or other sources.

The Interest Reserve Fund has been created for the purpose of establishing a reserve to meet any likely deficit as a result of severe and widespread droughts or other abnormal conditions which involve considerable reduction of Railway and Harbour earnings. Such contingencies in the absence of a Reserve of this nature can be met only by reducing expenditure on the maintenance of the Permanent Way, Rolling Stocks, etc., economy, or by increasing Tariffs which action tends to stifle development and to retard trade and industry at a time when industry and commerce require every possible assistance.

APPENDIX II.—Interest and Sinking Fund Charges, 1931.
(Railway, Marine and Motor Services.)

Year of Loan, etc.—		£.	£.
Uganda Protectorate.			
(1) 1910-11	Construction of Busoga Railway	170,000	
	Interest 3½% Sinking Fund 1½%	5,320 1,700	7,020
(2) 1912-13	Construction of Port Bell—Kampala Railway	32,900	
	Interest 3½% Sinking Fund 1½%	1,151 491	1,642
(3) 1912-13	Improvements in communications Busoga Railway and Marine	29,160	
	Interest 3½% Sinking Fund 1½%	1,021 437	1,458
(4) 1914-15	Loan of £ 329,000	136,791	
	Annuity of Interest and Sinking Fund	9,320	9,350
(5)	Interest on Advances pending raising of Loan		31,382
Kenya Colony and Protectorate.			
(6) 1921	Loan of £ 5,000,000	2,837,641	
	Interest 6% Sinking Fund 1½%	170,250 36,850	207,100
(7) 1927	Loan of £ 5,000,000	4,431,236	
	Interest 5% Sinking Fund 1½%	221,562 42,464	264,026
(8) 1928	Loan of £ 3,500,000	2,135,978	
	Interest 4½% Sinking Fund 1½%	95,119 11,240	110,359
(9)	Interest on Advances pending raising of Loans		24,001
	GRAND TOTAL		648,011

APPENDIX III.—Interest and Sinking Fund Charges, 1931.
(Harbours.)

Year of Loan, etc.—	Kenya Colony and Protectorate.	£	£
(1) 1921	Loan of £5,000,000	1,407,745	
	Interest 6% Sinking Fund 1½%	81,425 14,330	109,755
(2) 1927	Loan of £5,000,000	2,704	
	Interest 5% Sinking Fund 1½%	24,455 8,431	33,886
(3) 1928	Loan of £ 3,500,000	704,353	
	Interest 4½% Sinking Fund 1½%	31,656 8,635	36,391
(4)	Interest on Advances pending raising of Loans		30,145
	Grand Total		203,100

APPENDIX IV.—Pensions and Compensation Gratuities, 1931.

NAMES	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.	£ s. d.
Mr. B. Eastwood, C.M.G.	General Manager	1,005 11 3	944 11 3		61 10 0*
" J. H. Penruddock	Assistant Loco. Superintendent	217 18 4	168 15 0		29 3 4*
" A. F. Church	Chief Engineer	660 2 9	595 19 5		64 3 4*
" E. L. Bremner	District Loco. Superintendent	426 5 0	378 2 6		48 2 6*
" C. S. Hunter	District Engineer	500 0 0	458 19 9		41 0 3*
" J. W. Sweeney	Assistant Traffic Manager	417 7 6	390 10 11		26 16 7*
Lt. L. G. P. Vercker, R.N.R.	Commander, Uganda Railway Marine	207 0 0	207 0 0		
Mr. T. W. S. Wardle	Assistant Engineer	552 0 0	500 0 0		44 11 8
" A. W. Reid	Chief Storekeeper	65 19 9	61 6 5		52 0 0
" E. H. Biffin	District Station Master	385 0 0	385 0 0		4 13 4
" R. Grant	Superintending Engineer, Marine	573 3 4	507 5 0		65 18 2
" W. M. Griess	District Engineer	1,170 0 10	889 16 8		280 3 2
" S. Couper	General Manager	762 13 4	605 15 0		156 18 4
" E. G. Wilson	Traffic Manager	120 0 0	81 3 4	122 16 8	82 11 8
Comdr. C. C. Garrett, R.N.R.	Superintendent, Busoga Railway Marine	120 0 0	68 11 5		51 8 7†
Mr. R. Lane	Assistant Traffic Manager	291 1 1			291 1 1†
Comdr. A. Whittaker	Chief Mechanical Engineer	7 6 8	7 6 8		
" J. W. Heaton	Assistant Chief Accountant	884 0 0	869 6 8		14 13 4
" W. McGregor-Ross	Assistant Engineer	264 13 4	171 0 0		93 13 4
" P. C. Ford	Works Manager	331 17 6	141 11 8	69 5 0	121 0 10
" C. Bennett	Chief Engineer, Lake Steamers	346 10 0	110 0 0	71 16 8	111 13 4
" G. W. Bruce, R.D., R.N.R.	Commander, Lake Steamers	221 6 8	110 0 0		141 6 8
" W. J. McJanett	District Engineer	603 10 0	587 0 0		16 10 0
" R. Donald	Railway Magistrate	413 0 0	241 10 0		171 10 0
Comdr. R. M. Reynolds, R.N.R. (Retd.)	Marine Superintendent	347 8 4	187 16 8		159 11 8
Mr. G. F. W. Hannell	Locomotive Superintendent	154 8 1	43 2 11		111 5 2
" Robert Hill	Press Superintendent	529 10 9	259 15 3		269 15 6
" St. C. Grant Davis	District Engineer	384 3 9	139 7 6	20 13 7	224 2 8
Lt. Comdr. E. C. Bosanquet, R.N. (Retd.)	Commander, Lake Steamers	188 3 1	62 0 6		136 2 8
" R. Mercer	Chief Engineer, Lake Steamers	608 13 10	242 11 8	50 9 11	315 12 3
Mr. C. M. Bunbury, I.S.O.	Assistant Chief Engineer	398 5 4	183 13 10		214 11 6
Lt. Comdr. C. B. Blencowe	Commander, Lake Steamers	614 5 11	241 4 2		373 1 9
Mr. S. N. Faulkner, O.B.E.	Dry Chief Accountant	280 19 7	49 13 8	33 5 0	197 16 11
Mr. R. A. Lawson	Dist. Traffic Supdt. Class II				
Carried over		14,675 16 10	10,334 16 1	368 10 10	3,972 9 11

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

† Compensation Allowance further abated from £150 to £120 vide Letter No. 290 P/W. A/H. 1072 dated 7th Dec. 1929, from the Crown Agents for the Colonies.

‡ Includes £195/14/5 per annum a Special additional Allowance vide Colonial Office despatch, Kenya 2920 of 27-3-25.

APPENDIX IV.—Pensions and Compensation Gratuities 1931. (contd.)

NAMES	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.	£ s. d.
Brought forward		14,675 16 10	10,334 16 1	368 10 10	3,972 9 11
Compensation Gratuities					500 0 0
Gratuities on account of Commuted Pensions					5,000 0 0
Add for New Pensions					2,002 10 1
Total					11,475 0 0
PORT AND HARBOURS.					
Mr. M. Lopes	Clerk	83 0 7	68 0 0		15 0 7
" A. M. D'Souza	"	80 8 0	72 0 0		8 8 0
" A. P. D'Souza	"	124 14 9	113 8 0		11 6 9
" S. A. Wajudin	Engineer S.Ia "Mvita"	48 4 9	34 0 0		14 4 9
" Abdool Gaffoor	" "Rasini"	64 8 0	56 0 0		8 8 0
" Shaik Ahmed Sk Esmail	Crane Driver	68 4 0	58 18 0		9 6 0
		469 0 1	402 6 0		66 14 1
Compensation Gratuities					83 5 11
					150 0 0

APPENDIX V.—Summary of "Miscellaneous Expenses."

Page	ABSTRACT HEAD	Office Expenses	Travelling Allowances	House Allowances	Relieving and Acting Allowances	Motor Allowances	Mechanical Accounting	Contingencies	Total
		£	£	£	£	£	£	£	£
	RAILWAYS.								
10	A F (a) (6) ..	170	125	130	210	125	..	90	850
12	A I (b) (22) ..	90	30	180	150	30	..	120	600
14	A I (c) (46) ..	350	50	175	50	..	..	75	700
18	A I (d) (76) ..	45	680	350	350	345	..	230	2,000
28	B I (b) ..	200	2,000	550	..	350	..	400	3,500
	B II (b) ..	1,010	50	1,815	..	5	..	180	3,060
34	B III (c) ..	..	450	3,050	600	..	..	200	4,300
36	B IV (c) ..	..	18	208	..	10	..	..	234
38	B V (b) ..	..	150	1,560	..	..	..	..	1,710
46	C I (a) (8) ..	210	80	200	310	..	..	..	800
	C I (b) (14) ..	222	600	650	330	..	..	..	1,800
48	C I (c) (33) ..	450	50	1,200	100	..	..	150	1,950
52	D I (a) (5) ..	..	300	..	..	..	..	..	300
56	D II (b) (21) ..	120	190	820	150	170	..	50	1,500
58	D II (d) (40) ..	100	530	370	..	300	..	200	1,500
62	D III (c) (28) ..	700	650	4,000	210	10	1,630	200	7,400
64	D III (d) (39) ..	165	..	135	..	..	..	..	300
66	D VI (a) (4) ..	..	55	165	..	..	..	..	220
68	F I (b) (14) ..	20	200	50	50	50	..	30	400
72	E III (c) ..	..	50	75	350	..	..	25	500
74	E IX (c) (2) ..	15	50	..	..	..	..	185	250
76	F I (2) ..	15	10	..	..	..	..	..	25
	F III (4) ..	25	15	..	15	..	..	25	80
82	H I (b) (30) ..	1,550	100	1,150	200	36	..	564	3,600
		5,455	6,433	16,831	3,075	1,431	1,630	2,724	37,579
	PORT AND HARBOURS.								
53	B I (6) ..	..	..	75	..	..	..	..	75
90	C I (b) (6) ..	..	..	190	..	..	..	..	180
92	C II (a) (4) ..	..	..	60	..	..	..	..	60
	C VII ..	..	..	..	..	175	..	..	175
94	E I (10) ..	..	..	450	500	..	..	..	950
	E II (6) ..	..	..	120	..	..	..	..	120
	E III (3) ..	..	..	40	..	..	..	..	40
96	E IV (5) ..	..	..	60	..	..	..	..	50
	E VII (7) ..	..	..	150	..	..	..	..	150
98	F I (10) ..	..	..	550	..	..	..	..	550
	F II (a) (7) ..	..	..	240	..	..	..	..	240
100	F II (b) (8) ..	..	..	120	..	..	..	..	120
	F II (d) (4) ..	..	..	30	..	..	..	..	30
	F III (10) ..	..	..	450	..	..	..	..	450
102	G I (4) ..	..	..	..	100	13	..	17	130
	G II (2) ..	120	..	30	..	..	..	..	150
	G III (6) ..	..	..	60	..	..	..	..	60
104	G VII (a) (3) ..	..	..	70	..	..	..	..	70
	G VII (b) (11) ..	..	..	370	..	..	..	30	400
106	H III (a) (5) ..	..	150	..	200	..	..	80	350
108	H V ..	1,200	30	500	..	190	..	80	2,000
	H VI (b) (10) ..	..	50	275	300	30	..	245	900
		1,320	230	3,820	1,100	408	..	372	7,250
	GRAND ..	£ 6,775	6,663	20,651	4,175	1,839	1,630	3,096	44,829

APPENDIX V.—Summary of "Miscellaneous Expenses."

Page	ABSTRACT HEAD	Office Expenses	Travelling Allowances	House Allowances	Relieving and Acting Allowances	Motor Allowances	Mechanical Accounting	Contingencies	Total
		£	£	£	£	£	£	£	£
	RAILWAYS.								
10	A I (a) (6)	170	128	130	210	125	..	90	850
12	A I (b) (2c)	90	30	180	150	30	..	120	600
14	A I (c) (4c)	350	50	175	50	..	..	75	700
18	A I (d) (7b)	45	680	350	350	345	..	230	2,000
21	B I (a)	200	2,000	550	..	350	..	400	3,500
21	B I (b)	1,010	50	1,815	..	5	..	180	3,060
34	B II (a)	..	450	3,050	600	..	..	200	4,300
36	B IV (a)	..	18	206	..	10	..	..	234
33	B V (a)	..	150	1,560	..	..	..	..	1,710
46	C I (a) (3)	210	80	700	..	..	..	..	800
48	C I (9) (14)	222	600	700	310	..	..	..	1,800
52	C I (5) (23)	450	50	1,200	100	..	..	150	1,950
52	D I (a) (5)	..	300	..	..	..	..	..	300
56	D II (a) (21)	120	190	..	150	170	..	50	1,500
58	D II (d) (45)	130	530	..	..	300	..	200	1,500
62	D III (a) (2b)	700	150	4,000	210	10	1,630	200	7,400
64	D III (d) (39)	165	..	135	..	..	..	..	300
66	D VI (a) (4)	..	25	125	..	..	..	..	220
68	E I (a) (14)	20	200	50	50	50	..	30	400
72	E III (a)	..	50	75	350	..	..	25	500
74	E IX (a) (2)	15	..	..	..	..	..	..	250
76	F I (2)	15	15	..	15	..	..	25	80
76	F III (4)	20	15	..	..	..	..	..	25
82	F I (9) (30)	1,550	150	1,150	200	36	..	564	3,600
		5,455	6,433	16,831	3,075	1,431	1,630	2,724	37,579
	FURT AND HIREAGES.								
83	B I (a)	..	..	..	..	..	..	..	75
90	C I (a) (c)	..	..	450	..	..	..	..	180
92	C II (a) (4)	..	..	650	..	175	..	..	60
	C VII	..	..	..	..	..	..	..	175
94	E I (a)	..	..	..	500	..	..	..	950
	E II (a)	..	..	180	..	..	..	..	120
	E III (a)	..	..	..	..	..	..	..	40
96	E IV (a)	..	..	185	..	..	..	..	50
	E VII (7)	..	..	150	..	..	..	..	150
96	F I (a)	..	..	150	..	..	..	..	550
100	F II (a) (7)	..	..	120	..	..	..	..	240
	F II (a) (8)	..	..	450	..	..	..	..	120
	F III (10)	..	..	..	..	..	..	..	30
102	G I (a)	..	..	..	100	13	..	17	450
	G II (a)	120	..	30	..	..	..	..	130
104	G VII (a) (7)	..	..	30	..	..	..	..	150
	G VIII (a) (11)	..	..	..	..	..	..	..	60
106	H III (a) (5)	..	150	..	200	..	..	30	70
108	H V	1,200	30	100	..	190	..	..	400
	H VI (a) (10)	..	50	275	300	30	..	10	350
		3,550	230	3,420	1,100	408	..	372	7,250
	GRAND TOTAL	£ 6,775	£ 6,663	20,251	6,175	1,839	1,630	3,096	44,829