

*Spec*



EAST AFR. PROT  
28639

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1913  
Govt 572  
1913  
July  
24904

SUPPLEMENTARY ESTIMATES, 1912-3

States information will be given as far as possible (a) as to the excesses of subheads making up the total excess on the vote, and (b) as to the savings which have been, or may be, effected. Points out difficulties States as to proposed supplementary statement to be attached to the Financial Report.

*W Stephenson*

I should be glad to know if you have any objection to offer in this Dip. which is sent in reply to the Dip. in 1912/13 where we told the Gov. that we were not satisfied with his method of dealing with the Supplementary Est. 1912-13.

One point is not quite clear to me: why should the figures of the Budget Est. be based on completed a/c's for so small a portion of the year as 8 months?

*For the copy see...*

Next subsequent Paper  
30849

of the transfer of the three engines to revenue, but it does not clearly show to which particular funds their cost was charged and I shall be glad to be informed more fully on this point.

5. I have further to point out that, even if the proposal made in the enclosure to you disp. of R. & C. of 14th April 1911 charge the cost of these engines to capital be left out of consideration, some explanation might have been given

of the sufficiency of the funds available for the machinery now in question. The allocation approved in <sup>assurance</sup> that despatch contemplated a sum

of £10,000 for machinery and extensions to workshops, <sup>of the sum</sup> subject to possible re-allocation within the £10,000, £2000 was shown in Sir P. Girouard's despatch No. 79 of the 2nd of February to be intended for machinery

and

DRAFT

27673/1

and £6,000 for extensions to workshops while the balance of £2000 was left unallocated. In my despatch No. 603 of the 18th of September 1912 (to which you do not refer) I approved of the increase of this £15,000 to £12,000, but it would appear that the increase was mainly required to meet the increased cost of iron work already indented for, and I am by no means certain that even out of this increased amount so large a sum as the £4,975 now required for machinery is still available.

6. In the circumstances I must request you to furnish me with a full statement of the manner in which the provision of £12,000 has been applied, and it will be convenient if you will take this

opportunity

is inadequate in the explanation which it gives, and I would impress upon you that the need for a full explanation is especially great in matters connected with Railway expenditure which is met from money provided from several different sources on different conditions as regards the purposes to which it is to be applied.

3. In the second paragraph of your despatch you state that the cost of the indent will be charged against the unexpended balance of £79,000 capital expenditure, as the cost of the three shunting engines purchased to replace the three engines sold to the Magadi Soda Company in accordance with the sanction contained in my despatch No. 624 of the 26th of October 1911, has now been transferred to Revenue. Apart from the fact that

there

there is no explanation in your despatch of the reason for transferring the cost of these engines to Revenue, the despatch which you quote did not authorise the purchase of locomotives. In that despatch I informed Sir P. Girouard that the proposed allocation of the unhyponthecated balance standing to the credit of the Uganda Railway Capital Account (£79,000) on the 31st of March 1911 was approved. That allocation contained no reference to engines of any kind and the first reference to the three shunting engines appears to have been made in the enclosure to your despatch of the 4th of March 1912.

4. There is some mention in Mr Taylor's letter of the 7th of July on the revised estimates,

8899



Gov/28638 E.A.P.

*Ans d 482 To*

DRAFT

AFRICA PROTECTORATE

*745*

DOWNING STREET.

THE O.A.G.

9 September, 1913.

MINUTE.

Mr. Parkinson 30/8/13.

Mr. Bottomley 5/9/13

Mr. G. Fiddes

Sir H. Just

Mr. J. Anderson

Lord Emmott.

Mr. Harcourt.

*[Handwritten signature]*

Sir,

I have the honour to acknowledge the receipt of your despatch No. 571 of the 23rd of July and to inform you that the indents for machinery for the Uganda Railway have been forwarded to the Crown Agents for the Colonies for execution as soon as possible.

2. I have to point out that your despatch submitting the indents

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C.D.  
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PRESSING

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Sep 1. Aug 1913

MINUTE.

- Mr. ~~deed~~ 217713
- Mr. ~~for~~ 217713
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Adderson.
- Lord Emmott.
- Mr. Harcourt.

East

from etc. to transmit to you  
 in duplicate vidents received  
 from the Gov. of the East for  
 Machinery for the Uganda  
 Railway. I to request  
 that you will calculate the  
 costs as early as possible.

217713

21638/13

GOVERNMENT HOUSE,  
NAIROBI,  
BRITISH EAST AFRICA.

EAST AFRICA PROTECTORATE.

July 23rd, 1912.

No. 571

50  
2000  
7/26  
1912  
M.C. 13

Sir,

With reference to my despatch No. 540 of the 10th instant, I have the honour to transmit herewith an Indent No. 836 on the Crown Agents for Machinery and should be glad if instructions could be issued for the execution of the order as early as possible.

2. The cost of the Indent will be charged against the unexpended balance of £79,000 capital expenditure, as the cost of the three shunting engines purchased to replace the three engines sold to the Nagali Soda Company in accordance with the sanction contained in your despatch No. 674 of the 26th of October 1911, has now been transferred to Revenue.

I have the honour to be,

Sir,

Your humble, obedient servant,



In the absence of the  
GOVERNOR.

THE RIGHT HONOURABLE

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

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W.

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26829

Indent

4  
26842  
11

regard the auditing expenses there is some doubt both as to their being charged to Capital & as to their being transferred to Revenue. (which as distinguished from the Capital account under the U.K. Act may be either ordinary revenue, Revenue, or the half million loan) but the point will as doubt be cleared up when we have the final account.

These inquiries having been taken off the Capital account there is plenty of money to cover this in doubt, but it is further point arises as to whether the original Treasury authority (£33947/11) is sufficient to cover this re-allocation of the Capital money available. Sir P. Giroud proposed an appropriation of the money (subject to re-allocation after discussion on each item) which allowed £10,000 for machinery & extension to workshops.

The detailed statement accounted for £8000 of this £10000 & allowed £2000 for machinery. The rest of the £10000 is still unallocated balance of £2000 of which interest & other small help from workshops is if available - is enough to cover the deficit; but these if right to have been explained and - if necessary - offered scope for extending the expenditure on machinery & workshops beyond the £10000 which is <sup>all that was</sup> definitely

28684/11  
5745/12

appropriated for them  
I think we should push this out to Gov. in writing, to Parkerson, Phipps, & when we have a full explanation we should let Treasury have a copy of the complete.

(10/12)  
29/1/12

Alton P.D. 29.1.12

Mr G. Fiddes  
I have reviewed the apt detailed facts & the direction of reference & have by the introduction of a reference to Gov/27673/12, which widened the appropriation to quarters from £10,000 to £12,000. But the increase seems to have been made for iron work for shops rather than for machinery & in any case it was stated to be required to cover part - not full - of the

10/12/12

as to authority for the Manager's transfer  
 action - The Dis. in Question  
 apply the allocation of the  
 unexpended balance of £7000  
 of the funds provided under the  
 Uganda Railway Act as  
 submitted by Sir P. G. G. in  
 2001/11. That Dis. con-  
 tained no ref. whatever to  
 engines, although it did  
 allow £2000 for "rolling  
 stock" explained as meaning  
 "about 70 20-ton covered bogie  
 wagons."

The 5 shunting  
 engines appear for the first time,  
 as far as I can say in the trial.  
 to Mr. Bowring's Dis. of 4/3/12, &  
 then the cost is to be met by  
 cutting down the items of  
 capital exp. appl. in the  
 Co. Dis. of 26 Oct 11 & given  
 in greater detail in Dis. 5/25/12.

The explanation of the statement  
 that the cost of the 5 shunting  
 engines has been transferred

1889/10

I cannot  
 find the  
 authority  
 for the  
 fact that  
 the cost  
 of the 5  
 shunting  
 engines  
 was  
 transferred  
 to the  
 capital  
 account  
 in 1889/10  
 but I  
 am  
 looking  
 for the  
 authority  
 for the  
 fact that  
 the cost  
 of the 5  
 shunting  
 engines  
 was  
 transferred  
 to the  
 capital  
 account  
 in 1889/10

Sent on  
 separately  
 to the  
 Com. Secy  
 1889/10

to become will be found in  
 para 3 of his Taylor's letter of  
 7<sup>th</sup> July to the C.S. in  
 26829/13. 530

Although the dispatch is quite  
 inadequate in the explanation  
 which it gives, I think that we  
 may authorize the C.A. to  
 execute the indent.

Indent to C.A. in original  
 for speedy execution -

ask receipt. say that this  
 has been done. Observe that  
 the Dis. quoted in para 2  
 is a wrong reference. Add  
 that full explanation is very  
 desirable in the course of  
 these railway indents which  
 are somewhat complicated  
 esp. by Manager's exp.

all  
 28/8/13

The Wood & Partnership & I have given to these  
 points without any great success. As



Her Lordship's attention

to your letter, No 20070/12,

Done  
33/11/5/12  
S. P.

of the 18<sup>th</sup> Feb. last, and

previous correspondence on the subject

of the grant of a ration allowance

to the clerical staff in the

Northon Grange District

Gov. 28637/1913 E.A.P.

528

R. 23 AUG 1913

26 August 1913

Draft  
The Secretary  
to the  
Treasury

enclosed copy

Sir,  
I am to transmit to  
you to be laid before the  
Lords Commrs of the Treasury,  
the accompanying copy of  
a despatch from the Deputy  
Gov. of the E.A.P. recommending  
the grant of local allowances  
of Rs 20 per mensem to  
all clerks serving at  
Ngabotok with salaries  
less than Rs. 25 per  
mensem, and to inform  
you that he hopes that  
His Lordships will see their  
way to approve of the  
Deputy Gov's proposal  
I am to enclose

J.W.H. 24/8/13  
H. Read 22

570-23 July

to find competent clerks willing to serve in these  
remote districts and I trust therefore that you  
will sanction this proposal.

I have the honour to be,

Sir,

Your humble, obedient servant,



In the absence of the  
GOVERNOR.

GOVERNMENT HOUSE,  
NAIROBI,  
BRITISH EAST AFRICA.

EAST AFRICA PROTECTORATE.

July 28th 1913.

No. 570

Sir,

I have the honour to submit for your consideration the advisability of attaching a local allowance to the post held by the clerk in charge of the Administrative Station in the Turkana District.

2. At the present station, Ngabotok, the buildings are purely temporary while the climatic conditions are the reverse of favourable. Moreover as it takes some eighteen days to reach the station from a point on the Railway, the cost of living is extremely dear and it is impossible for a clerk on a small salary to live comfortably without running heavily into debt. In fact the conditions are very similar to those obtaining in the Northern Frontier District where the grant of local allowances has been approved.

3. I propose, therefore, that an allowance of Rs.20 per mensem should be granted to all clerks serving at Ngabotok whose salary is under Rs.125 per mensem. There is at present only one clerk and the amount involved would be only Rs.160 for the current year. It is becoming increasingly difficult

THE RIGHT HONOURABLE

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

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W.