



1911

EAST AFR. PROT.
UGANDA
1911

1911
20

and L. P. K. K. K.
Date
1911

Jinja-Kabondu Railway

Submit explanation of increase of mileage from 47 to 55 miles. Estimate & survey show the work of Uganda port - Cannot see how East port could be held responsible

Mr Butler

I think that Sir P. Fremantle's points (1) The responsibility for the under estimate of the length of the line must rest with Capt. [unclear] who conducted the survey in behalf of the Uganda port, and the only complaint on his account that we can fairly make against the [unclear] is, I think that knowing as a result of experience that "Estimates based on preliminary surveys are liable to considerable modifications after the

Copy correct for Mr 372 - 12 Oct 1882/11

Subsequent Paper
2111

Completion of preliminary harness and
locations", he pledges himself no doubt
to an expenditure of £160,000. In his
letter of the 2nd Nov 1909 Sir P. Finlay
replies "You can rely on the
harness estimates not being exceeded"

— though I presume that he was
referring to estimates of cost rather
than estimates of length.

As to the reason why he only asks
for £30,000 for the additional studies
Sir P. Finlay explains (see also Sir Jackson's
desp of 28th Dec) that it is hoped to
construct the cable route at Bowditch

has been £3,200 per mile, because
the cable release will not involve
any increase of expenditure on account of
buoyometers, towing, stock, buildings etc

This seems reasonable, and we can
only trust that the present estimate

Yes: the
the
the
the

Yes: the
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Yes: the
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the

(P. 1211)

of £20,000 will not be exceeded
(3) As to the time when the mistake
was discovered, Sir P. Finlay tells us
that he was only informed of the
discovery by telegraph when he arrived
in England. He appears, therefore, to
have had no time in transmitting
the information to the S. G.

He must now approach the
Treasury and ask them for the extra
£20,000, setting out the facts as in
Sir P. Finlay's letter of 2nd 18th Jan'y

W. P. Finlay

1898

24/11

Jan 24

1/2 R

24/11

Col Seely
Mr Harcourt

But the explanation makes it rather
more pleasant, for we now refer to Treasury
? as proposed, sending them also a copy of 2111

Yes

24/11

26/11

Mr. 24



CO
1911

COLONIAL OFFICE,

LONDON

18th January 1911.

Sir,

I have to acknowledge the receipt of your letter of 14th January 1911 with reference to the Jinja-Kakindu Railway, the preliminary traverse and location of which was recently completed.

1. During my visit to Uganda in October 1909, I was requested by the Secretary of State to enquire into this project for railway extension which had received, I understood, the tentative approval of the Treasury, and involved the construction of a line estimated to be 47 miles in length (with 3 miles of sidings) as from Jinja to Kakindu. The estimated cost of the line was £200,000. After an inspection of a portion of the country and an examination of the survey maps available, I recorded my opinion that the estimates were too high and that they could be materially reduced, and a sum of £3000. per mile was suggested for the construction of the line. This estimate was subsequently increased to £3200 a mile, or £160,000 in all, on the advice of the Consulting Engineers to the Crown Agents.

2. I may point out that the original surveys upon which the length of the line and estimates were based, were carried out entirely under the instructions of the Government of Uganda, and I was led to understand

Chapter 112

The Under Secretary of State

for the Colonies,

LONDON.

+ N 2174

missions

2.

understand that every consideration of the class of surveys executed had been taken into account when the Treasury had agreed to the expenditure detailed for the construction of the line. The net result of my recommendations was an immediate decrease of £40,000 in the total estimates, and a reduction of the mileage rate from £4000 to £3200 per mile.

3. No mistake would appear to have been made beyond that which assumed - when the estimate of £200,000 was put forward - that a preliminary survey was a final survey. This estimate and survey was, as I have stated, the work of the Government of the Uganda Protectorate, and I regret to note that the excess expenditure now proposed may tend to prejudice the discussion, with the Treasury, of proposals for special expenditure in British East Africa, for I cannot see how that Protectorate or its Government can be held in any way responsible. It is to be observed that the original plans and estimates were referred to the Consulting Engineers to the Crown Agents in September 1909, and these gentlemen were of opinion that the estimates may be accepted, as a fair approximation to the cost of the scheme. If the Government of the Uganda Protectorate had proceeded with the construction of the line on the original estimate of £200,000, we should have been faced today with the provision of an extra £30,000, bringing the total expenditure to close upon £230,000. As matters stand, we are committed to £180,000 in all, which on the original estimate provides for a saving of £20,000.

4.

3.

4. As soon as the work was handed over to the Uganda Railway authorities, it was prosecuted with the utmost vigour. The preliminary surveys and locations have now been completed, and I have been informed by telegraph since my arrival in England that the length of the line - instead of being 47 miles with an additional 3 miles of sidings, will probably be 55 miles and 3 miles of sidings. I must attribute this increase to two reasons, - primarily: more accurate survey, secondly: the necessity, at the request of the Uganda Government, of carrying the line somewhat higher in the hills to avoid fly-infested areas in a Sleeping sickness belt.

5. For this extra length the General Manager of the Uganda Railway asks for £20,000. The sum is a little less than £3200 per mile, but as terminal stations, rolling stock, buildings, &c., are not evidently affected by this increase in length, I presume that the General Manager (who has not been able as yet to furnish me with details) has included the sum which he considers sufficient for the completion of the line.

6. I would point out that in my very varied experience of railway construction in Africa, I have constantly found that estimates based on preliminary surveys are liable to considerable modifications after the completion of preliminary traverses and locations, and that even preliminary locations are subject, in a final location, to a further lengthening or shortening of the line of a minor degree of importance.

I am, Sir, *tr*
Your obedient servant,

Reynolds

S. P. Reynolds



9 East
1941 Uganda

282

June 1941
17th 11

~~Proceeding - Lu~~

With reference to your

letter to ~~me~~ of the 4th

(13288)

of May last) relative to
the construction of ^a ~~the~~ ~~road~~

railway from Jinja to
Kakinda, I am ^{directing the construction} to

request you to inform the

Secretary of the Treasury that

Mr. P. P. ... has, since

his arrival in this

country, been informed

by telegraph that the

provisionary ~~has~~

location of the Railway

has now been completed

and that the total length

DRAFT

Secretary to the
Treasury

MINUTE.

- Mr. AFB 1/2
- Mr. Butler 1
- Mr. Fiddes 1
- Mr. Just.
- Mr. Cox.
- Sir C. Lucas.

- Col. Seely.
- Mr. Harcourt.

Copy for Mr. 372 - 12 Oct 3128 of

Engelbach has now passed
on. But he will
not if his letter can be
of today as he wants
to be in the ...
... in ...

Oct. 753. 26 Dec
(2111)

259-20
80. 1876

TREASURY
+ R 1548

of the line will be
approximately the following
58 miles, including sidings
2. As T. h. are aware,
the original estimate was
framed on an anticipated

length, including sidings
of 50 miles. Lt. P. Finlay
reports that, from the
experience already gained,
it is found to be impossible
to lay any money out
of the original estimate

of £3200 per mile, but that,
as the extra sidings
have proved necessary
will not involve the construction
of any extra buildings, or any increase of
rolling stock, etc.,

The additional length
required is attributed
to two reasons; first
more accurate survey, the
only survey made before
the construction of the line
was sanctioned having
been a preliminary survey
only; and second, the
desire of the Uganda Govt.
that the line should be
carried somewhat higher
in the hills to avoid
fly infested areas in a
sleeping sickness belt.

it is hoped that a sum
of £20,000 will be sufficient
to cover the additional expense.
Lt. P. Finlay's
reports therefore to
the original estimate
may be increased by

this amount. A copy of
a despatch from the Govt. of the
Uganda is enclosed.
3. The estimate which

reports the amount
under-estimated was delivered,
but he cannot agree
the P. Finlay as a substitute
for the Govt. because,
as T. h. are aware, the
original survey of the
on which the estimate of cost was based
was made by Capt.
Sturgeson in 1907-8
of the Uganda Govt., for
and it was on his report