

EAST AFR. PROT.

21618

561

REC'D  
REG 25 JUN 05

No. 21611

Serial No. 309  
1905  
25 May  
Last previous Paper.

(Subject.)

Piers & goods sheds at Entebbe & Jinja.

- (1) Two desps. from the Manager asking for sanction to erect & charge to Capital Account. Est. cost £5334. Encloses indent for necessary timber.
- (2) Two desps. as to means of providing funds for this work in consequence of the closing of Exchequer issues under the Uganda Ref. Act.

(Minutes)

Mr. Read.

It appears from the minutes of Mr. G. G. Contreas account that the C. A. Co. has more £13000 available. Capital monies of the Uganda Railway in addition to the 191,000 paid on a 31st March which is earmarked for certain works.

I recommend the sum to Treasury as a charge on their funds. M.R. 28/6

H. Antrobus. So printed? M.R. 28/6. Ret. July 1st 1905.

in my l. l. l. c. c. 19 Jul  
 Aind 359 18 Aug  
 Present plan of Entebbe & Jinja  
 26654

W. Reed.

messing with us to write down our  
letter - H. in name of W. Behrens  
which I have had copied.

Offt. Kenneth - a letter  
memo: to A. Behrens privately saying  
~~that we have returned our feet letter~~  
& that a fresh one is coming

GBB

157

11  
from  
157

Mr. Reed.

Wishing to withdraw  
from the present meeting of the  
Board I have had a talk

with Mr. Reed. I also return  
him to Mr. Behrens privately saying  
~~that we have returned our first letter~~  
that a first one is coming

W.B.B.

157

157

157

Mr. Chalmers

I have looked up the 1900 papers as directed by you and I find the facts to be as follows.

The original Uganda Railway Act of 1896 59 and 60 Vict. C.38 (on which all the other Acts are founded only differing in the question of the amount to be provided) prescribes Section 1 (1) that "The Treasury shall issue such sums ..... as may be required by a Secretary of State for defraying the costs of the construction of the Uganda Railway" ..... running "from Mombasa to the Victoria Nyanza".

1999/00

Acting upon this in 1900, when the question of increasing the provision was under discussion, the Chancellor of Exchequer (Sir M. Hicks Beach) said in a memo. of 13/2/00:-

"I think we have no right to include £110,000 for steamers (viz., on Lake Victoria Nyanza) ..... in a loan. The piers &c. which may fairly be considered to form part of the railway, ought to be included".

15.2 00

In the official letter to the Foreign Office the Treasury said accordingly

"My Lords ..... to the inclusion of the steamers for completing the construction, though they assent to include £110,000 on the lake. As the Secretary of State is aware they have already sanctioned the purchase of Lake Steamers (as a charge against Protectorate funds)".

This

This decision was disputed by the Foreign Office and upheld by us in 5307/00.

*Primary duty  
ack. 10.1.70.  
Letter*

I think it is clear from the above that the piers to which we assented were piers only directly required for the Railway, i.e., at its terminus on the lake.

In the whole course of the argument as to the steamers it is abundantly clear that the Treasury view was that the Railways Funds should not bear the charge of the Lake Traffic and as piers at other parts of the lake than at the Railway terminus have obviously a closer relation to this lake traffic than to the Railway Traffic it follows that the cost of their erection should be brought to charge in the same way as the Steamers, i.e., on Protectorate Funds. The argument as to lighters is if anything stronger still.

N.E.B. 11/7

Mr EllisWindsor Railway

has annexed Statement  
shows that we have

£ 204,890 available.

Previous to receiving the

£ 191,592 at the end of

March we received the two

sums of £ 15,000 & £ 12,750

which have been transferred from

the working account under

Mr EllisYours Railway

The annexed Statement  
 shows that we have  
 £ 204,850 available.  
 Previous to receiving the  
 £ 191,592 at the end of  
 March we received the two  
 sums of £ 15,000 & £ 12,750  
 which were transferred from  
 the working account under

Capital £ being explained as  
to certain expenses £ 565

The last Africa Protection  
and the difference between  
the total amount we have in  
hand and the £ 191,592 is the  
balance of these moneys -

The £ 15,000 was transferred  
here to ~~replace~~ replace money  
borrowed from Capital £ for  
the working £ in the Protection  
so saving Draving upon us. The  
large balance in Africa in the

has been paid to the Capital £  
of the Protection £  
£ 42,750 was <sup>for</sup> adjustments  
in write back £: made between  
the accounts in Africa &  
adjusted here under the  
authority of the Foreign Office

W. H. ...  
28/6/15



The last Africa Protectorate  
and the difference between  
the total amount we have in  
hand and the £191,592 in the  
balance of these moneys -

The £15,000 was transferred  
here to ~~replace~~ replace money  
borrowed from Capital & Co for  
the working &c in the Protectorate  
so saving drawing upon us. The  
large balance in Africa in the

Capital &c being explained as  
due to certain expenses £ 565

which has been paid to the Capital &c  
of the Protectorate Govt.  
The £92,750 was <sup>for</sup> ~~for~~ adjustments,  
written back to: made between  
the accounts in Africa &  
adjusted here under the  
authority of the Foreign Office.

W. H. D. B.

28/6/15.

# Uganda Railway Capital A/c

566

Balance in hand.

£ 1890 . 0 . 0

Cash on Deposit.

190000 . 0 . 0

• lent at Bank Rate

13000 0 0

£ 204,890 . 0 . 0

26/05

C.O. 21611

Commissioner's Office, 23 JUL 1905 567

EAST AFRICA PROTECTORATE.

TREASURY  
13548  
20 JUL 1905

Mombasa,

May 25th 1905.

No. 308

Sir,

I have the honour to transmit herewith a copy of a despatch with enclosures which I have received from the Manager of the Uganda Railway asking for sanction to erect two piers and goods sheds, one at Entebbe and the other at Jinja, and to charge them to Capital Account. Both Colonel Sadler and I are fully in accord with Mr. Currie's scheme which I recommend for your favourable consideration.

*Manager No. 107*

*Manager No. 106*

*to shape  
sq & v. by*

2. In your despatch No. 200, which I have recently had the honour to receive, you inform me that provision for all works chargeable to Capital must in future be made when submitting the annual estimates. As the Manager was given no previous notice of these instructions, he has had no opportunity of submitting this and other urgent Capital estimates

H. M. Principal Secretary of State  
for the Colonies,  
Downing Street,  
London, E. W.

estimates in time to be included in the final transfer.  
I therefore venture to hope that funds can be provided for  
this work from other sources.

3. I have the honour to enclose a further despatch from  
the Manager in which are enumerated three ways of meeting  
the necessary expenditure for the erection of the piers  
referred to above, should you approve of this work being  
executed. I agree with Mr. Currie in recommending that  
the sum required be taken from the amount credited by the  
Crown Agents to the Uganda Railway Account on March 31st last,  
or, if this is not sufficient, that it be taken from savings  
which can be effected on the vote for the completion of  
minor bridges in sanctioned Capital Estimate No. 15.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

J. Stewart

SIR D. STEWART

No. 308

Reference C.O. despatch No. 200.

Inchamre 3.

Received

by bag

Exhibition of film and print  
as English and Irish

Also of 1/2 m. amuseur  
with 1/2 m. film

SIR D. STEWART

No. 200

Reference C.O. despatch No. 200.

Inclosure 3.

Received

by bag

Freedom of Press and Justice

at Fife and West

Copy of Mr. Stewart's despatch  
with:-  
1. 1/2

You must certify  
public records.

TREASURY

13548

20 JUL 1905

569

No. 102  
211

Manager's Office,

NAIROBI, May 22

1905.

Sir,

WE have at present on the Victoria Nyanza 7 lighters which are distributed as follows:-

<u>Ports.</u>	<u>lighters.</u>
Port Florence. .. ..	Pier. No lighter required.
Jinja. .. ..	One lighter.
Entebbe. .. ..	Two lighters. One for cargo & one for fuel.
Munyonyo. .. ..	One lighter.
Karungu. .. ..	No lighter or pier, cargo handled in boats.

German Territory.

Shirati. .. ..	No lighter or pier, cargo handled in boats.
Ukerewe. .. ..	One lighter. This is for fuel only, there is no station here.
Mwanza. .. ..	One lighter.
Bukoba. .. ..	One lighter.

At Shirati and Karungu cargo has to be handled in the ships boats which is a very tedious and expensive process, when traffic develops this method will become impossible.

We require further accommodation therefore, either in lighters or piers, to supply Karungu and Shirati and to enable us to have at least one spare lighter to replace those in service when they have to be docked, to do special work, and in case of accidents.

The German authorities talk of erecting piers at Mwanza and Bukoba, but I am doubtful whether they

H. M. COMMISSIONER,  
B. E. A. Protectorate,  
NAIROBI.

RECEIVED  
13348 570  
20 JUL 1905

will do so for some years to come as it will cost them more than they at present contemplate.

To put more lighters on the lake similar to our present ones will cost not less than £1500 per lighter, whereas to erect a wooden pier and goods shed on the design shown in the accompanying ferro will cost about <sup>2700</sup> £3000. The latter is much the more efficient arrangement; it saves the double handling of cargo which is a very important matter to us on account of the difficulty we experience of obtaining and retaining labour at the ports. Also there is not the same risk incurred as regards the safety of the lighter.

I have the honor therefore to enclose an estimate chargeable to Capital amounting to £5334 together with an indent for the necessary material, for the erection of two piers and goods sheds, one at Entebbe and one at Jinja, with the request that you will kindly forward it to the Colonial Office for sanction.

When recently in Entebbe I discussed this proposal with Col. Hayes Sadler, C.B., H.M. Commissioner, who is fully in accord with it.

I have specially asked for creosoted pine timber because it is easily handled and if necessary the piers can later on be removed and erected elsewhere. I recently had occasion to draw a creosoted pine pile that had been over two years in the water at Port Florence, and found it to be as good as when first driven.

The cost of these piers should perhaps be more correctly debited to Uganda as they will be in the Uganda Protectorate. There are, however, advantages in having them Railway property, as such we can enlarge or

alter



TREASURY  
13548  
20 JUL 1905

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(3)

alter them as found necessary without protracted correspondence, moreover as the estimates for the current year have been passed it would probably be impossible to secure funds for their erection by Uganda before next year and they are urgently wanted now and will be more so when the new steamer is afloat.

I therefore recommend that the estimate be sanctioned against Railway Capital Account and the material be sent out as soon as possible.

These two piers will release two lighters and if by that time it appears that the German authorities are not going to erect piers at Mwanza or Bukoba the question of whether we should provide a pier at Munyonyo or purchase another lighter will have to be considered.

I have the honor to be,

Sir,

Your obedient servant,

(Sd). H. A. J. Currie,

MANAGER,

Uganda Railway.

- encl. 3.
- 1 Ferro.
- 1 Estimate.
- 1 Indent. (in trip).

Inclousure No. 1  
In Sir D. Stewart's despatch  
No. 308 of May 25th 1905.

H. K. Commissioner.

The Manager, U. R.

13548  
20 JUL 1905

21611  
REC'D  
23 JUN 05

Manager's Office,

NAIROBI, May 20<sup>th</sup> 1905.

Sir,

I AM in receipt of the Colonial Office despatch No. 300 and enclosures regarding the transfer of £191,588 to the credit of the Uganda Railway Capital Account of the Crown Agents, and I note that the estimate for re-arranging the line between Masera and mile 56 amounting to £82,888, submitted to you with my letter No. 328/140, dated 30th December 1904, and the estimate for ballasting the whole line amounting to £88,794, submitted to you with my letter No. 314/123, dated the 13th December 1904, have been sanctioned. These works will be taken in hand as opportunity offers.

With my letter Nb. 104/111, dated 15th May I submitted to you an estimate amounting to £5,354 and chargeable to Capital for the construction of two piers on the Victoria Nyansa for our steamers. Under the instructions contained in the Colonial Office despatch No. 300 provision for such works must now, I understand, be made when submitting <sup>the</sup> annual estimates.

I regret that I was not given notice of the intention to close Chequer issues under the Uganda

30 papers  
21611/140 Ref

30 papers  
50 11/123 Ref

30 papers  
60 11/111 Ref

THE MANAGER,  
UGANDA RAILWAY.

13543  
20 JUL 1905

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Railway Acts so that I could have had an opportunity of submitting this and other urgent Capital estimates to be included in the final transfer just made.

It has been my policy since I came to the railway to restrict expenditure as far as possible on sanctioned Capital works in order that the funds so saved might be available for further Capital works which, I foresee, will shortly be required. It was with this object that I relinquish £25,000 on various sanctioned works detailed in the enclosure to my letter No. 41/140, dated 26th February last.

*£ 25,000  
safe by*

As no special provision was made when submitting the current year's Revenue Estimates for the 1904-5 for the two piers, and as I am strongly of the opinion that, provided also the Colonial Office approve of it, this work should be put in hand as soon as possible, it will be necessary to endeavour to provide funds from some other source. This can be done in one of the following methods:-

(1). The Crown Agents may on the 30th March last have had sufficient funds at credit of the Uganda Railway Capital account, irrespective of the £191,500, to cover the estimate.

(2). I can provide it out of savings I can expect in sanctioned Capital estimate No. 15 amounting to £17,345 for the construction of minor bridges, viz. 447 to 589, funds for which are included in the £62,000 transferred.

(3)

13548

20 JUL 1905

574

(3). It can be temporarily advanced from the general Capital Account by the Crown Agents to be refunded by the credits received by Capital from the sale of stores in this country.

If the Crown Agents have not the funds to sanction the estimates under (1), I have the honor to recommend that it be sanctioned under (2).

I have the honor to be,

Sir,

Your obedient servant,

(Sd). H. A. F. Currie,

MANAGER,

Uganda Railway,

UGANDA RAILWAY

575

No. 362

Date 13. 5. 1905

Indent on the Crown Agents for the Colonies for Creosoted Pitch Pine Timber for two Piers on Lake Victoria Nyansa.

Department

Address:—

(to be short as possible.)

Port of Consignment

O. H. M. S.

THE MANAGER,

Uganda Railway,

KILINDINI. MOMBASA.

To be insured to

(or not to be insured).

Date by which shipment should be made (if a particular date is necessary for special

FORWARDS) **AS SOON AS POSSIBLE.**

Estimated total cost (in sterling) exclusive of freight, etc. £ 1587.17.4

Special Account (if any) to which chargeable "Unallocated Stores"

A

B

C

Quantity.	Description of Articles.	Estimated Cost in England.			Remarks or References to specifications or special notes (if any) on separate sheets.
		Rate.	Total.		
		£.	s.	d.	
1	c.ft. No.				
5560	112 Logs 12 x 12 inches creosoted pitch pine timber in 30 feet lengths.				
572	22 Do. do. in 26 ft. lengths.				
2550	102 Do. do. in 25 do.				
2772	126 Do. do. in 22 do.				
418	22 Do. do. in 19 do.				
c.ft. 9672	.. .. .	1/6	755	12	6
2					
528	48 Creosoted pitch pine timbers 12 x 6 inches in 22 feet lengths.				
1768	204 Creosoted pitch pine planking 12 x 4 inches in 26 feet lengths.				
3051	416 Do. do. in 22 ft. lengths.				
1560	204 Do. do. in 20 ft. do.				
1260	168 Creosoted pitch pine planking 12 x 3 inches in 30 feet lengths.				
540	80 Do. do. in 27 ft. lengths.				
572	88 Do. do. in 26 ft. do.				
c.ft. 9079	.. .. .	1/10	852	4	10
Total estimated cost of the Indent ...		£	1587	17	4

*R. Church*  
 Indenting Officer.  
 Supt. of Way & Works,  
 Uganda Railway.

*W. G. ...*  
 Manager,  
 Uganda Railway.

Comr  
2/18/11  
to the Secy. Genl.

577

~~Cancelled~~

DRAFT.

The Secy. Genl.  
Treasury.

7 July '05  
In a;

Sir

I am directed by  
Mr. Secy. Lytton  
to ask transmit to  
you to be laid before  
the L.C. of the Treasury  
the accompanying list  
from H.M.'s Comr  
for the G. W. P. Probate  
with notes relating  
to the proposal of the  
General Manager of  
the Glasgow Railway  
to erect two pairs of  
goods sheds on at  
Kettleby & the other  
at Yonja.

MINUTE.

- Mr. ~~W. H. 4/4~~
- Mr. ~~Reed. 4/4~~
- Mr. Antrobus.
- Mr. Cox.
- Mr. Lucas.
- Mr. Graham.
- Sir M. O'Malley.
- The Duke of Marlborough.
- Mr. Lytton.

P. H. P. Stewart to P. P. No 208 25/11/05  
(in right to be laid)

It appears that the  
 Olight has in hand  
 some £13,000  
 capital monies of the  
 Uganda Railway, in  
 addition to the  
 £191,592 paid on on  
 the 31<sup>st</sup> March last  
 which has already been  
 allotted to various  
 works as stated in  
 the F.O. letter of the  
 24<sup>th</sup> March and Mr.  
 Lyttelton would  
 be glad if T.L. should  
 be pleased to give their  
 varying sanction to the  
 charging of the cost of  
 these pier & sheds, estimated  
 at £5,334 against  
 the surplus capital funds  
 referred to.

I have  
 R.A.

Comm. S. A.P.  
 21611

19 July 1902  
 Ind.

DRAFT.

The Secretary to the  
 Treasury

MINUTE.

- Mr. Botherly 15/7
- Mr. Read 15
- Mr. Antrobus 15/7
- Mr. Cox.
- Mr. Lucas.
- Mr. Graham.
- Sir M. Ommannay.
- The Duke of Marlborough.
- Mr. Lyttelton.

for comm  
 further minute

Comm. No. 308  
 21611  
 (original for return)  
 25 May

Sir,  
 I am directed by  
 Mr. Secy. Lyttelton to  
 transmit to you, to be  
 laid before the Com.  
 Comm<sup>rs</sup> of the Treasury,  
 the accompanying  
 despatch, with enclosure,  
 which has been received  
 from the Comm<sup>rs</sup> of the  
 East Africa Prot<sup>ct</sup>  
 relating to the proposal  
 of the General Manager  
 of the Uganda Railway  
 to erect two piers, and  
 goods sheds, one at  
 Entebbe and the other  
 at Jinja.  
 Mr. Lyttelton understands