

EAST AFR. PROT

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Recd 21 JUN 15

RAILWAY FINANCIAL INSTRUCTIONS

Submit code for approval.

Governor Conf
Balfield 46

1915

10th May

Last previous Paper

22/162430
44794

Amend conf 22 July 15

Mr. Stephenson

Any terms?

H. J. D.

22/6/15

Mr. Read This has required careful search through previous papers. I have marked the portions that are new, and compared with the former Code, to which there are no objections. ? Approve

[Signature]
17.7.15

You wished me to look at this. I have no comments from the point of view of the Taylor's irregularities - as the Governor points out, the question they involved was not what the G.F. was allowed to do but what he did.

As regards the new points, the G.F. is given a free hand with ordinary rates, but

Next subsequent Paper

See 2007/3008

We have recently, in the case of Uganda, had
to limit the activity of the Post-Office Government
in this matter of local orders; but the
Railway is another affair & I do not think
we should interfere. It is the General
Manager's business to run the line at a
profit and we should not limit his
discretion as to how he gets his material.

? approve W.S.B. 19.7.15

Homes

H. J. R.

19/7/15

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Homes

H. J. R.

19/7/15

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EAST AFRICA PROTECTORATE.
CONFIDENTIAL No. 46.

GOVERNMENT HOUSE, 21
NAIROBI,
BRITISH EAST AFRICA.

10th May, 1915.

Sir,

*Y
Jaw
44994*
of financial
instructions.

As requested in your Confidential despatch of November 25th, I have the honour to submit for your approval a code of financial instructions to be followed by the General Manager of the Uganda Railway.

2. The rules in question are founded on those by which the Railway Administration has long been guided with such additions and alterations as will make them applicable to present conditions.

3.

THE RIGHT HONOURABLE

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

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, S.W.

3. The former code did actually provide sufficient safeguards against improper expenditure, but unfortunately the late General Manager ignored their provisions in approving irregular disbursements in the cases already reported to you.

I have the honour to be,

Sir,

Your humble, obedient servant,

Munoo Bajaj

GOVERNOR.

INCLOSURE

In Despatch No. 46 of ^{Conf} 10.5.1915

FINANCIAL POWERS OF THE GENERAL MANAGER.

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21 JUN 15

- (1) Subject to the provisions of the Railway Act and to the General Rules and Regulations approved by the Secretary of State for the Colonies and to such other subsidiary rules or limitations as are here laid down or may from time to time be issued, and subject to the authority of the Governor the Manager of the Railway shall have full powers in the executive management of the railway.
- (2) The Divisions into which the working and maintenance is divided are:-

- (1) Management.
- (2) Traffic.
- (3) Locomotive.
- (4) Engineering.
- (5) Accounts.
- (6) Stores.
- (7) Marine.

each under a Head Official, and it is part of the duties of the Manager to harmonize the working of these divisions in order to develop traffic and to handle it at a minimum of expense and to the satisfaction of the public.

- (3) Expenditure must only be incurred on estimates previously sanctioned by competent authority. For operating the railway there will be an annual working and maintenance estimates as approved by the Secretary of State for the Colonies.

The Estimates of Expenditure and Revenue for the succeeding financial year should be forwarded to the Treasurer not later than 15th October. These however need not be in detail, only the gross Revenue and the total amount of anticipated expenditure under (1) Abstracts A, B & C, D, E, F, G, (2) Special Expenditure; (3) Busoga Railway;

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Railway; (4) Kampala - Port Bell; (5) Magadi.

The details of the expenditure should however be printed and ready finally by 30th October, and no alterations from the totals already forwarded should be made unless previously notified to the Treasurer.

The detailed Estimates of Expenditure are to be accompanied by a Schedule of differences and explanations of same, in accordance with Colonial Office Regulation 253.

In the preparation of the Estimates attention should be given to the Colonial Office Regulations on the subject and especially to Rules Nos. 233 to 242 inclusive, 245, 246, 253, and the Secretary of State's instructions.

When the Estimates have been passed in Legislative Council and the Appropriation Ordinance allowed by His Majesty, the Expenditure of the year must be held to be definitely limited and arranged (Colonial Office Regulation 256) and no re-allocations can be made without previous sanction.

In the case of New Minor Works and works under special expenditure the Manager may sanction expenditure up to £1,000 on any one particular work. Works in excess of that amount must be specifically provided for in the Estimates, or if not so provided the prior sanction of the Governor must be obtained.

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(with
sanction)

(4) For Capital or Loan works previous sanction must be obtained from the Secretary of State to carry out any works that will be paid for out of the provisions of such funds and the expenditure sanctioned for any individual work must not be exceeded unless sanction is obtained for such excess.

(5) RATES AND FARES. These may be varied by the Manager within the maximum limit sanctioned by the Secretary of State

State provided that no transport be done at less than cost price. Where considerable alterations are proposed the Manager should seek the advice and approval of the Local Government.

- (6) The Manager must keep in close touch with the Chiefs of Divisions and Official meetings should be held not less frequently than once monthly at which all matters connected with the working of the railway should be freely discussed and the conclusions arrived at recorded; members differing from the majority to have the right of having their dissent recorded.
- (7) STAFF. The staff to be divided into two portions, viz—those appointed by the Secretary of State and those appointed locally. The former can only be discharged or diminished by the Secretary of State or by some authority to whom he may delegate the power of doing so. The latter will as a rule be appointed by the Manager and discharged by the same authority. All appointments, promotions, or dismissals should be considered and recorded at Official Meetings.
- (8) RESPONSIBILITY. Each Chief of Division will be responsible for the efficient working of his own division and the continuity of the chain of responsibility must be preserved. All orders therefore must be passed in proper sequence from the head to the person concerned. In case of emergency, where it may not be possible to wait for instructions to be thus transmitted the superior giving orders to an inferior out of course must send a copy to the intermediate official.
- (9) POWERS. The Manager may enter into contracts for specific sanctioned works up to amount of estimate; may enter into local contracts for the purchase of stores; may write off

book losses of stores due to depreciation and may sanction the adjustment of excess and deficiencies of stocks incurred in ordinary working; may write off a loss of Cash to an amount of Rs.50/- in any ^{one} case; may execute works for Government Departments or Private persons after the estimated cost-including a suitable percentage for supervision and for renewals and interest on the capital cost of machinery, and in the case of works on private account a percentage as to profit-has been adjusted by transfer and credited to the deposit account of the railway by Government, or, in the case of private persons has been deposited by them; may incur outlay under "Law charges" on the advice of the Government Legal Adviser; may appoint, promote, dismiss, and accept resignations of subordinates within the amount and scale-sanctioned, but none is to be dismissed without being given opportunity to meet the charge brought against him; may grant leave of all kinds to all officers (except Chiefs of Divisions)- under the rules in force; may advance pay, recoverable in three monthly instalments, up to one month; may execute contracts for carriage and delivery of goods, for tolls, at bridges, ferries and other communications provided by the railway for loading and unloading and for the sale of surplus material; may make agreements for the interchange of traffic with other carrying companies; shall have control of all buildings including dwelling houses exclusively devoted to railway purposes and the allotment of quarters therein; may grant or take leases of houses land, etc, the rent absorbed not exceeding Rs.5,000 a month; and may reconvey property given as security in contracts. Should there be urgent reasons for exceeding any limitations of the Manager's powers, confirmation by the Governor must be promptly asked for.

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END

C. D.
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July 1915

Sir,

DRAFT

P. Confidential
H.C. Belfield

I have the honour to ack the

recd of your confidential despatch

No. 46 of the 10th of May.
and to say that I approve
of the
~~transmitting~~ a code of financial

instructions to be followed by the

General Manager of the Uganda
Railway ^{which accompanied} ~~to inform you~~
your despatch.

that I approve the ~~code~~

(Signed) A. BONAR LAW.

MINUTE.

- Mr. J. Smith 20/7/15
- Mr. J. Bottomley 20.7.15
- Mr.
- Mr.
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Mr. Steel-Maitland.
- Mr. Bonar Law.

PUBLIC RECORD OFFICE

C0533/153

END

TOTAL EXPOSURES →

PUBLIC RECORD OFFICE

CO 533/154

ORDER NO. ↪162
CAMERA NO. ↪23
OPERATOR. ↪JW
REDUCTION. ↪12
EMULSION NO. ↪291021
DATE. ↪30/7/70

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East Africa Protectorate

1915

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