

33061

33061
SEP 16 1905

1905
C.C.

Banking Accounts

method of effecting adjustment
between Debits West and Rly Revenue Accts
and suggests that a change be made in
the system

(Minutes)

Mr. J. G. Antebius

For your loan (I'll
be glad to look - both with you some
days about banking acct.)

Mr. Reed

See Mr. Antebius's
report

The report of his conference
with Mr. Boring is in room

That arrangement between
the two parties
concerning the
between the two parties

knowledge of the actual air circumstances, and in the absence of the statement which we want to have made, it is impossible to do more than indicate an opinion. I am of the opinion that the error is going to be made, unless he is to be held as a liability on the 31st of the year, and unless he is to be held for the transactions for that year, and unless it is to be held that he is to be held for the treatment should it appear as if he were to be held for the year 1911 in other respects. The total amount of the balance sheet for 1911 in any case will be the total balance sheet for 1911, and the balance sheet for this year's accounts, and the accounts for the year 1911 will sufficiently show the total amount of the balance sheet.

As to par. 1 of the Treasury report, the accounts with our accounts should show the total amount of the balance sheet, including all assets, liabilities and reserves of the railway. I am of the opinion that the balance sheet of the railway should be kept in a separate account, and it is my belief that it will be found that the present results theory will be found to be in the nature of a theory, and not on a basis of fact, and that the balance sheet of the railway will be found to be in the nature of a theory, and not on a basis of fact. I concur in what is proposed.

Mr. Arthur

*50
1911*

Proceed as proposed by Mr. Miller, or as proposed to what is suggested in the enclosed

22/11

*Edw. S. L. 23
Arthur*

Handwritten notes on the left margin, including "The total amount of the balance sheet..." and other illegible text.

captured the Boreas ~~...~~ and

to look through for letters with me
I have explained to him that we ~~...~~
copies of the ~~...~~ and that we had no
receipts & vouchers to the Post office

on 1st April 1903 and they are to be
to a Finance Bill to give us that we are
getting wrong there.

It may be possible for the Railway
Board to have a account showing the
working expenses plus the interest for
1st June 1902 to 31 March 1903 but I
understand that Capital Revenue expenses
are mixed up during the period that
it is possible to separate them and
consequently they would be included by them
in Capital Account to which I object

£ 50,000 has therefore been credited
 to the Annual Account, & Parliament
 expenditure, this amount
 is then deducted from the total expenditure
 shown in the Capital Account & as to get
 the true expenditure under the Grants & State

I agree with W. Bowring's figures -
 the Railway Account being kept on
 commercial lines includes a certain amount
 of expenditure on both sides of the
 account and naturally the figures don't
 agree & can't be brought to agree
 with the Cash ^{& advances from the Bank} ~~statement~~ ^{of the Bank} ~~statement~~
 account unless interest is con-
 sidered - The difference of 1470, 2-5.

Reconciling Statement then
 of the cash figures at his disposal.

admitted that any statement of the...
was given...
the other side... ~~and to~~

Printed at the...
with its impression...

Frank W. Bourgeois...
to Railway accounts...
Pro. accounts is essential to their
proper working - Of course only the Cash

Transactions can be embodied in the

Protective Accounts and therefore
it is necessary for the Railway Manager,
to prepare a Statement of the Accounts

to be embodied in the...
Railway Accounts

These must be embodied in the
Protective Accounts...
to be embodied in the

Protective Accounts...
to be embodied in the

whole side of the Railway, ...
... out at ...
... to see ...
... I was away ...
... I had ...
... statement connecting the figures but
... that he had ... the information
... enable me to do this.

W. J. 23/10/15

DUNDEE,

SCOT.

From East Africa on leave, I have endeavoured to reconcile the figures appearing, in the past three years, in the accounts of the East Africa Protectorate, under the heading "Uganda Railway", with those shown in the Revenue accounts of the Manager of the Railway for the same period. In this respect I have discussed the question with Mr. Roberts of the Crown Agents and Mr. Stephenson of the Colonial Audit Branch of the Exchequer and Audit Department, but I regret to report that, owing to the system under which the Uganda Railway Revenue accounts have been hitherto prepared, I have as yet been unable to obtain the information necessary to effect an adjustment in the Protectorate account.

I am, however, of the opinion that the adjustment could be effected, provided a joint account embracing both the Crown Agents accounts and those of the Manager of the Railway, were to be prepared from the date 1st October 1902, which the loss on working the Railway first became a charge on the funds of the East Africa Protectorate, viz:—

The chief difficulty is that, prior to April 1902, the accounts were prepared by the Manager of the Railway by the Crown Agents.

In the Crown Agents required funds to meet bills issued on their behalf by the Railway authorities, or to make payments for services rendered on behalf of the Protectorate, they transferred sums of money to the Protectorate Government, presumably to the Uganda Railway sub-account.

The ~~sums~~ transferred were always in round figures, and amounted to £16,600 in 1902-3 and £74,400 in 1903-4. From April 1904 however they adopted a different system, whereby they transferred monthly the exact amount disbursed by them on account of ~~the Railway~~. For the year 1904-5 the total of these transfers amounted to £4,856-5-11. From the same date, also, they rendered monthly accounts supported by vouchers of their disbursements on account of the Railway. These accounts were rendered to the Treasurer of the East African Protectorate and forwarded to the Railway Accountant for action.

The Railway Accountant should in my opinion treat these accounts as those of a sub-accountant, and pass all the entries contained therein through his monthly Revenue accounts. This has, however, not been done in the past, owing, presumably, to the continuance of the system of accounts in use before the Crown Agents rendered ^{to the Railway authorities} a complete set of their transactions. It would appear to be a simple matter for an amended Annual Account for 1904-5 to be prepared on these lines by the Railway authorities, but unless fresh accounts on the same basis are prepared from October 1902 I do not think that the Revenue accounts of the Railway can be considered to be complete.

I have accordingly the honour to suggest that the Crown Agents be requested to communicate with the Manager of the Railway with a view to the completion of such amended accounts.

In the meantime I have the honour to submit the statement of the cost of the Railway as it appears to date in the Protectorate accounts:-

Paid

Paid to East Africa Ry	1902-3	20500	
	1903-4	14400	
	1904-5	41800	1
		<u>76700</u>	1

Repaid to E.A.P. by Ry: Manager 04-5
30000 0 0

Balance in Hands of Ry:
Manager 31-3-06. 10102 3 1 10102 3 1

Balance (net cost to E.A.P.) 46000 0 0 - 2.10.

It is this total of £92,754. 2.10 which I have been endeavouring to reimburse with the years on working as shown in the Manager's accounts.

As ~~stated~~ stated, the loss on working the line first became a charge on East Africa ^{Protectorate} Funds in October 1902. A sum of £5000 was provided for the purpose in the East Africa Estimates and was in due course drawn by the Crown Agents in two instalments, namely, £10,600 in January and £3400 in April, 1903.

It is presumed therefore that the £5000 was treated as a fixed contribution from the Protectorate to the Railway, more especially as no account showing the actual loss for the 6 months ended 31st March 1903 was, as far as I am aware, ever prepared.

For the year 1903-4 the Manager showed a loss of £20,100-14--3 and for the year 1904-5 a profit of £2,639-9s.

Treating the £50,000 in 1902-3 as the loss on working the Railway as far as it concerns the East Africa Protectorate, we have the following statement of loss on the Railway from 1st October 1902 to 31st March 1903.

1902-3.	£50000 0 0
1903-4.	£20100 14 3
	£10100 14 3
	<u>2639 9 0</u>
Less profit 1904-5.	<u>107461 -- 5 -- 3.</u>

Thus

1905-6

Account of the Protectorate

This sum would venture to suggest, be shown as a liability to be met from funds in hand on 31st March 1905 in the accounts of the Protectorate for the year 1904-5.

It should also, in my opinion, be possible for a reconciling statement, working up to this figure, to be prepared by the [unclear] with the Railway Manager.

It may be noted that [unclear] arose in the earlier stages of [unclear] the Revenue from the Capital account of [unclear] [unclear] the accounts for the latter were [unclear] any wrong allocations or allocations [unclear] not be discovered by the Railway [unclear]

[unclear] that, commencing with [unclear] in the system of rendering [unclear] the Railway have a [unclear] East Africa and render [unclear] not embodied in the Protectorate [unclear] I would suggest that, in [unclear] their accounts, in which [unclear] included all sums received either from the [unclear] or locally, and Treasurer of the Protectorate [unclear] the same manner as the accounts of all other [unclear] the total profits [unclear] by the Manager's detailed statements [unclear] Protectorate [unclear] It would be necessary to [unclear] line of [unclear] for the Railway, the [unclear] which [unclear] also be made in totals [unclear] [unclear]

The Balance in the hands of the Manager would be
shown in the same way as the balances of other sub-ac-
counts, &c., as a portion of Protectorate Cash-in-hand.

I have the honor to be,

Sir,

Your obedient Servant,



Treasurer,

EAST AFRICA PROTECTORATE.

B. 8
33061
585

DEAR SIR

1880
23
Comms. Bd. 1880

MINUTE.

What 12/1
Revised 11/1

- 1. Introduct.
- 2. ...
- 3. ...
- 4. ...
- 5. On manney.
- 6. ... of Marlborough.
- 7. ...

Handing to C.O. 14 Paper

Copy sent to C.O.
L.F.

Per
 I have the honor to
 inform you that
 I have had under my
 review the letter, of
 which a copy is enclosed,
 addressed to this Dept
 by Mr. Baring on
 the subject of the
 method of keeping the
 accounts of the Uganda
 Railway.

2 I concur in Mr.
 Baring's proposal
 that a statement
 should be

proposed
the difference of 2 1/2
I am not sure
between the
of the railway
respectively as the act
help on making the
time up to the 31st
of March 1905.

3. It is not known
what to come low
Mr. Bunting
to bring the
with his balance sheet
was submitted on the 31st
March last as he pro-
poses to do under
the intended to bring
the 31st of the book

that some
says that
Railway
of goods
in
SOUTH
and
we account

DRAFT

MINUTE.

- St. Satorbus.
- Dr. Gar.
- Mr. & p.
- W. Graham.
- Manney.
- ke of Marlborough.
- Lyttelton.

ticket subject to
 on the writing of the
 meeting. They should
 show that they had
 enough to cover their
 out expenditure of the
 Railway including
 all that transactions
 of them of the C. Co.
 & It does not appear
 necessary to include
 the book tickets of
 the Railway accounts
 in the Treasurer's
 monthly statements
 accounts below the
 line, as it will
 confuse his statement
 part which is
 present note in the
 articles on the basis
 of his own account

would not on details &
credits necessary
treated as they are in
the ledger books. It
will be sufficient if
these book transactions
are acceptable in a
separate statement
& Subject to the
approval of the
of the new system as
from the 1st of April
next.

J. H.

Wm. H. Connor & Co. P.
No 23

Further I am
by the test of
the transaction
for your
guidance
of your
receipts
of the same

due to the
your acquisition
production of the
of the same
of the same